

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

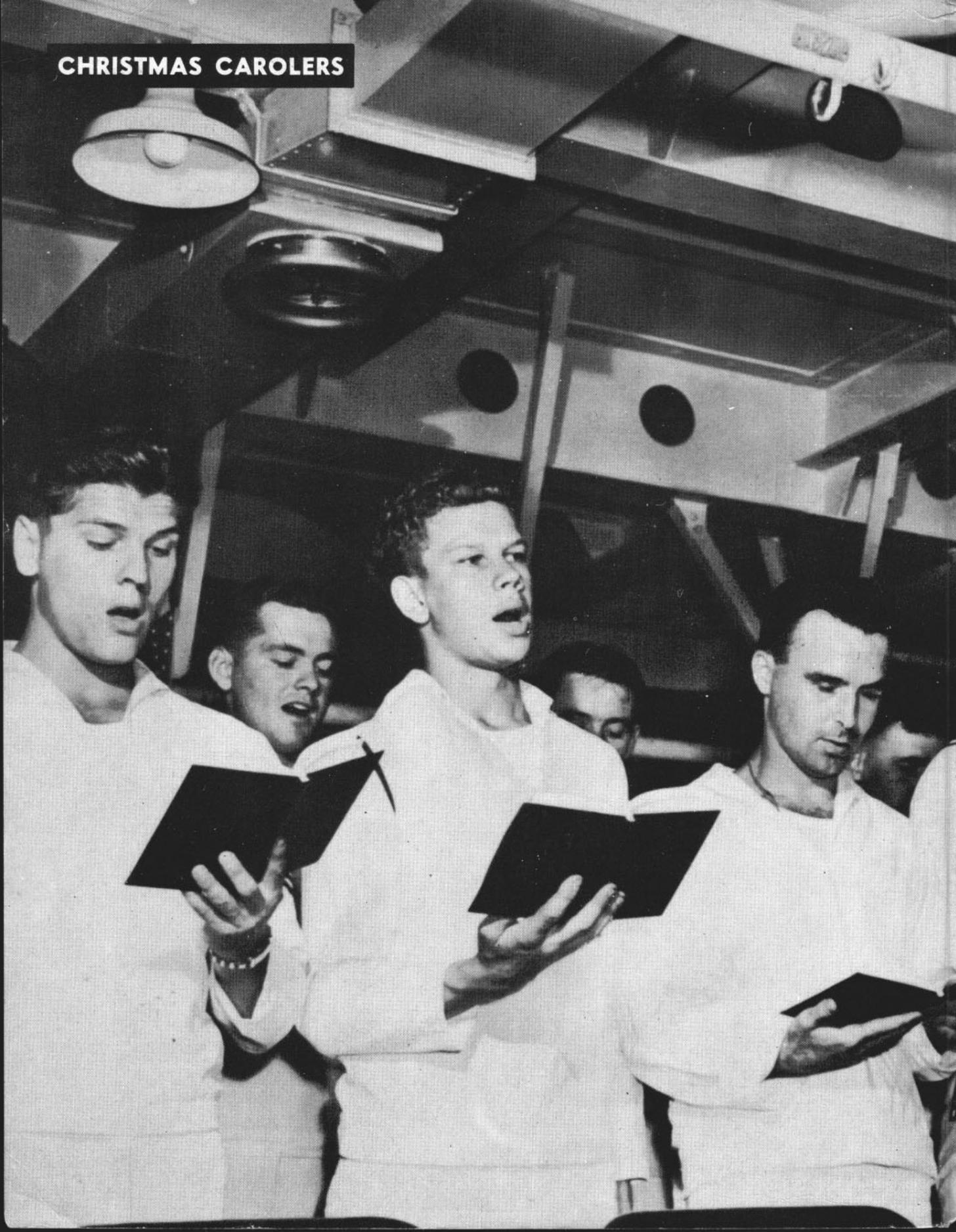
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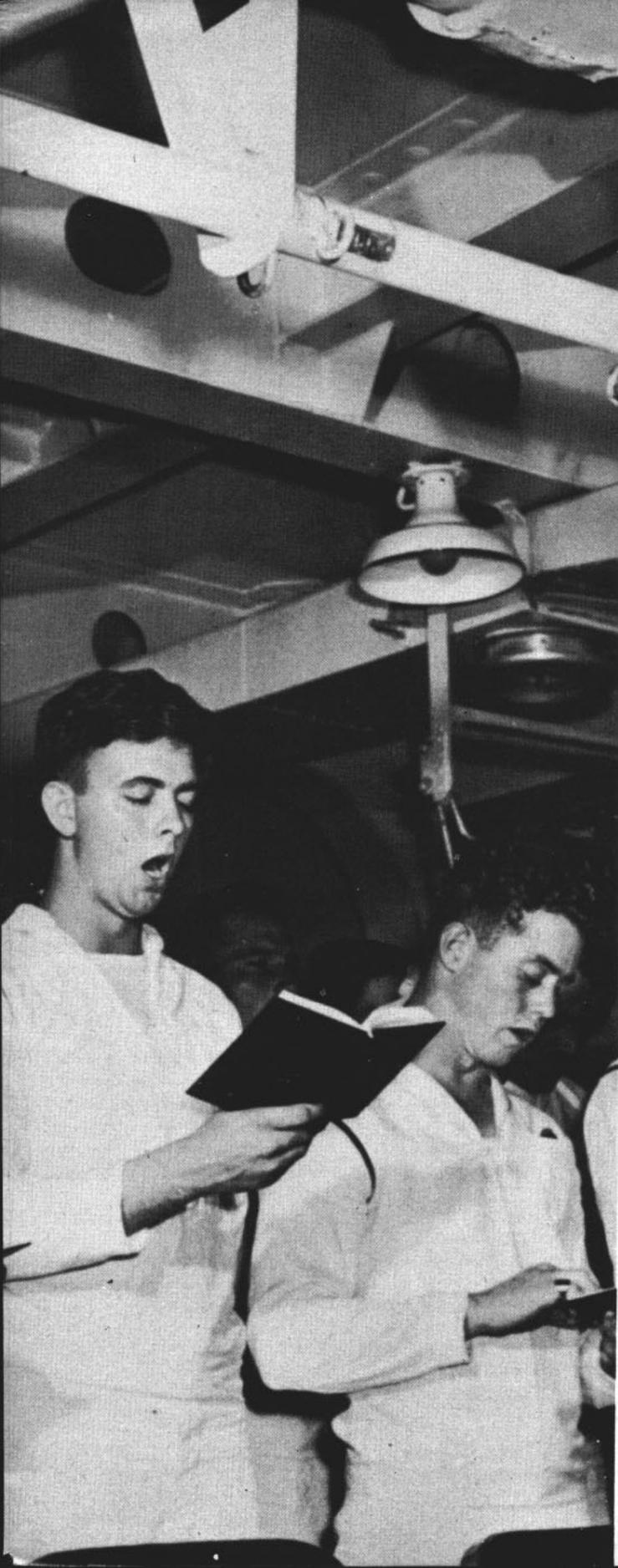


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DECEMBER 1947

CHRISTMAS CAROLERS





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DECEMBER 1947 NAVPERS-O NUMBER 370

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

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

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CHRISTMAS IN CHINA

• FRONT COVER: Santa Claus in uniform offers Christmas candy to two eager, hungry Chinese children. The scene is a party given by the men of the U. S. Naval Station in Shanghai.

• AT LEFT: Men of a U. S. warship celebrate Christmas in the traditional way by singing hymns before Christmas dinner.

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JOINT BEACHHEAD

LIFE JACKET know-how is given to a G.I. by marine prior to Operation Seminole in the rugged surf off Florida coast.

IT WAS 0900 on D Day—with a warm tropical rain lashing the beaches of Florida—when the first major joint operation since coordination of the armed forces unfolded along sandy Blue Beach south of Panama City.

Operation Seminole—with a full cast comprised of Navy, Army and Air Force—was spotlighted for a worldwide audience in the Gulf of Mexico from 30 October to 10 November.

Along the Florida surf from Blue Beach to Panama City, the "attacking" U. S. forces were given the mission of seizing the area from the "enemy"—tabbed "Aggressor" for the operation.

This was an exercise of training rather than of actual combat. Primary objective was to teach Army troops the correct procedure for embarking in Navy ships, later disembarking under actual air support and combat-simulated landing conditions.

D Day, date of the initial landing, was an all-Navy show.

LCPVs from landing craft laying to from 1,500 yards to five miles off shore hit the beach with a mythical Army di-

vision, the 186th Infantry, and personnel from Naval Construction Battalion 105. The pseudo Army unit was to secure the beach head for the actual landing to take place on D-Day-plus-one.

The Seabees formed the beach party battalion to clear the beach of obstructions and constructed a special pontoon causeway for unloading landing craft.

Another Navy unit, Underwater Demolition Team 2, displayed the wares that brought them wartime combat fame as they launched LCP(R)s in the choppy surf and reconnoitered the beaches for obstructions.

Landing units of Task Force Choctaw, the name given the task fleet that carried the troops and equipment from San Jacinto Ordnance Depot near Galveston,

Tex., to the Florida site, began their operations on D-Day-plus-one.

Following simulated strafing and bombing attacks on the beaches by the invading forces' air power, LSTs and LCTs moved toward shore, in preparation for debarking troops and equipment.

A low surf proved to be the major obstacle to successful landing efforts undertaken by Navy craft. The first approach was halted by shoals short of the pontoon causeway where the craft were to unload. Joint planning heads took time out for deliberation as to whether to run the ships in as far as possible and unload into the water or to wait for high tide, which would allow them to utilize the causeways.

Deciding on the former plan of action, another approach was ordered. This proved to be successful, as USS LST 912, the first ship into the beach area, dropped her ramp approximately 35 yards off shore, and the water-proofed equipment was directed to the beach.

Unloading the massed forces took all of D-Day-plus-one and part of the morn-

Navy, Army, Air Force Coordinate Training In Operation Seminole

ing of D-Day-plus-two, as the Navy force debarked approximately 3,000 Army troops and their 552 vehicles, including tanks, half-tracks and jeeps.

Exercise Seminole marked the first time that the Army's 42-ton M-37 heavy tank was landed amphibiously. Along with the lumbering giant tank, latest model self-propelled 105mm. howitzers were also landed. All vehicles negotiated the heavy sand of the beach with ease. Lack of congestion on the beach was an important contribution to the success of the exercise.

Exercise Seminole saw its beginning on 8 July. At that time, representatives of the Fourth Army, ComPhibLant and Twelfth U.S. Air Force met in the initial joint conference at Fourth Army Headquarters, Fort Sam Houston, Tex.

On 28 July, the general plan for the exercise was issued. This plan outlined the offensive operation to be carried out by Army, Navy and Air Force components, and established command, training and logistic responsibilities.

Coordinated planning was continuous. Both Navy and Air Force maintained planners at the Fourth Army location throughout the entire planning phase.

The outline for the plan was that an enemy nation, "Aggressor," had met and partially defeated the U.S. Atlantic Fleet. Part of the defeated fleet fled to port in New York, Boston and other eastern cities, and the remainder was forced to retire to Galveston. While this retreat was in order, the enemy invaded the United States and captured the territory along the Atlantic Coast and Gulf of Mexico as far west as the Mississippi River.

The enemy finally was stopped by Army ground forces along a general line extending from Charleston, S.C., to Fort Walton, Fla. Anticipating a stalemate along the general front, a plan was made by which an invasion of the Florida coast would force the enemy to withdraw part of his strength from the front to combat amphibious-born invaders in the area of Panama City. This would allow the U.S. Twelfth Army, opposing Aggressor on the front, to make short work of its forces.

Actual operations in Seminole began 30 October, when an initial expeditionary force of nine ships left port in Galveston, bound for the coast of Florida. In this group of vessels, carrying the mythical 186th division, was USS *Taconic*, flagship of Rear Admiral Ralph O. Davis, USN, ComPhibLant and Commander, Joint Expeditionary Force.

One day later, the second group of ves-



LST 912 DISGORGES jeep (above) as units of Second Armored Division roll ashore from Navy ships under air cover during training exercises. First joint operation brings Army equipment through Blue Beach (below) from LST 603.





BLUE BEACH is secured . . . strafing aircraft retire . . . Florida's Gulf coast "invasion" simmers to halt after Navy brings 3,000 troops, 552 vehicles to scene.

sels left Galveston, bound for on-location rendezvous with the original portion of the task fleet. This group of ships, which swelled the task force total to 29, was under the command of Rear Admiral E. H. Von Heimberg, USN, ComPhibGru 2. On board these ships were the Army personnel who would make the actual landing—the famed Second or "Hell on Wheels" Armored Division of the Fourth Army, plus certain attached units. Army men on board the Navy units were under the subordinate command of Maj. Gen. J. G. Christiansen, USA; Commanding General, Second Armored Division.

The entire exercise was under the command of General Thomas T. Handy, USA, Commanding General, Fourth Army and Gulf Theater of Operations.

The Army personnel who made the landings were "graduates" of another portion of the complex plan for Exercise Seminole—the training phase. This was set up in three separate and distinct parts—indoctrination, pre-embarkation and afloat training.

As the first step in reaching the objective of preparing individuals and units in their function in the conduct of landing operations, ComPhibTraLant conducted schools at naval training institutions for selected Army ground force personnel.

In these schools, G.I.s were given a thorough indoctrination in the concepts of joint amphibious operations. Training in amphibious intelligence, logistics, communications, loading and unloading of

ships, shore-party operations, air and naval gunfire support were stressed.

The second phase of the training was pre-embarkation, which covered basic amphibious training for all troops taking part in Seminole. In this step of training, the soldier was introduced to naval terminology and customs, life on board ship,

Other Exercises Keep Armed Forces in Trim

Elsewhere throughout the world, U.S. armed forces simulated wartime conditions to keep in combat form.

Some of the most recent exercises, in addition to Operation Seminole, were:

- An estimated 9,000 Navy and Marine Corps personnel, with 43 ships and 300 planes, participated in landing exercises on the southern California coast and San Clemente Island.

- At Tsingtao and on or near Guam, elements of the Fleet Marine Force of the Pacific held amphibious exercises designed to bring them to a state of combat preparedness "equal to wartime levels," in the words of their commanding general, Lieutenant General Allen H. Turnage, USMC.

- In the Atlantic, the fleet's tactical exercises covered an area from Bermuda to Newfoundland in surface, air-surface and submarine-surface operations as well as an amphibious landing by about 1,500 Marines on Argentina.

discipline in small boats, the technique of debarking from ships into small craft and then debarking on a beach. This training was supplied by the Troop Training Unit of ComPhibTraLant.

Final period in the training of Army troops was given afloat. This began with the embarkation at San Jacinto Ordnance Depot at the beginning of the actual operations, and ended when the troops filed off the ships at San Jacinto upon return from Florida. During this phase of training, Army units were given actual experience in the intricacies of troop movement during joint amphibious operations.

Unique in the exercise was the enemy, Aggressor. For the first time in the history of the armed forces, a training exercise was held against an army that in no respect had the appearance of friendly forces.

Aggressor was a mythical nation which supposedly sprang up immediately following World War II. In reality, Aggressor stemmed from research and planning carried on at Fort Riley, Kans., where all the details necessary to create a realistic enemy force were provided.

This mythical nation was complete to the most minute detail. It had a history, doctrine for government, ideology, language and army and air force with distinctive uniforms, order of battle and intelligence organization.

Its equipment consisted of pneumatic tanks, trucks, guns and anti-aircraft artillery, using explosive charges and fireworks for simulated fire. Realism was further added by sound effects, used on the beach to represent actual battle firing at an invading force.

Air power for Aggressor was supplied by U.S. Air Force P-51s, bearing distinctive markings and operating out of Shaw Field, S.C.

Air support was afforded invading U.S. forces by Navy and Air Force units based at NAS Pensacola, Fla., and U.S. Air Field, Eglin, Fla. Pilots from CarBatGru 3 flew F4U Corsair fighters and the new AD-1 Douglas Skyraider torpedo bombers. Marine flyers from Marine Air Group 14 added support in F4Us and four F6F Hellcats. Approximately 130 Corsairs and 50 Skyraiders joined the F6Fs in composing Navy air might.

In a special conference following D-Day-plus-one operations, Kenneth C. Royall, Secretary of the Army, stated that "This exercise has certainly illustrated how sincerely all three services are working together."

WILCO, OUT!



THE invasion is underway.

You're on board a DD laying to 1,000 yards off shore.

Fighting ships of every size and shape surround you. To port and starboard are other DDs and DEs. Aft are CLs, BBs, CVEs, AGCs, AKAs, APAs—nearly all the Navy's many types.

You walk into the combat information center of your destroyer, flagship of DesRon "X."

The room is black as raven feathers. Your eyes focus on a group of greenish-hued, ghost-like faces and hands without bodies, huddled over a radar scope and plotting desks.

Then you see the drama of invasion—ship-to-shore fire control which will mean the difference between success and failure of your mission.

Somewhere ashore on the firing line is a naval officer . . . a spotter . . . a "Roger-Charlie," as he is called, with only a number for identification . . . an expert in shore bombardment and in DD firepower . . . well-versed in the forces with which he works.

Before the operation starts in the morning, each Roger-Charlie gets a list of ships and code numbers . . . from the list he picks one . . . it's our destroyer, code

name *Baldpate*.

Up front, the Marines have hit a snag . . . bogged down by an entrenched enemy.

Then, from the beach, the Roger-Charlie lifts a walkie-talkie and calls into the speaker: "Hello, Baldpate . . . Hello, Baldpate . . . This is Roger-Charlie 223 . . . Come in, please . . . Give me your position."

The Talker on our destroyer answers, "Hello, Roger-Charlie 223, this is Baldpate. Our position is X-21."

The spotter checks his chart . . . he knows what is needed to eliminate the snag.

Again he calls our DD, "Your target is a rat nest in area William 8."

Fire control on board ship checks his own chart and sends back acknowledgment: "Will be ready to fire in two minutes."

Roger-Charlie 223 directs, "Drop one Willie Peter in area William 8 in one minute."

From Baldpate: "Willie-Peter ready in one minute . . . Standby—Fire! . . . Standby—Splash!"

From computed time of flight, our DD knows the exact moment the white phosphorous shell will hit William 8.

Our spotter comes back, "Hello, Baldpate, splash identified . . . you are over

. . . down eight-zero . . . left six-zero . . . Lay down five how easys and check."

Our shells will not dislodge the entrenched enemy . . . trajectory too flat . . . Roger-Charlie 223 calls for a dumb-bell—high angle shot . . . Still no good.

"Baldpate, standby." He switches to a cruiser off our stern . . . same procedure . . . no success. Still another ship . . . same result.

Enemy is firmly dug in for sea fire and spotter makes another call . . . "Scatback 1 . . . this is Roger-Charlie 223. I want five scouts (airplane bombardment) . . . I have a target . . . orbit over area William 8."

Then we are hailed again . . . "Baldpate, lay a Willie-Peter in last area."

Another contact with the air to say our DD is ready.

"Roger-Charlie 223 . . . Roger-Charlie 223 . . . This is Scatback . . . Willie-Peter identified . . . will go downstairs and investigate."

A plane peels from the formation and dives for a closer look . . . the spotter is notified of the enemy's location. The plane returns and picks up his group . . . scant seconds pass . . . a dull roar of bombs exploding tells us that the enemy is there no longer.

Roger-Charlie 223 and the Marines move up again.

GOONEY

(Editor's Note—Norman Coben, S1, ENC, prepared the following story for ALL HANDS. Robert Brigham, PHOM2, took pictures.)



SIZZLING hamburgers, stateside style, at the Gooney Beach Club (above), and brisk, cooling swims at the beach (below) make life on Midway pleasant.



THE OLD hamburger stand from back home has reached Midway Island.

Cokes, ham sandwiches, hamburgers, milk and beer, a place to sit down and shoot the breeze, to relax and enjoy life on Midway—that and many more things are what the enlisted members of the Gooney Beach Club on Midway Island have to make life a bit easier.

Although it isn't included in the plan of the day, the daily gathering at the Gooney Beach Club comes as regularly as morning colors. Every afternoon along about sundown activity gets underway. Card games are started, the latest scuttlebutt is discussed and letters are written. The club soon is crowded. Events continue until taps, interrupted only momentarily by evening chow.

The club opened 7 June 1947, following the fifth anniversary of the Battle of Midway, in the memory of the men, ships and planes who won this decisive battle which removed the threat to the West Coast and Hawaii.

The club, run by the men, is trying to bring some of Main Street, U. S. A., to the island. With a new beach and beach house where they can dress for the beach and shower after swimming, the men then can go to the club by way of a board walk for a sandwich and a cool drink. All this gives the feeling of the old swimming hole and the main street hamburger stand with a Midway Pacific setting.

A group of committee men run and guide the activities of the club. Leading the club's activities is Phillip Reymos, BM1, president, with D. F. Gammon, S1SKD, secretary-treasurer.

The committees which comprise the club are: House Rules, with J. B. Richards, SM2, W. H. Frakes, Y3, and J. J. Daugherty, S1, as members; Recreation, with P. Overstreet, S1, D. E. Lovelace, S2, and C. D. Miller, Y3, as members.

A committee for the planning of future improvements of the club includes, E. J. Hertzog, EM1, W. J. Coats, SSMB2, and J. Steiner, S2. These men were all elected through popular vote by the men of the island who are members of the club.

Theodore Trekas, PR1, is manager of

RETREAT

the club. He has charge of the upkeep and appearance of the club and the procuring of refreshments.

The club is named after the Gooney Bird of Midway, a salty name for the Laysan Albatross. The Gooney Bird is not so diffident as to boldly come up to the bar and order a drink, but they have been known to do some funny things. They are the true natives of Midway, therefore, it was only fitting the club be named after them.

The club has a capacity of over 200, with 25 tables seating four people at each, and a lounge and game room with tables and couches in the rear. There is continuous music from the juke box located in the game room with a large variety of popular records. The men who visit the club each week eat and drink some 30 cases of coke, 75 pounds of hamburgers and 25 pounds of ham, plus other foods such as milk, coffee, candy and several kinds of fruit drinks.

For the convenience of the men, there is a bus service which runs throughout the base, taking men to and from the club. The bus is operated by J. Steiner, S2, and Terry Burline, MM3, who carry 150 to 200 men on their nightly bus runs.

Making its run every half hour, the bus stops at all barracks and housing areas, picking up men going to the club. The last run is just after the nightly movie, taking men to the club for a snack or a cool drink before turning in.

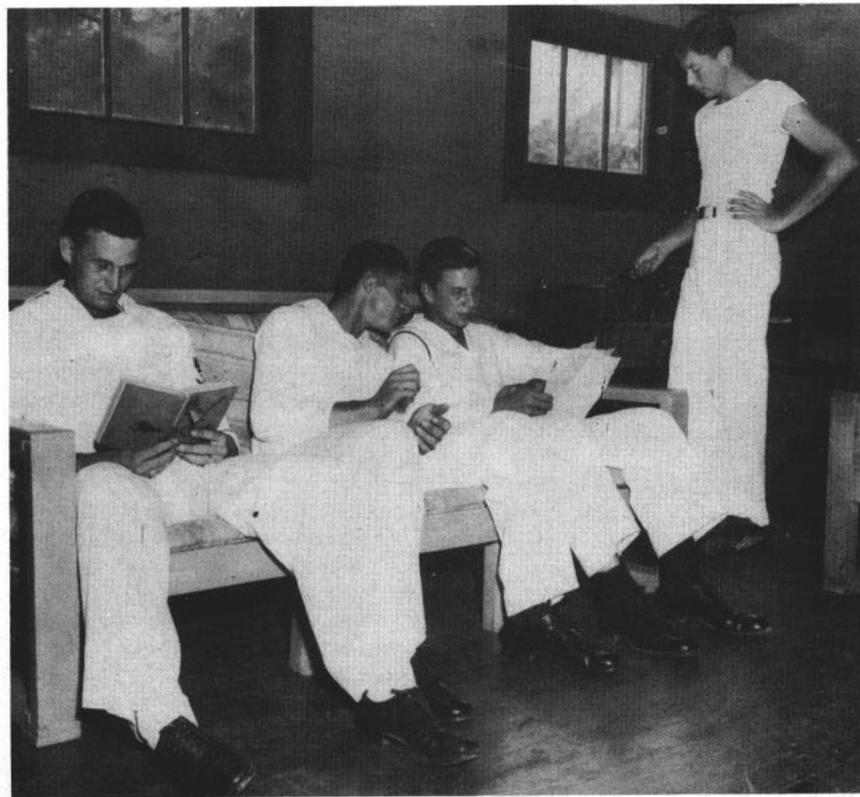
The committee men are planning an extension of the club. Such plans include the building of a room where men who are 21 or over will be able to obtain something besides a soft drink at a special bar and lounge. Also, they are planning to have a patio with umbrella covered tables and a bamboo fence, giving the place a southern Pacific setting.

There also will be a barbecue pit on the patio where the members will be able to roast their own hamburgers and hot dogs. The patio will enable men who come from the beach in bathing suits to have a place to sit outside and enjoy a hot dog and cool drink.

Built by the cooperation and hard work of the men of Midway Island, the Gooney Beach Club stands as a memorial to the men who fought and died in the Battle of Midway. So, relax, you members of the Midway Beach Club, and enjoy your place of relaxation.



MINUTES are read by the president to committee men of the club (above), and club members relax (below) while they enjoy reading and listening to records.





THEY ASK

GROUND CONTROL approach system (left), fog dispersal equipment (center) permit all-weather flying at Landing Aids Experimental Station, Arcata, Calif.

DENSE FOG, silently wrapping everything in its wet, gray cloak, completely enveloped the small airfield in northern California.

Unlike ordinary airfields in foggy weather, this one was buzzing with activity.

A loudspeaker was blaring instructions; airplane engines were humming; pilots were donning their gear. To an unin-

formed observer, the whole spectacle was hard to believe. This airport was seething with excitement in what usually would be non-flying weather.

ocean, completely exposed to fogs and storms moving in from the Pacific. Moist, tropical air masses passing over the cold Aleutian current which upsurges strongly off the Arcata shore, causes thick fogs regularly. It's an ideal site for the experimental program on fog dispersal and instrument landing aids.

Situated on a bluff rising 217 feet above the ocean about 300 miles north of San Francisco, the field is utilized for test operations sponsored jointly by the Navy, Army, Civil Aeronautics Administration, Air Transport Association and airlines.

Commander F. H. Browning, USN, BuAer's representative, supervises operations of the Navy and military pilots assigned to the project. Two Navy night fighter pilots, Lieutenants (jg) D. J. Wagner and A. V. Barber, USN, have made numerous landings and take offs, flying F7F and F6F aircraft under conditions of ceiling zero. Both pilots are members of Squadron VCN-2 based at Key West, Fla., a squadron active in development of electronic techniques employed in carrier operations.

The Navy pilots have been experimenting at Arcata with various approach lighting configurations and thermal fog dispersal equipment to determine combina-

tion of visual landing aids to best augment standard electronic low-approach equipment, either GCA (Ground Control Approach) or ILS (Instrument Landing System).

Because of special equipment provided in the Navy planes, Aviation Machinist Mates D. C. Taylor and R. A. Rhodes, USN, are assigned to the project to insure efficient operation of the aircraft.

In addition to Navy personnel, Air Forces and air line pilots are conducting tests, using heavy bomber and transport type planes.

Naval Air Transport Service pilots are assigned to indoctrination duty to become fully acquainted with the work being done at Arcata.

The primary mission of Arcata is the **PATTERN** of flaming Xs is formed by

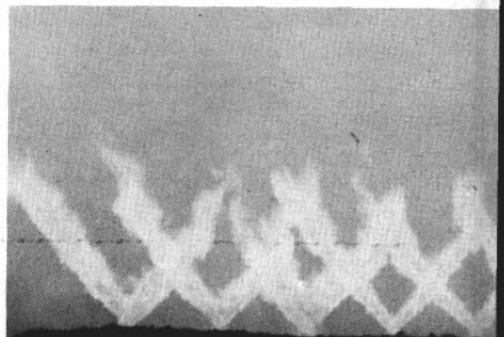
By William Kreh, SPXJ03, USN
ALL HANDS Staff Writer

formed observer, the whole spectacle was hard to believe. This airport was seething with excitement in what usually would be non-flying weather.

For the personnel at the Landing Aids Experimental Station, Arcata, Calif., this was another "perfect" day. Perfect, that is, for testing and developing pilots' landing aids for all kinds of weather.

In fact, zero-zero weather at this station is considered 4.0.

Arcata is the country's foggiest air station and, as such, is one of the Navy's greatest assets for testing purposes. Used during the war as a training base for carrier pilots, the station is located on the



FOR FOG



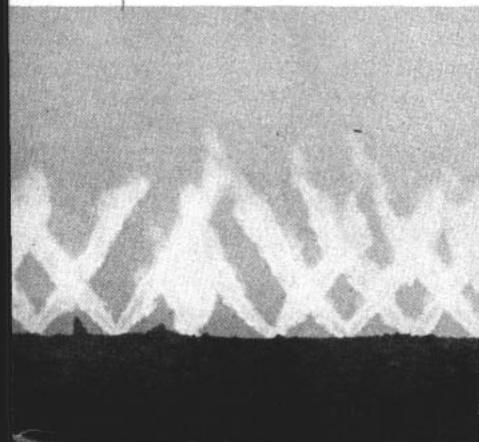
test of air field lighting equipment and FIDO (Fog, Intensive Dispersal of). Only electronic landing aids developed elsewhere and proved successful are used at the field. This policy was adopted by the joint Army-Navy-Civil Steering Committee to avoid duplication of effort.

Arcata's daily routine is dictated by fog.

When the fog rolls in—whether at 0400 or 1400—the station is alerted. As many planes as possible take off; detailed records are made of each flight. Included in data obtained is varied meteorological information, such as size of water droplets in fog particles, wind velocity and barometric pressure.

The ILS and GCA systems are adequate for landing trained instrument pilots in visibility as low as one-quarter of a mile.

long line of burners, used to disperse fog.



PILOT'S EYE view of the experimental approach systems used at Arcata is given by cockpit camera which is being loaded here by pilot and enlisted man.

Practically every airport, at one time or another, has been enveloped by fog lying close to the ground through which nothing can be seen beyond a few hundred feet. It is then that FIDO enters the picture.

Answer to the fog dispersal problem is really not difficult. To be rid of fog, experts merely have to get energy into the air—energy in the form of heat, sound or other methods. The problem, therefore, becomes one of deciding which type of energy is best suited for this purpose and by what means it can be transmitted into the atmosphere.

To increase visibility in fog, it is necessary to remove a large portion of the water droplets making up fog. Several laboratory methods have been developed, but the only proved method now in full scale use is the thermal, or heat, process.

By this method, a suitable fuel, such as gasoline or diesel oil, is burned around the landing strip. The resulting heat of combustion raises the air temperature and causes the droplets to evaporate.

Equipment for the most effective of the successful thermal processes is installed at Arcata and each method is tested to find the most suitable.

There are two main types of thermal FIDO apparatus—the low-pressure and high-pressure systems. The low-pressure method was developed and used extensively by the British. It consists of a perforated pipe from which vaporized streams of gasoline are ejected and burned. This system is expensive to install, requires pre-heating which wastes time and fuel, and requires considerable maintenance work. Many times, the smoke caused during wartime was more of a menace to landing planes than the fog.

The high-pressure system uses atomized fuel, usually gasoline, kerosene or fuel oil. This method involves no smoke and can clear a landing field in two minutes or less. Several modifications of this high-pressure system are installed at Arcata for testing.

With the high-pressure FIDO system, fuel is pumped from the tank by a gravity head, or low-pressure pumping system. This system pumps the fuel in large quantities into a centrifugal pump which further delivers fuel at pressures as high as 1,500 pounds per square inch.

Fuel is delivered to burners by high-pressure supply lines laid below the ground. At Arcata, the group of fuel tanks have a capacity of 240,000 gallons, suffi-



TECHNICIAN at Arcata field (right) explains high-intensity runway light to pilot who made emergency landing at night in first testing of the equipment.

cient to feed the burners for several hours of continued operation.

Design of an efficient burner is the major problem facing technicians at the Landing Aids Experimental Station. Several types have been suggested, the best of which are installed at the station for testing and improvement.

The triod or "three feathers" FIDO burner consists of three spigots, arranged with one vertical, one at a 45-degree angle and the third at a 135-degree slant. Fuel, under great pressure, is forced through these spigots and the ensuing vapor is lit-off by means of an electrode. When burning, the three nozzles direct their flames in a manner that resembles three crossed feathers. The heat is comparable to that of a boiler on a battle-wagon.

The crossed spigot system has two spigots, one at a 45-degree angle, the other at 135 degrees. When one of these sets is lit-off, with an electrode in the same manner as the triod system, their individual flames intersect, forming a flaming cross.

At Arcata, these various systems line the runway, enabling individual experiments with each of the designs and combinations. All of the installations are automatically controlled by an operator in the control tower. By pressing a few buttons which electrically ignite the burners on the field the place is lighted like a night

game at Yankee Stadium. From the air, light from the flames can be seen for 100 miles on a clear night. It closely resembles a huge prairie fire.

In actual use, an airfield would have no use for burners on a clear night, but in testing at Arcata, where clear nights are few, the burners are lit to study further possible improvements.

Arrangement of the burner systems is also under study at Arcata. Individual airports need individual arrangements tailored for their particular field. To select the most advantageous burner locations, it is necessary to know the angle at which winds accompanying the fog will cross the runway.

Velocity of the wind and terrain characteristics of the airport also must be considered. If the wind always came at right angles with the landing strip, it will spread the heat and take very few burners to clear the area. However, nature seldom is that cooperative and winds from all directions must be considered. Parallel winds are hardest to handle and require the most burners to clear the field sufficiently.

It has been discovered at Arcata that the area cleared by the burners should be at least 275 feet high at the approach end of the runway and should extend 1,500 feet out into the approach zone from the end of the runway. It need not be more

than 50 feet high at the far end of the landing strip.

One of the systems of FIDO not using heat energy which has been tried out at the experimental station is the sonic system. This method is based on the principle of changing fog to rain by bombarding the fog particles with high-frequency sound waves. These sound waves, which are created at Arcata by 12 powerful air-raid sirens, bounce the particles around in such a manner that they soon unite and become heavy enough to fall as raindrops. Without a doubt, the main disadvantage of this system is the noise it creates—enough to vibrate eardrums within a large radius from the machines. Ear plugs are needed in the immediate vicinity of the sirens.

As a possible solution to this problem, supersonic equipment will be installed at Arcata soon. This equipment would produce very high-frequency sound waves which would be inaudible to the human ear.

Sound wave fog dispersal, if effected successfully with more portable apparatus, may well enable aircraft carriers at sea to improve their own flying conditions. BuAer and the Air Materiel Command are collaborating on the design and operation of this type of equipment.

Fog also can be dispersed by use of a desiccant, or "water-hungry" chemical. One of these chemicals tested is calcium chloride. Vapor produced when the chemical is burned mixes with fog and absorbs the moisture, clearing a small area.

For several reasons, this has proved unsatisfactory and further experiments and improvements must be made before this system of FIDO can be used successfully.

Another method engineered by the Air Forces is the turbo-jets. These units are mobile and comparatively small. The turbo-jets radiate a great amount of heat and it is planned to experiment further with this equipment at Arcata.

High intensity runway and approach lights provide powerful illumination to assist the pilot in his final approach and landing, after the preliminary approach is made with electronic aids.

As a plane approaches the runway, it is vital that the pilot know his relation to the strip on which he is about to land. This is accomplished by visual reference points provided by approach lights, visible from either side of the plane's glide-path.

These lights begin approximately 3,000 feet out in the approach zone.

Although electronic aids will bring the plane safely to the runway at an elevation as low as 50 feet, the lights are placed 3,000 feet out to allow the pilot sufficient time to orient himself and prepare the plane for landing.

Several types of high-intensity approach lights are being tested at the station. The control tower controls the brightness of these lights and in some cases determines the angle of elevation of each individual lamp. Heat produced by the lamps is so great that each is equipped with a small electric fan inside the casing.

The station has tested the use of a small beam of light directed into a light-sensitive element. This is used for experiments controlling the intensity of approach lights.

Called a *transmissometer*, and developed by the National Bureau of Standards, it automatically calculates the visibility in fog.

A practical design to automatically control the light intensity to suit visibility conditions will be—it is hoped—the ultimate result of this experiment.

To keep pace with improvements made in approach lighting, much experimental work has been accomplished on the development of runway lights. Tests are being made on high intensity runway lighting fixtures produced by various manufacturers.

Reports of these tests will indicate which types of fixtures possess the most desirable lighting characteristics for use with or without high intensity approach lights. Some fixtures tested produce narrow beams of light of 40,000 candlepower intensity which can be focused horizontally toward or away from incoming aircraft, depending on visibility conditions.

Other fixtures are equipped with lenses that project wide horizontal light beams to suit all conditions. No change is anticipated in present standards of runway lighting requiring white lights along the sides of runways, green lights marking the runway ends, and brightness control for all lights.

In four months, 21 flight tests were made at the station. These tests consisted of 226 approaches by all type of planes, in conditions varying from as low as 200-foot visibility up to one mile.

Through the progress already made at Arcata, plus new ideas and future experiments, aviation is steadfastly approaching its goal—that of "24-hour-a-day" aircraft capable of maintaining flight in any weather, whether it be foul or fair.

Navy Seeks "Can Take It" Compass

The Navy is searching for a compass that will be less susceptible to shock from gunfire and heavy seas and provide a steady reading under all adverse conditions.

Constructed at the Navy Material Laboratory, New York Naval Shipyard, is a 75-foot non-magnetic mast which can rotate through a full circle and simulate all the roll, pitch and yaw conditions found aboard ship. Under construction is a device designed to test vibration under conditions of rotation. This device also reproduces magnetic conditions found in any latitude.

Everytime a ship's guns are fired, her pattern of molecules is changed. Although this fact may not seem very startling to the average seagoing man, it has been under close study by BuShips' experts since early in World War II.

The problem of a reliable remote reading compass for use on board ships came up early in the war when critical shortages of non-magnetic materials made it impossible to provide compass housings that would protect compasses from these magnetic fluctuations.

As a possible solution, a new remote reading compass designed for aircraft was substituted for the old direct reading compasses. The master instrument was installed high on the ship's mast where it was clear of the vessel's magnetic fields, since ship magnetic fields are weakest at a minimum height of 50 feet above the deck.

This proved more satisfactory than other systems, but aircraft compasses were found not fully adequate for the purpose. When placed aboard ship they had a high degree of instability, which was increased by the roll, pitch and yaw encountered by the master instrument on the mast.

Prior to this, compasses carefully shielded from stray magnetic currents which would affect their reading were mounted in the pilot houses of ships with their indicator directly before the eyes of the helmsman. Even in these shielded installations, it was realized that the firing of heavy guns in the vicinity of the compass changed the magnetic nature of the ship's structure enough to induce large and semi-permanent errors in the compass.

In peacetime under conditions less forceful than war, these induced compass errors could be measured and compensated for without serious effect. This system, however, was unsatisfactory during the rough battles of World War II.

The pattern of molecules of an object directly affects its magnetism. According to the theory of magnetism, each of the million of molecules of iron and steel that make up a ship is a tiny natural magnet.

These tiny molecules are ordinarily arranged in a helter-skelter fashion so that to some degree, they neutralize each other. There is, however, a certain amount of magnetism present in all metal structures and around all electrically-operated equipment, although it may be very weak.

A ship always has a magnetic field which fluctuates in strength, depending upon its relative position with the earth's natural magnetic fields. It is these same magnetic fields of the earth that attract the ship's compass to the north.

Ordinarily, the magnetism of a ship is not very strong until her big guns are fired. When this occurs, the molecules are jarred and a great many of them swing around in line with the earth's magnetic field. This strengthens the ship's magnetic field to such an extent that it is stronger than the earth's magnetic attraction and therefore causes inaccurate compass readings.

This is especially true if the ship is heading north or south at the time the guns are fired. The molecules are jarred into line, increasing the vessel's magnetic strength. If the ship then veers into an east or west direction and the guns are fired again, the molecules are knocked out of line with the earth's magnetic field and the ship's magnetism practically disappears. In one recorded case a destroyer on a due north heading suffered a seven degree change of compass reading when guns of a twin 5-inch turret just forward of the pilot house were fired.

The new compass, when completed, is expected to be a combination of the best features of existing compasses and new technical applications.

ISLAND



CHAMORRO boys receive lessons in art of self defense (above). Mothers and offspring get prenatal and postnatal care in Navy's island medical program.



NAVY ADVICE and administration are changing the ruins of the Central Pacific Islands into self-sufficient and self-governing communities.

Instructions in farming techniques, education, handicraft and almost every conceivable vocation necessary for an island community are supplied readily by enlisted and commissioned naval personnel on Guam and American Samoa, the Marshalls, Carolines and Marianas Islands.

However, the Navy is not taking the responsibilities from the natives of molding their own government. Each group of islands has its own administration which in turn is under the direction of the Deputy High Commissioner of the Pacific Islands.

A typical civil administration unit consists of the following departments: education, commerce and industry (labor, private enterprise and agriculture), public works, native affairs, public safety and public health and sanitation.

Most advanced of all administrations is that of Guam, which has its own native commissioners and Congress, divided into a House of Council and House of Assembly. The Guamanian Congress has the power to make and pass laws by which the natives are governed, even to the extent of over-riding the veto of the Governor of Guam, their protectorian administrator.

Education, health and sanitation improvement, police and fire protection for the Guamanians were given under Navy administration (ALL HANDS, July 1946).

But what of the smaller, less-advanced bases? What is the Navy doing there? How are the people faring in their efforts for economic rehabilitation and self-sufficiency?

A prime example of island development in the more remote spots is the tiny island of Majuro in the Marshalls.

In this island, the same type of instruction is being put into effect that has brought Guam to its present stage of development.

Schools, churches, stores, town halls and storage units for copra, the number one industry, are being built by local inhabitants under Navy supervision.

Great interest is shown by the villagers, who take an active part in the building of units that will insure them liberal edu-

GROWTH

cation, economic independence and healthful living. Few districts or groups of people ever displayed as much community spirit as the residents of the village of Airik, Maloelap Atoll.

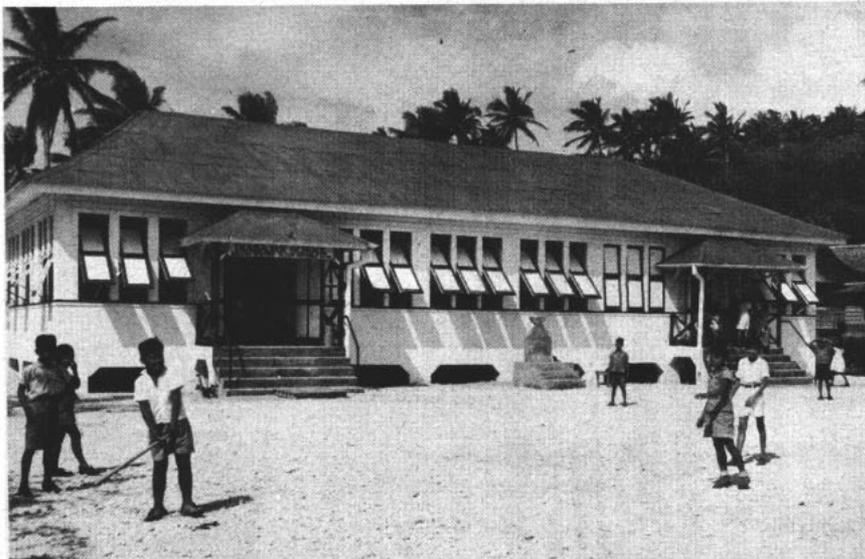
Every Monday, persons there between the ages of 16 and 60 turn to and hold a Navy field day—cleaning the village, working the roads and gardens, planting trees. Each man is required to plant two of each type of tree available and do some work on his house or clean his property.

The Navy lets the natural resources of the islands supply the materials for construction, contributing only the essentials which may be lacking. This, too, gives the islanders a feeling of doing the work on their own.

Steps in training and construction have been made in each part of island administration as follows:

- *Education*—Most villages in Majuro have a new or good conditioned school. These schools, attended by children between kindergarten and high school ages, are instructed by naval personnel and native teachers. Enlisted Navy men teach courses in the practical use of the English language.

- The Marshallese teachers' training school, a Majuro institution to give native boys and girls guidance and instruc-



BATTER UP is the cry as youngsters get ready to start their favorite game, softball; it has taught them the use of good English and good sportsmanship.

- tion as teachers, is another of the Navy's educational steps.

- *Medicine* — In Navy dispensaries, maintained on all atolls, the task of keeping the natives physically fit is handled by Uncle Sam's doctors and pharmacist's mates. And in the special nurses' training school on the main island of Majuro, pharmacist's mates and doctors train native girls in the art of nursing the ailing back to health.

- But one of the biggest responsibilities still assumed by the Navy is the inspec-

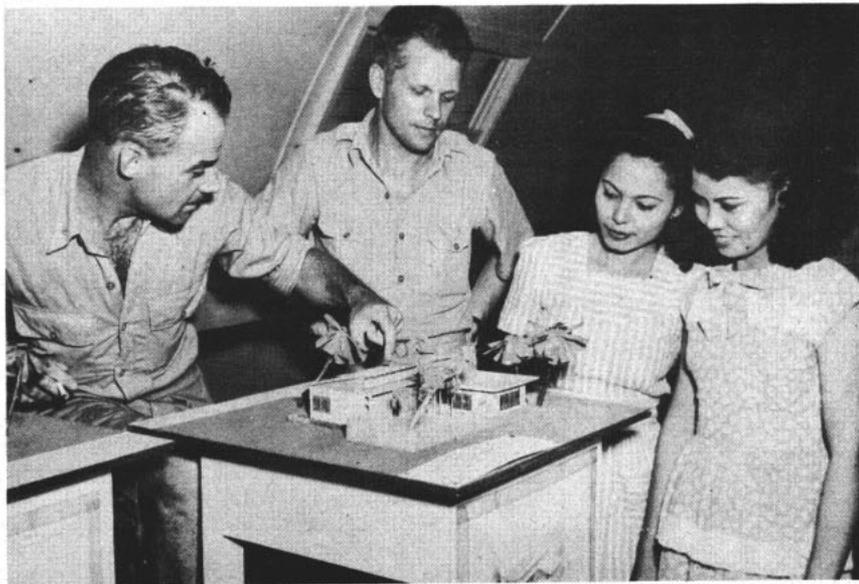
tion and maintenance of satisfactory sanitation throughout the locality. Monthly field trips are held by line and staff officers and enlisted personnel, in which sanitary stations, drinking water and living conditions are inspected, and advice for remedying faults is given.

- *Economic development*—Along with the copra industry, handicraft forms a major vocation in the Marshall Islands. The Marshallese are adept in that art, and the Navy is increasing its trade value.

- *Recreation* — Limited athletic equipment, mainly softball gear, has been given to the native schools by the Navy. With instruction in the fundamentals of the sport such as bunting and sliding readily supplied by eager Navy personnel, the game has been of definite value in teaching the use of English and in demonstrating the principles of sportsmanship.

But softball is not the only recreation supplied by the sports-loving Americans on Majuro. Track and field events highlighted the Fourth of July celebration, Labor Day festivities were marked by canoe races, and in the winter, basketball draws its rightful share of interest as a participant-sport.

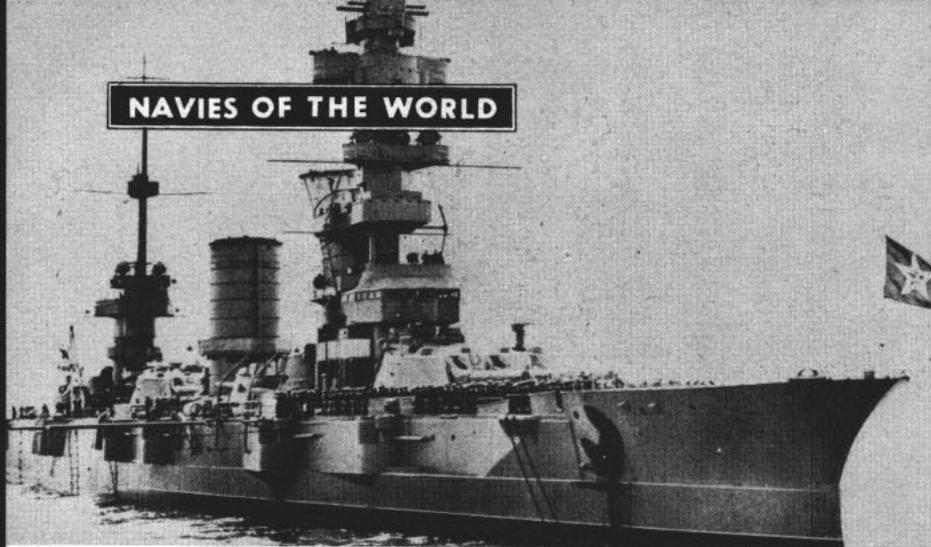
The Marshallese people as a whole like and trust the Americans and place faith in the Navy medicine and protective measures. Behind the Navy's instruction and under its careful vigil, they are working to create pleasant living conditions and to regain the freedom and self-education they lost during the war years.



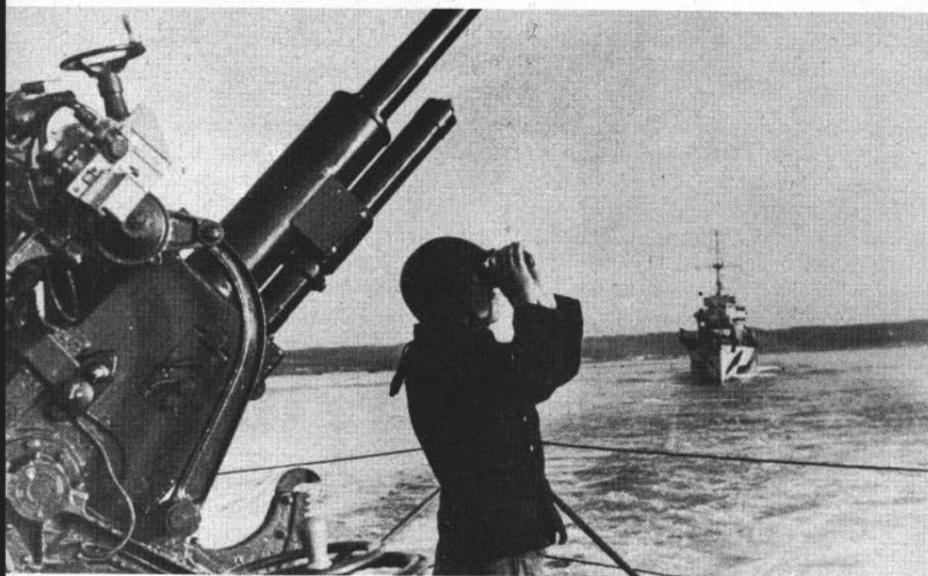
PRETTY native prospective brides get preview of new model home. Fine arts and homemaking course is offered to all women who are interested.

RUSSIA'S

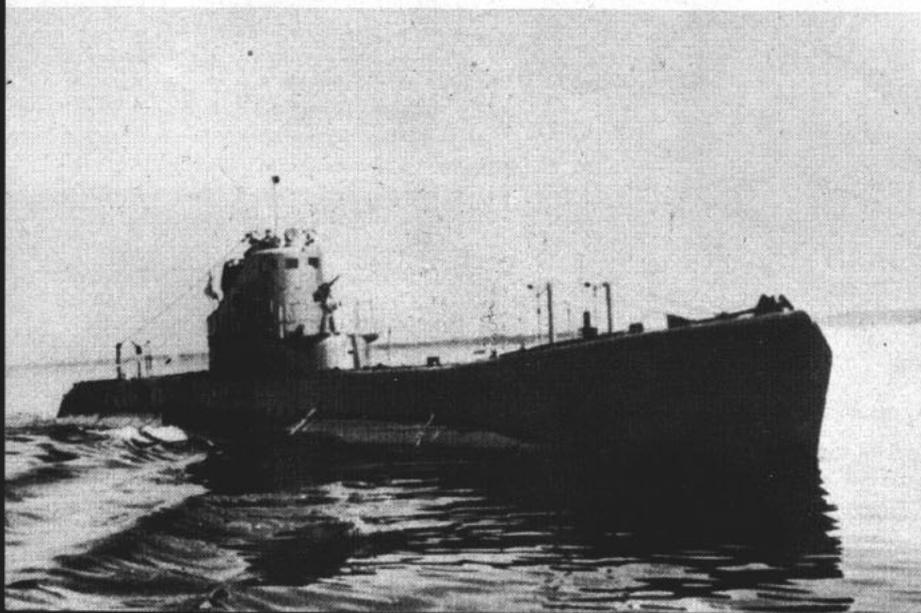
(This is first in a series of ALL HANDS articles, prepared from nonclassified sources, concerning the navies of foreign powers today.)



ONE OF FIVE Russian BBs appears above. Below, AA gunner scans airlines.



SHCHUKA CLASS submarine (below) is one of USSR's fleet of underseas craft.



WITH HER frontiers extended and the influence of Soviet power greatly expanded, the importance of a large Russian navy has become increasingly evident and the Red Fleet emerged from the recent war stronger than ever before.

As primarily a land power without suitable access to the seas, Russia had not emphasized naval construction. In the past, she lived through her rivers and the conquest and settlement of Siberia was made possible by use of the rivers Tobol, Ob, Irtysh and Kama as highways.

During the reign of the czars, an ambitious program of canal-building was started and a canal system connecting the Volga and Neva was completed.

Much Russian shipping was lost during World War I and the Revolution. In 1913, it was estimated that the Russian river fleet totaled 13,400,000 tons, including barges; this had declined to 4,300,000 tons by 1930.

Because of the military and economic necessity of shortening water communications, tonnage of the river fleet rose to more than 6,000,000 in 1937.

During recent years, with few exceptions, the U.S.S.R. has adopted the policy of designing and building its own warships although it has not been reluctant to acquire vessels from allies or from defeated enemies. Center of ship-building activity has long been the Leningrad area. However, vessels of considerable size have been built in the Black Sea, particularly at Nikolaiev.

In the Far East, vessels as large as destroyers have been built at Vladivostok.

The Russian navy has gained new advantages from bases in the Baltic, such as Kaliningrad (the former East Prussian port of Koenigsberg).

A handbook issued in Moscow stated that 112 war vessels were added to the Red Fleet in 1939 and 168 more in 1940. The handbook also stated that Soviet forces sank more than 3,500 enemy vessels during World War II.

It is reported that the Russians have a growing submarine fleet, some units of which are recently assembled boats re-

FLEET: IT'S ON THE UPGRADE

ceived from the Germans. These submarines are equipped with the latest German developments in underseas warfare.

During the war, the United States and England transferred a number of vessels to the Red Fleet. Among these was the light cruiser *Milwaukee*, the old *Omaha* class CL-5 commissioned in 1923. As the *Milwaukee*, she operated in the South Atlantic during 1942-43. The 7,050-ton four-stacker was renamed the *Murmansk* when she was transferred to the Russians in 1944.

Also transferred was H.M.S. *Royal Sovereign*, several British destroyers and several 540-ton submarines. From the United States under Lend-Lease went 10 minesweepers, 12 steel submarine chasers, 82 wooden submarine chasers and a number of torpedo boats and other units.

When the Russians retook Odessa in 1944, their Black Sea Fleet was estimated at one battleship, *Sevastopol*, five cruisers (including the *Krasni Krim*), 27 destroyers, 50 submarines and a large number of motor torpedo boats.

Available sources indicate that the Russian navy is composed of four fleets: the Baltic, Northern, Black Sea, and Pacific, plus flotillas in the Caspian Sea, on the Amur, Danube and Dnieper Rivers.

Three units of the U. S. Coast Guard *Wind* class of icebreakers—commissioned in 1944, displacing 5,300 tons and diesel-electric driven—were transferred to the Russians during the war. These are 269-foot vessels strengthened to crush nine-foot ice.

In January of this year, the Russians took custody of two large seagoing tugs built in Orange, Tex., under lend-lease.

One vessel seized by the U.S.S.R. when hostilities ceased was Germany's single aircraft carrier, the *Graf Zeppelin*. This carrier, uncompleted and damaged by bombs, was at the Baltic port of Stettin when the Red army overran eastern Germany shortly before VE-Day. It was to be destroyed by the Russians in accordance with the terms of the Tripartite agreement.

Work on this 19,250-ton ship was started in 1936 when Hitler was a champion of a powerful high seas fleet to supplement the army and luftwaffe. But during the war the nazi naval effort had been diverted to building submarines.

The *Graf Zeppelin* is 850 feet long, speed 32 knots. She was to have a complement of 40 aircraft.

Available sources list the following types and classes of Russian navy vessels:

- Battleships: *Arkhangelsk* (29,150 tons, speed 22 knots, main battery eight 15-inch 42s, completed in 1916).

- *Sevastopol* (26,690 tons, speed 22 knots, main battery twelve 12-inch 52s, completed in 1915).

- *Oktiabrskaya-Revolutsia* (23,600 tons, speed 23 knots, main battery twelve 12-inch 52s, completed in 1914).

- *Marat* (23,606 tons, speed 18 knots,

main battery twelve 12-inch 52s, completed in 1914).

- Russia's heavy cruisers range from the 10,000-ton *Petropavlovsk* class, with eight 8.8-inch 55s, to the 8,030-ton *Krasni Kavkaz* class, completed in 1932, with four 7.1-inch 57s.

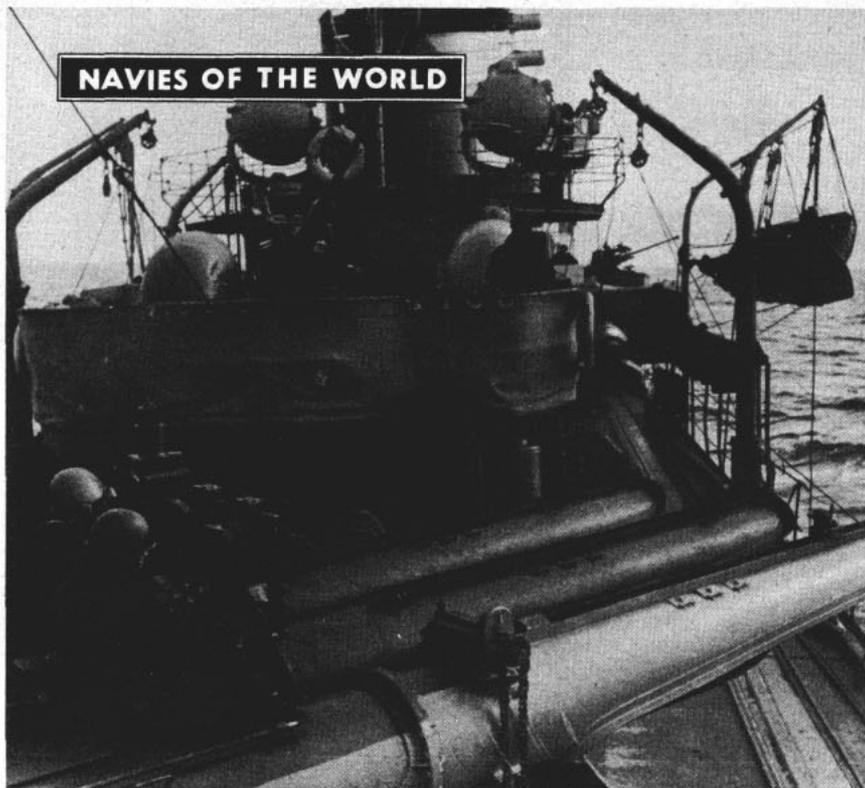
In between is the *Kirov* class of heavies, displacing 8,600 tons, with a speed of 33 knots and carrying nine 7.1-inch 57s. These ships were launched from 1936 to 1940 and include *Kirov* (1936), *Maksim Gorki* (1937), *Kubyshev* (1939), *Molotov* (1939) and *Vorosilov* (1940).

In addition to *Murmansk*, the Russians



MEN AND SHIPS must team to produce effective navy. Here sturdy Russian stands guard as *Maksim Gorki*, a heavy cruiser, looms in the background.

NAVIES OF THE WORLD



ARCTIC PATROL on board Russian single stack DD (above) was tough assignment of the Soviet fleet during the war years. *Smetlivi* rides at anchor (below).



have at least one additional class of light cruiser afloat: *Krasni Krim*, 6,934 tons with armament of fifteen 5.1-inch 55s.

• Destroyer classes include the following: *Kuibeshev* (1,720 tons); *Uritski* (1,670 tons, 40 knots, three 5.1-inch 50s); *Yakov Sverdlov* (1,271 tons); *Leningrad* (2,690 tons, 40 knots, fitted for minelaying, five 5.1-inch 50s); *Vnushitelni* (2,400 tons); *Opitni* (1,670 tons); *Silni* (2,100 tons); *Gromki* (1,800 tons, 38 knots); *Riani* (2,000 tons); *Tashkent* (3,200 tons); *Derzki* (1,090 tons); *Shaumyan* (1,323 tons, 26 knots, four 3.9-inch 60s); *Kalinin* (1,354 tons).

Forty-six ships of the *Stremitelni* class of 1,800-ton destroyers are noted in official lists. These are 37-knot DDs, carrying four 5.1-inch 55s. They are reported to have less top weight than the *Leningrad* class and are of the Odero-Terni-Orlando design. Some are based at Vladivostok. The Germans claimed to have sunk 10 of these ships during the war in the Black Sea and Baltic.

Torpedo boats range from the 700-ton *Sasovietz* class built during 1937-39 to the old 580-ton *Markin* class boats, launched in 1904 and carrying 16 mines and three 3.9-inch 60s.

• Russian submarines generally are designed by lettered classes.

Nonclassified sources list three submarines of the "V" class in the Russian undersea fleet, all of the ex-British *Ursula* class transferred in 1944 as partial substitution for one-third of the surrendered Italian fleet. These 180-foot boats displace from 540 to 730 tons and carry six 21-inch torpedo tubes.

Three "D" class boats, displacing 989 to 1,400 tons, were launched in 1933.

The Red Fleet also possesses a number of "K" type submarines, 308 feet long and displacing from 1,390 to 2,600 tons. Additional boats are "S" class and "P" class.

The ex-British *Sunfish*, 202-foot boat with six 21-inch torpedo tubes and one 3-inch gun, was sunk in 1944 shortly after her transfer to the Russians the same year. This vessel previously is credited with sinking a nazi supply ship in the Skagerrak in April, 1940, and repeating her score the following day. She later reportedly sank a 3,000-ton ship off Norway, hit a 6,000-ton transport with two torpedoes, and hit two more nazi ships in Norwegian waters during December 1940.

Listed also are additional submarines of the following classes: *Shchuka*, "L," *Bol-*

shevik, Mulutka, Yakobinetz and Metallist.

The *Yakobinetz*, a Black Sea Fleet unit of 959-1,370 tons, was completed in 1931. The *Mulutka* of 200 tons was built in 1928-30 and has a surface speed of 13.8 knots. Most of these boats, of which more than 70 are noted, were built at Gorki.

There is a possibility that the old *Metallist* class boats have been scrapped. They were built from 1916-22, were of 375 to 467 tons, 150 $\frac{1}{4}$ feet long with a surface speed of 12 knots, and were used for taining in the Black Sea.

These boats, of course, are exclusive of submarines added to the Russian navy from the Germans at the close of the war.

Russia has the *Chicherin*, *Biednota* and *Cboriok* classes of river gunboats displacing from 180 to 950 tons. Most of these were built in the Petersburg and Leningrad navy yards.

Numerous patrol craft, minelayers and auxiliaries also make up the Red Fleet.

Ten units of the *Admirable* class minesweepers, built by the United States in 1945, were lend-leased to Russia and comprise her most modern sweeper units. These 795-ton vessels are diesel-electric driven, 184 feet long, and have a speed of 15 knots.

Additional vessels were lend-leased to Russia at the American naval base at Cold Bay in the Aleutians shortly before the U.S.S.R. entered World War II. These craft—including patrol vessels, mine sweepers and landing craft—were sailed from Cold Bay by Russian crews to Siberian and Kamchatkan waters.

Still listed among Russian navy ships are some coal-burning units, such as the destroyer tender *Krasni Gorn* and the repair ship *Serp-I-Molot*. The triple-screwed *Ermak*, a 7,875-ton icebreaker, also is listed as a coal burner.

In "Lloyd's Register," 1939, are listed 716 merchant marine vessels of 1,315,766 gross tonnage.

Feodor Litke, Russian built in 1909, is an example of a different concept of ice breaker. In this ship the bow is quite sharp, forming a wedge of about 19 degrees at the waterline and 13 degrees at the keel. She was designed to ram and cut through the ice and is at her best in broken up and floating ice that she can thrust aside.

A. Mikoyan of the *J. Stalin* class of Russian icebreakers, the largest in the world, has an unusually-designed hull to permit the ship to ride up and crush the ice.



DRYDOCK FOR DECOMMISSIONED BOOKS

Books, millions of them, have been salvaged in a tremendous undertaking at the Naval Supply Depot, Norfolk, Va. The volumes, obtained from decommissioned ships and stations, were put through several stages of sorting, then added to the book stock for reissue.

Since more than 2,500,000 volumes were handled, a conveyor belt system was installed.

Books which couldn't be used were discarded. Usable books passed along the belt and were picked off alphabetically by the author's name, and placed in bins. They were sorted again, this time by the second letter of the author's name, then were sent to the book stock section (above) to be added to the book stock. Armed Forces Editions (below) were handled similarly.



SALTY SEA PRESS



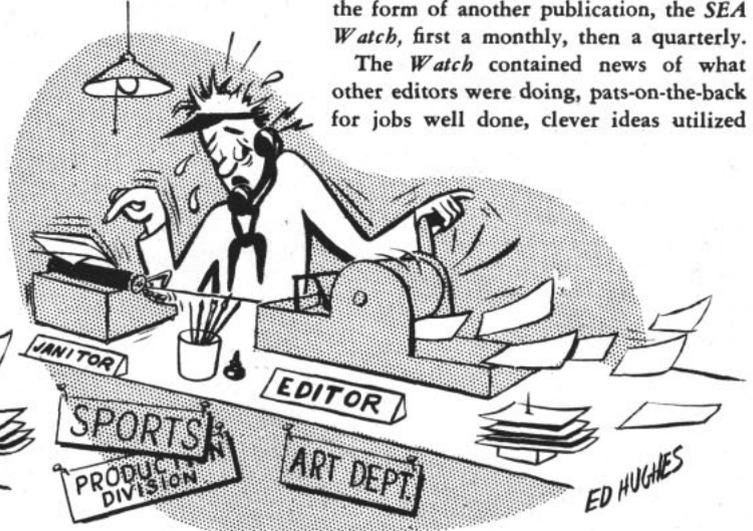
'... a wartime creation'



'... determined to turn out a paper with the equipment on hand ...'



'DURING the war ...'



'AFTER the war ...'

ED HUGHES

A NEW and unique creature has risen in the species of homo sapiens—the Navy journalist.

A wartime creation, this Navy journalist is now a permanent part of the Navy Department—and is destined to bring about better understanding and closer relationship between the Navy and the public, between the Navy and other branches of the armed forces, and between parts of the naval establishment itself.

From a wartime peak of almost 1,500 to the present compact group of 400-plus; from a wartime circulation of approximately 3½ million to the present circulation of about 400,000; from the relative unimportance of a morale booster, to its present value as a truly potent force in molding opinion and disseminating vital information—that's the story of the Navy newspaper.

Though its circulation has been decimated, though its funds have necessarily been cut, though its fellow publications have folded up in swarms, the Navy newspaper of today has risen in its importance to Navy men and to the Navy itself. And today, the Navy paper, manned by a trained, responsible Navy journalist, is a fullfledged, vital, permanent cog in the naval machine.

Let's glance back and see how Navy journalism grew to its present stature.

BW (Before the War) Navy newspapers were, for the most part, mimeo-

graphed sheets. Each was a self-sufficient unit which printed local news, what civilian news was available and interpretations (sometimes incorrect) of the latest official dope from Washington. A few large training centers and bases had good-sized letterpress publications, but these were the exceptions.

Came the war, and the Navy realized the potential value of the service newspaper. The Navy united all the individual papers—large and small; mimeographed, offset and letterpress; overseas and continental—by forming a Navy-wide organization (including the Marine Corps and Coast Guard) with headquarters at BuPers, in Washington, D. C. BuPers Circ. Ltr. 70-45 announced and explained the formation of the new centralized system. And the next year, Alnav 19-46 explained the services to be rendered to members.

News and sports photos, news stories of general interest and of Navy interest, the latest official dope (cleared with the newsmakers themselves), features, columns, cartoons, mats, comic strips—all came under the functions of the new organization named Ships' Editorial Association, and its product—the *SEA Clipper*.

For inexperienced editors, or those as yet unfamiliar with Navy routine, language and policy, SEA published the *Navy Editor's Manual*, a complete guide to principles of journalism, and more especially, to the principles of Navy journalism. Further aid for editors came in the form of another publication, the *SEA Watch*, first a monthly, then a quarterly.

The *Watch* contained news of what other editors were doing, pats-on-the-back for jobs well done, clever ideas utilized

by Navy editors, advice on writing, laying out, printing and distributing mimeographed, offset and letterpress papers. Also, a detailed analysis or critique of any Navy paper was relayed to its editor by SEA when so requested.

The end of the war—almost pricked the Navy journalism bubble. With VJ-Day came the mass exodus of personnel from naval journalism to civilian journalism. Demobilization resulted in the deactivation of many ships and stations. Newspapers folded. Those that remained couldn't find capable personnel to carry on. And with the budgetary limitations came even more drastic restrictions.

Yet, today, there are almost half a thousand Navy newspapers in operation. Few of these need worry about adequate personnel, about adequate funds or about being curtailed. Navy journalism today is being carried on by a tightly-organized, compact group of capable men which can expand along with the rest of the naval establishment in the event of another emergency. Instead of folding, Navy journalism became a permanent, integral part of the peacetime Navy.

Why? Because, before the budgetary limitations were set, before all capable journalists had left the Navy for more lucrative outside positions, the Navy had forseen the possibility of the extinction of the Navy journalist. And more important—the Navy did things to prevent this.

In Chicago, Ill., the Fleet Home Town News Center was established. There, men were trained by the Navy in the techniques of journalism and in the specific techniques of naval journalism. At the Fleet Home Town News Center, the Navy created its own tool, its own journalist—the Navy journalist, a new and singular species. These men were sent out as newspaper editors, as news correspondents, as photographers to insure that the dissemination of news would not cease. These men form the core of the new organization.

Other naval journalists have had experience or schooling in journalism in civilian life. Some learned from the SEA *Editor's Manual*. Some learned by working with the Fleet Home Town SPXJOs.

The differences between Navy journalism and public journalism are not distinctly defined. Prerequisites for a good Navy journalist are the practices and techniques of a good public journalist. There is no reason why naval correspondents can't call 'em as they see 'em just as they

would in civilian life—provided only that the editorial comment is in good taste and in line with general Navy policy.

Navy papers may be divided into many classifications. Technically speaking, there are three types of printed publications—mimeographed, offset and letterpress. About 30 per cent of Navy papers in publication today are letterpress jobs. Among these are the largest and most elaborate Navy periodicals. Largest group of Navy papers is the mimeographed class—approximately one-half of all Navy and MarCorps papers are mimeographed. The rest of the sheets, about 20 per cent, are offset.

Navy publications may be divided into areas, too. More than 250 papers published by Navy, MarCorps and Coast Guard bases are located within the continental U. S. The rest—about 185—are overseas-based.

By far the largest group of papers appear once a week, with a few dailies being published in overseas areas and on board ship, and a number of monthlies coming out in the States.

In the more detailed breakdown, Navy papers are published at training centers, disciplinary barracks, air stations, naval hospitals, ordnance plants, naval shipyards, naval laboratories, barracks, advance bases, schools, offices, on Pacific Islands, in Alaska—in short, at almost every conceivable type of naval facility.

These papers range in format from pocket-sized to the same size as daily newspapers. They range in circulation from several score to several thousand. They range in content from one-page radio bulletins to magazine-length monthlies. Editors of the papers are anything from a seaman second to a chief water tender.

But the Navy papers of today stand united and ready to work toward similar aims through correspondence with each other, through exchange columns, through SEA. They stand, do these half a thousand papers, with their hundreds of editors, assistant editors, reporters, photographers and artists, ready for the future, whatever that may be.

We'll let one of the Navy editors finish this article in his own words, with a thought to the future:

"Ship and station papers have become a basic tool of the Navy Department. As time goes on, the tool will be improved, recast, sharpened and adjusted to the job it has been designed to perform; it will increase its usefulness. It is designed to become a major means of communication amongst naval personnel."



'... to bring about a better relationship between the Navy and the public ...'

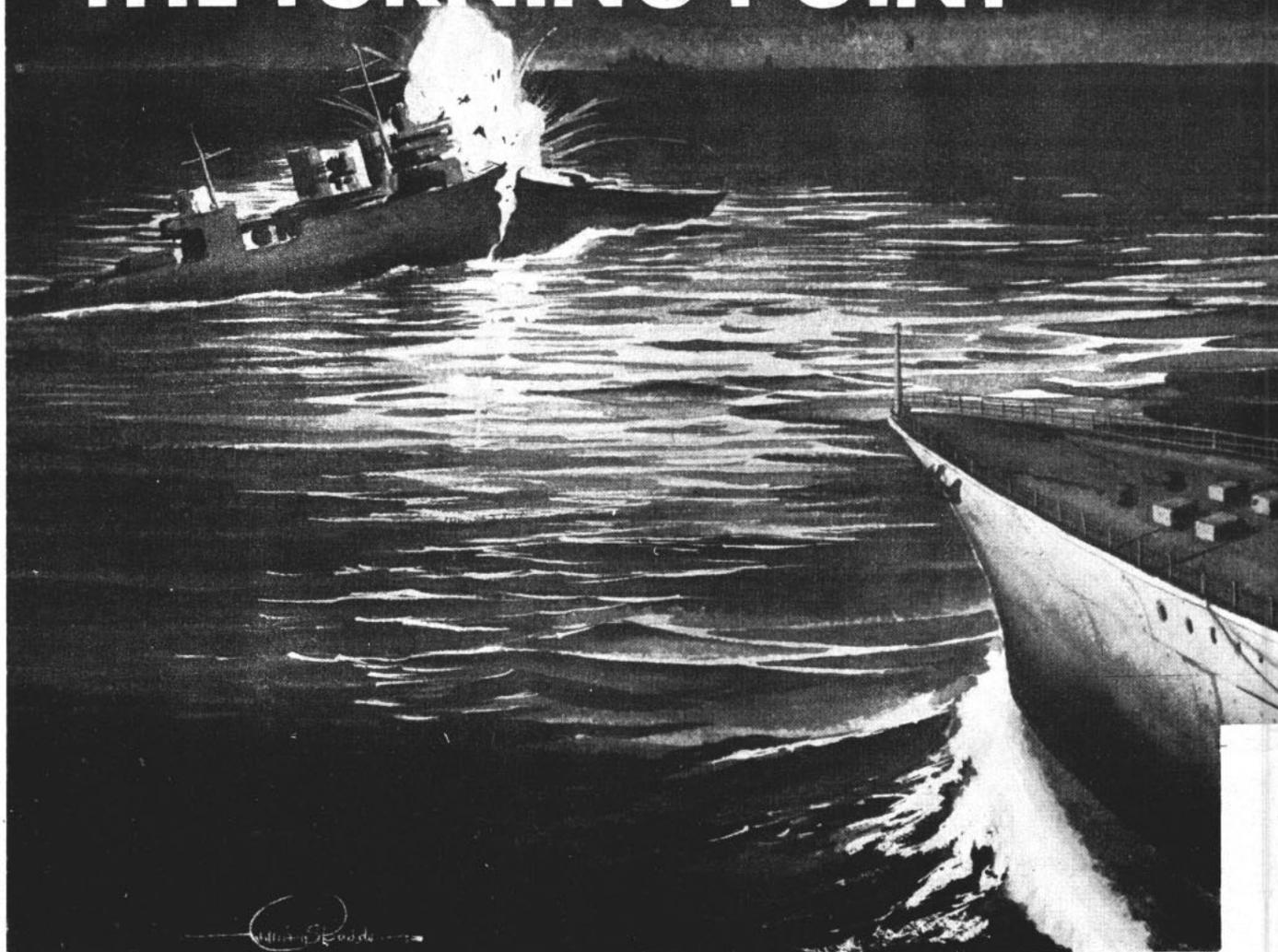


'... S.E.A. plays Santa Claus to Navy editors all the year around ...'



'... and what did you say your duty station is?'

THE TURNING POINT



MENTION the words "Tokyo Express" to a veteran sailor of early Pacific fighting and he'll rip off a tale of exciting scrimmages at the drop of a hat.

Perhaps, if you're lucky, he'll tell you about the sweltering night of 30 Nov 1942, when his outfit thwarted the last attempt of the Tokyo Express to reinforce Japanese troops on Guadalcanal.

It was quite a battle—a battle that wasn't played up too much in the newspapers and which historians haven't paid much attention to either. However, regardless of what others may think, Marines fighting in Guadalcanal's miserable jungles, and sailors patrolling the narrow and treacherous "Slot," breathed a sigh of relief when the end came to the Express.

What became known as the Battle of Tassafaronga or Lunga Point was the last major engagement between surface ships in the battle for the southeastern Solomons. In a furious night engagement, a group of U.S. cruisers and destroyers put the finishing touches to the rice paddy boys' favorite naval unit, the Tokyo Express.

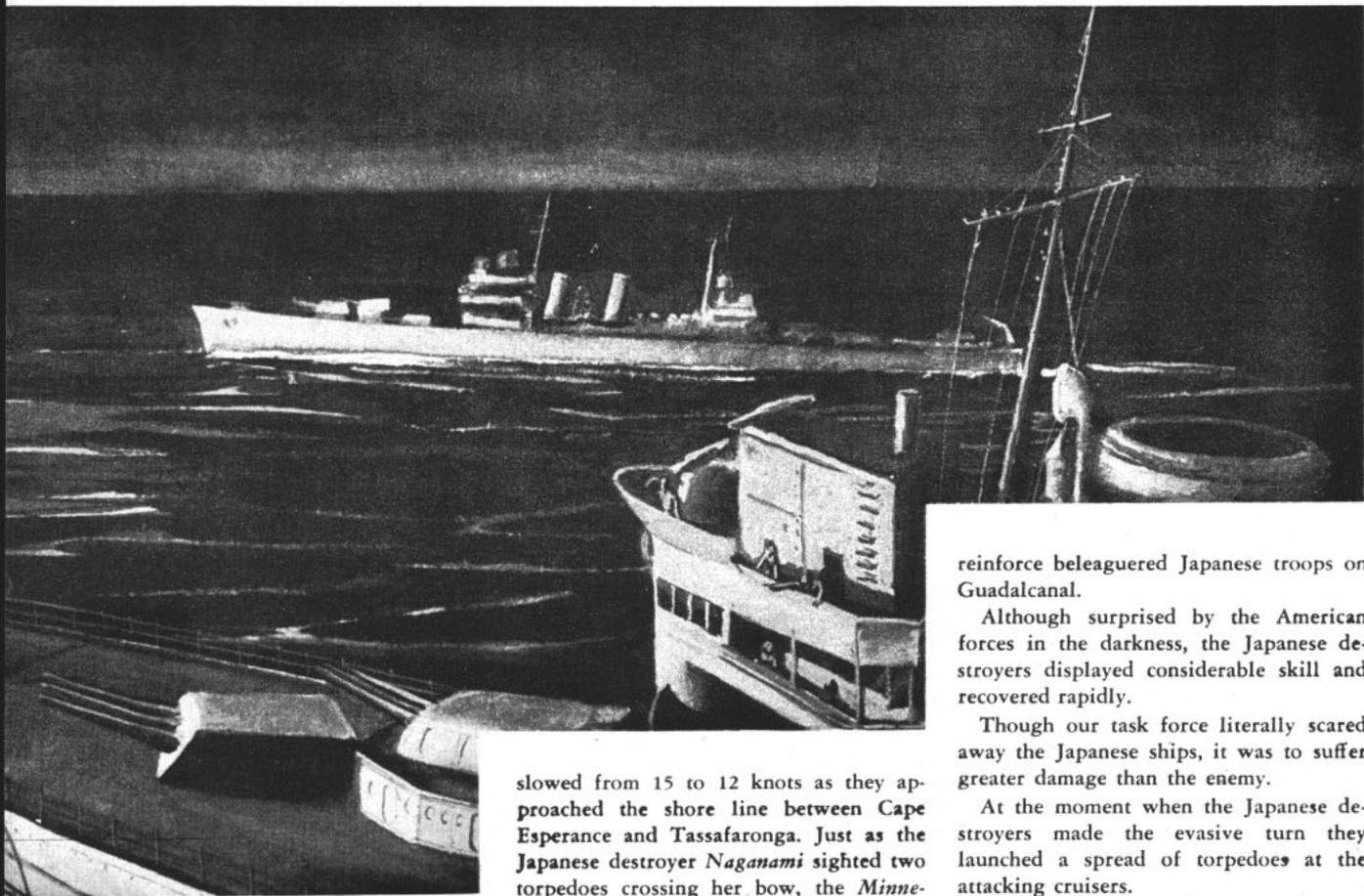
The story goes like this:

Although the Japanese forces on Guadalcanal had been pretty well routed, many attempts were made to land more troops and equipment. This was the main purpose of the Tokyo Express, which raced down along Savo Island from Japan toward Guadalcanal Island. Time and time again these express convoys had been

intercepted by American ships and planes. But persistently they came back.

On 29 Nov 1942, one such stubborn Japanese force under the command of Admiral R. Tanaka, consisting of eight destroyers carrying supplies and troops, was trying to beat the game. Leaving Buin, it passed east through Bougainville Strait past Roncador Reef, then south to Ramos Island, then west and south around Savo Island to Tassafaronga where the Japs planned to reinforce their depleted forces ashore.

From information gained by air reconnaissance planes, Admiral William F. Halsey, Jr., USN, formulated plans to cope with the latest unit of the Tokyo Express. Up from Espiritu Santo Admiral



Halsey sent USS *Minneapolis* (CA 36), *New Orleans* (CA 32), *Pensacola* (CA 24), *Honolulu* (CL 48), *Northampton* (CA 26), *Fletcher* (DD 445), *Drayton* (DD 366), *Maury* (DD 401), *Perkins* (DD 377), *Lamson* (DD 367) and *Lardner* (DD 487) to intercept Admiral Tanaka's force. Task force commander was Rear Admiral C. H. Wright, USN, who carried his flag on USS *Minneapolis*.

At about 2200 on 30 November the American cruiser-destroyer task force passed through Lengo Channel into Savo Sound. At the same time, steaming down from the north came the Japanese force, which was entering the sound from the opposite direction. Closer and closer drew the opposing forces.

For an hour the two forces steamed silently toward each other. Then, at 2300 the *Minneapolis* established radar contact with the enemy.

The destroyers were ordered in for a torpedo attack. At 2316, the leading destroyer, USS *Fletcher* launched her torpedoes at a range of 7,000 yards. At the same moment the Japanese formation

slowed from 15 to 12 knots as they approached the shore line between Cape Esperance and Tassafaronga. Just as the Japanese destroyer *Naganami* sighted two torpedoes crossing her bow, the *Minneapolis*' first salvo was away. Within seconds following, the whole U.S. task force opened up with all its guns.

But the Japanese were evasive. Admiral Tanaka, upon sighting the American task force, ordered his ships to withhold fire until absolutely necessary for defense. This was to guard against divulging the number and position of his destroyer force.

However, one destroyer, the *Takanami*, serving as a picket ship on the port beam of the flagship *Naganami* disobeyed the order and met with fatal result. She returned the cruiser's fire, and was promptly sunk by an overwhelming volume of fire from the American guns.

Upon encountering superior forces, the Japanese commander deemed it most healthy to avoid battle. Increasing their speed to 24 knots, the Japanese fired torpedoes, executed a simultaneous turn to left, and retired northward without firing a gun. Once again their comrades awaiting help on the beaches of Guadalcanal were left unaided. It was the last large-scale attempt by the Tokyo Express to

reinforce beleaguered Japanese troops on Guadalcanal.

Although surprised by the American forces in the darkness, the Japanese destroyers displayed considerable skill and recovered rapidly.

Though our task force literally scared away the Japanese ships, it was to suffer greater damage than the enemy.

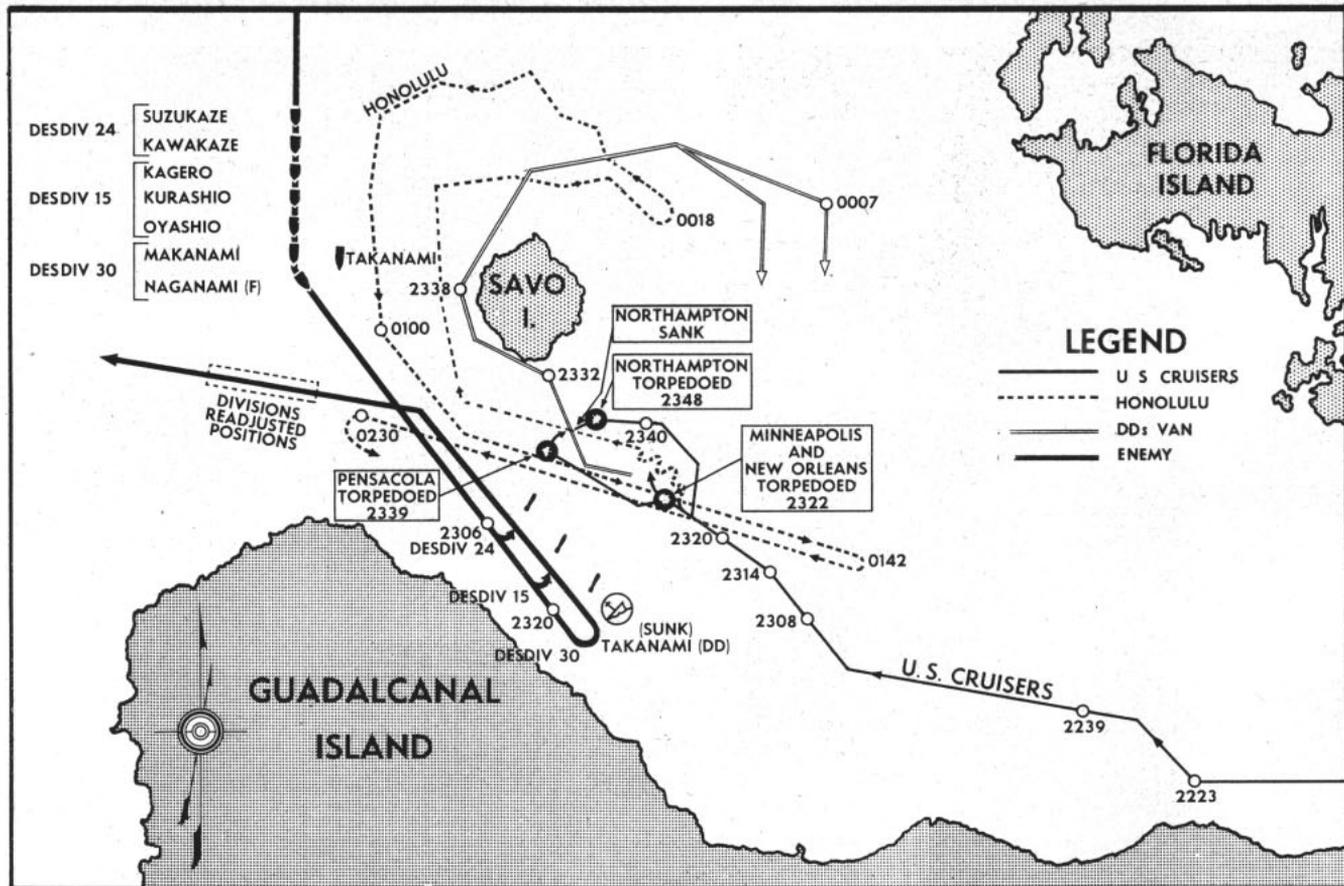
At the moment when the Japanese destroyers made the evasive turn they launched a spread of torpedoes at the attacking cruisers.

At about 2327 two torpedoes hit the flagship *Minneapolis*, ripping away her bow. The *Minneapolis* appeared doomed, but the flood of water had the effect of diminishing the fires and due to the efficient fire fighting parties, all fires were extinguished.

Her skipper, Rear Admiral (then Captain) Charles E. Rosendahl, USN, ordered *Minneapolis* to proceed to the secluded harbor of Tulagi, 18 miles away. Enroute to Tulagi the jettisoning of heavy gear, which was begun immediately upon the torpedoing, was continued.

Assisting *Minneapolis* away from the scene of battle was the destroyer *Maury*, which had just received repairs for damages suffered by bomb splinter in the Battle of Santa Cruz Island, 25-26 October 1942.

Following in van of *Minneapolis*, *New Orleans* swung rudder hard right to avoid colliding with the damaged flagship. The maneuver was executed too late, however, and a Jap torpedo exploded on the port side between No. 1 and 2 turrets. The bow and No. 1 turret torn away from the ship, crashed into the port quarter of



TRACK CHART prepared by ALL HANDS artist shows maneuvers of ships which engaged in Battle of Lunga Point.

New Orleans, denting the plates and crippling the inboard propeller. Soon thereafter the bow sank.

The ship was burning forward; she was down 12 feet by the head, and only the thin forward bulkheads held back the sea. By heroic work salvage parties kept the crippled *New Orleans* afloat to permit her to proceed at two knots to Tulagi harbor.

Another veteran of early Pacific fighting, *Pensacola*, also took heavy punishment from Japanese torpedoes. She took a torpedo which started fires and flooded one engine room. Some of the fires were so close to gun positions that ready ammunition exploded, causing more damage. Again excellent team work brought the fires and damage under control. *Pensacola* emerged safely from the action under her own power.

The only light cruiser in the task force, *USS Honolulu*, was following in van of *Pensacola*. Immediately upon seeing his guide being struck by an enemy torpedo, Rear Admiral (then Captain) Robert W. Hayler, USN, *Honolulu's* skipper, in an effort to save time, took the wheel and

turned hard right to avoid onrushing Japanese torpedoes. This act, and the fact that *Honolulu* was the only cruiser using zigzag tactics, probably saved her from suffering the same fate.

Bringing up the rear of the cruiser fighting line was *Northampton*. Unlike *Honolulu* she failed to make an evasive turn, and consequently was struck by two Japanese torpedoes, which ripped a great hole in her port side. This ruptured her fuel tanks, which caused her boat deck to be drenched with burning oil. Fires set off ready ammunition and the ship looked like a field of fireworks.

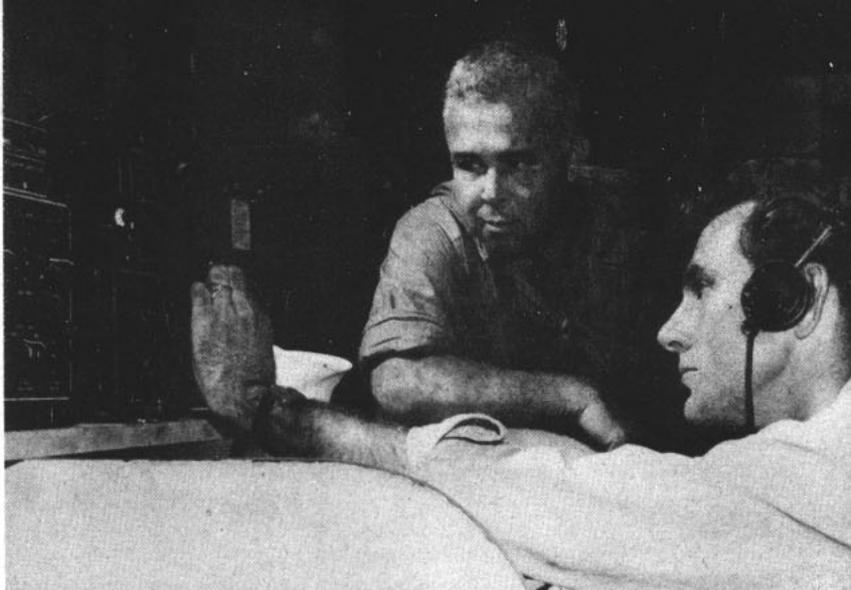
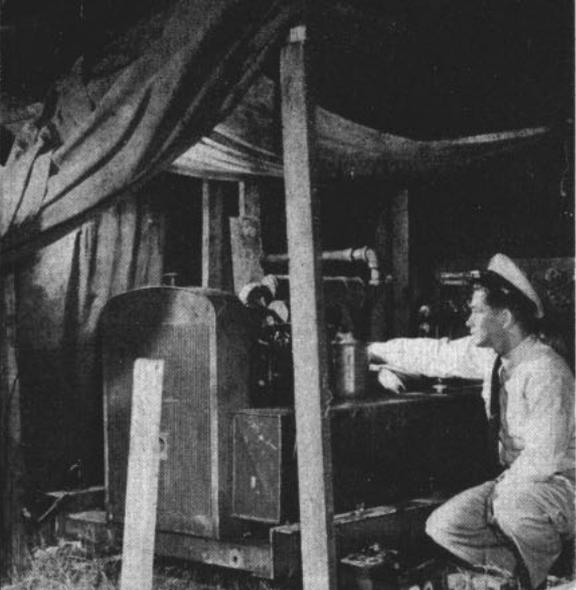
Because her pumping system was put out of commission, her fire fighting and damage control parties were unable to check the spreading fires. At 0130 on 1 December she attained a 30-degree list, and her skipper, Rear Admiral (then Captain) Willard A. Kitts, 3d, USN, ordered *Northampton* to be abandoned except for a salvage crew which made last-minute attempts to save the stricken vessel. However, an hour later, her captain and the salvage crew were removed when salvage attempts became futile. *Northampton*

heeled over, stood on her beam ends, and sank stern first.

On paper the Battle of Tassafaronga may have seemed like a defeat for our Navy, but although a cruiser was lost and three others were severely damaged, the battle may be chalked up as a successful operation. Our objective was to prevent the Tokyo Express from reinforcing the Japanese troops on Guadalcanal and this was done.

Shortly after the Battle of Tassafaronga had been fought, the Guadalcanal area was secured. The Army came in and relieved the Marines, and the Navy sent more ships out to chase the Japs from the seas. The United States was taking the lead in the Pacific War—the march toward Tokyo was in full swing.

After the end of the war, Japanese Fleet Admiral Nagano had this to say about this particular phase of the Pacific War: "I look upon the Guadalcanal and Tulagi Operations as the turning point from offense to defense, and the cause of our setback there was our inability to increase our forces at the same speed that... (the Americans) did."



EMERGENCY generator (left) powered radio gear (right), provided only means of communication for Gulfport, Miss.

HELPING HAND RESERVE

THE PUBLIC address rustled and a voice began:

Now hear this—All hands of division 8-39 will form under officers or petty officers into rescue squads of three to five men each.

The Naval Reservists were ready and waiting. If the hurricane continued on its present course toward the Mississippi Coast and onto the city of Gulfport, there would be plenty for them to do.

By 1600 on Thursday 18 September the CO, Lieutenant Commander Louis Cotten, USNR, had organized an emergency radio network of amateurs ready to operate from their homes with emergency generators. By 1700 the winds had mounted to half-gale velocity and the men began to realize that only a miracle would stop the hurricane from hitting their area full force.

Three hours later the wind lashed itself to full-gale velocity and by 0345 the city's power lines were either down or had failed. From that time until Sunday afternoon, the Reserve unit's auxiliary power generator supplied electricity for the Mississippi Gulf's only communication from that area.

A CPO and some enlisted men were sent out at 0700 on 19 September to survey the nearby coastline, where it was discovered that water in Mississippi Sound had risen to a depth of three feet or more along coastwise Highway 90. There had been a rise of 12 feet above

low mean water and the sound was still rising.

Moored by its anchor chain to the pier was the Naval Reserve training vessel PC 586, whose personnel kept watch on deck to fend off huge creosote tanks which floated past after being dislodged from a nearby tank farm.

Refugees arriving at the armory brought the first tales of Reservists at their work—how some had tied together rafts from pieces of their own clothing to reach survivors on roofs and tree tops, how others had swum through treacherous currents.

As many as 2,000 refugees crowded into the armory at one time, among them approximately 40 babies and young children. Wounded survivors were carried by Reservists to the hospital 600 yards away.

Later that night the auxiliary power supply at the hospital failed, with large numbers of people there in need of immediate attention.

Reserve personnel hurried over to set up one of the Navy's gasoline electric generators and within an hour the emergency operating room and the delivery

room were illuminated. With another generator they later were able to light all wards and other essential parts of the hospital.

Fifteen persons were reported dead in the area and Reserve corpsmen and a few doctors took over the small Bay St. Louis hospital. During the corpsmen's service there, they administered 3,500 typhoid immunizations and 1,500 tetanus shots. They treated 480 wound punctures and 175 minor wounds, and dressed 692 others.

Fifteen persons reported to the corpsmen with snake bites and 51 cases of hysteria were treated by the Reservists—in addition to their aid in deliveries of four babies.

One airline used the Reserve radio to reroute its flights to points outside the storm area. Two railroads not only learned details of the damage to their lines through the Reserves, but were able to send instructions over Reserve communications for detouring trains.

When the Red Cross director of disaster relief arrived on Sunday afternoon to take over relief measures, the Reserve unit was providing the only means of communication out of the area.

With the Mississippi National Guard called to duty and the Red Cross organized to take over emergency relief, the remaining Reservists on duty were relieved on Monday night, four days after their unit was ordered to duty.

**Navy-Trained Personnel
Ready for Action
When Disaster Strikes**

TWO-MINUTE MEN

A BIG four-engine transport crash-landed at Floyd Bennet Field, New York. Sirens wailed their blatant warning. Running feet and whirling wheels sped toward the blazing plane. Tension gripped the air. Horror and death hovered over the landing field.

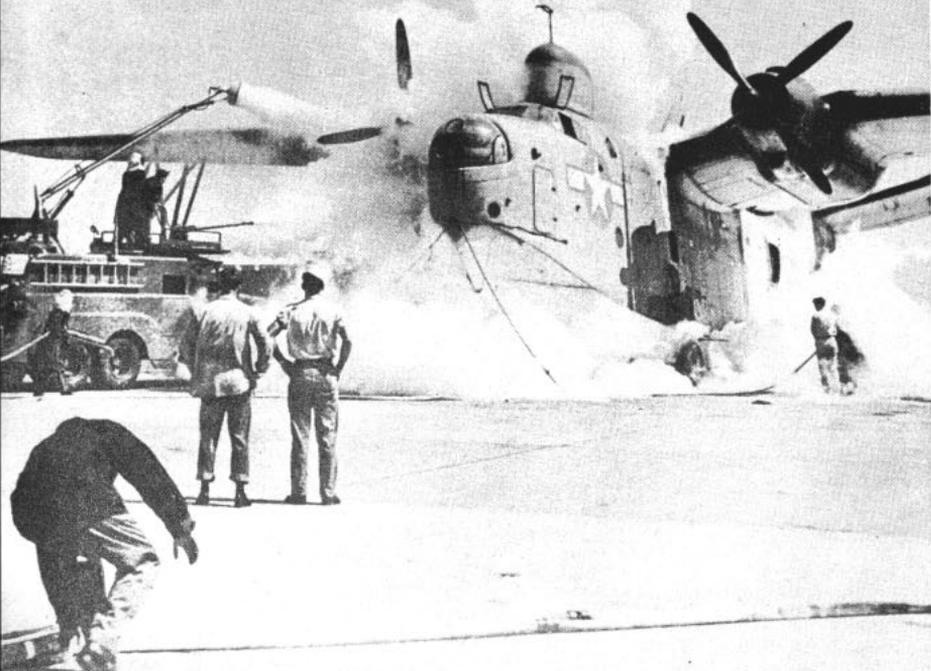
But within two minutes—even before the haunting sound of the sirens had died away—a Navy crash and fire-fighting crew had subdued the fire, and all 41 passengers and crew members emerged unhurt from the battered transport.

This scene typifies the excellent work performed by the Navy's highly-trained "two-minute men."

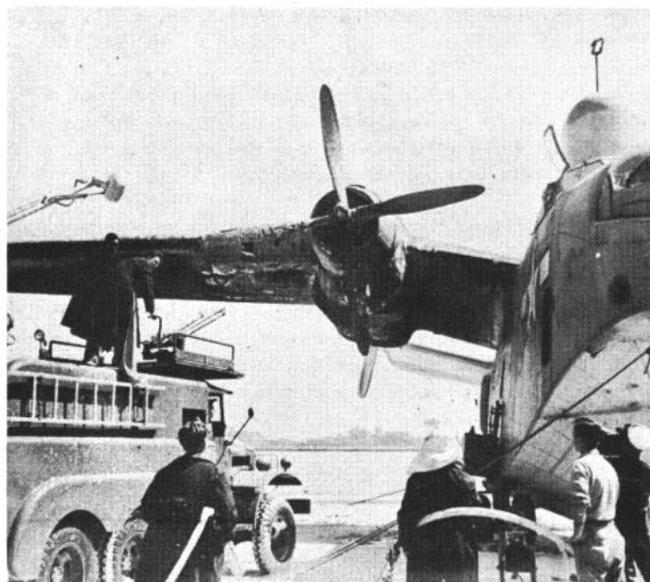
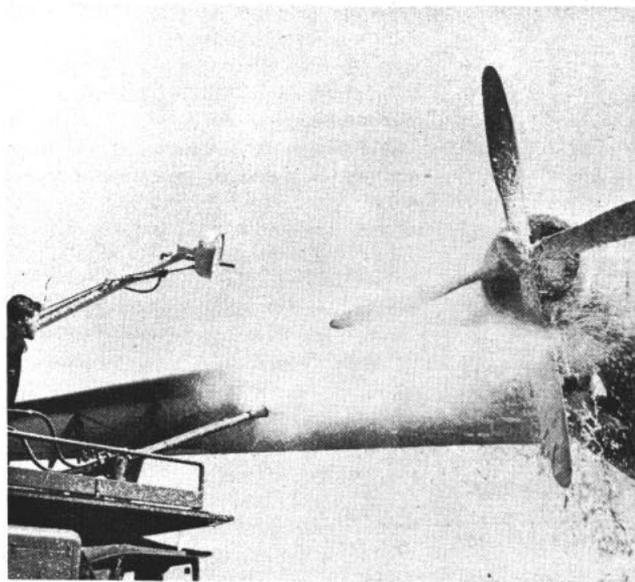
These men are naval airfield crash truck crews, skilled in use of special fire-fighting equipment and methods developed by the Bureau of Aeronautics. Their goal is to complete the rescue of all personnel from a blazing plane within two minutes.

The two-minute goal was set after BuAer's research and development program in the fire-fighting field resulted in outstanding achievements in the science of saving personnel trapped in burning planes. These involve the use of fog-foam equipment and the development of a definite technique for quickly controlling plane fires.

There are three methods of using fog-foam equipment. In one, a heavy foam



SMOKE pours from an engine of a PBM (above) as the Navy's "two-minute men" swing into action. Fog-foam equipment is being used to blanket the fire.



GOING (left), gone (right), fire is brought under control quickly. Special equipment and methods developed by BuAer.

generated with water and a mechanical foam compound is sprayed on the burning plane to smother the flames. In another, a fine spray of water from the high-pressure fog nozzle cools the plane and the surrounding air to prevent combustion. In the third, a combination of the two is used to both smother the fire and cool the burning surface.

As soon as the Navy fire-fighting team reaches the burning plane, streams of low-pressure fog-foam are directed from nozzles atop the fire truck toward the flames immediately surrounding the cockpit or cabin. Because of the smothering and cooling effect of the fog-foam, this actually permits the men to fight the fire from within the plane.

Simultaneous with the high-pressure attack, carbon dioxide and low-pressure foam in greater volume is used to attack the fire around its edges. To complete the rescue, a path is cleared for the rescuers to approach the cockpit or cabin, and special tools are used to free occupants trapped inside.

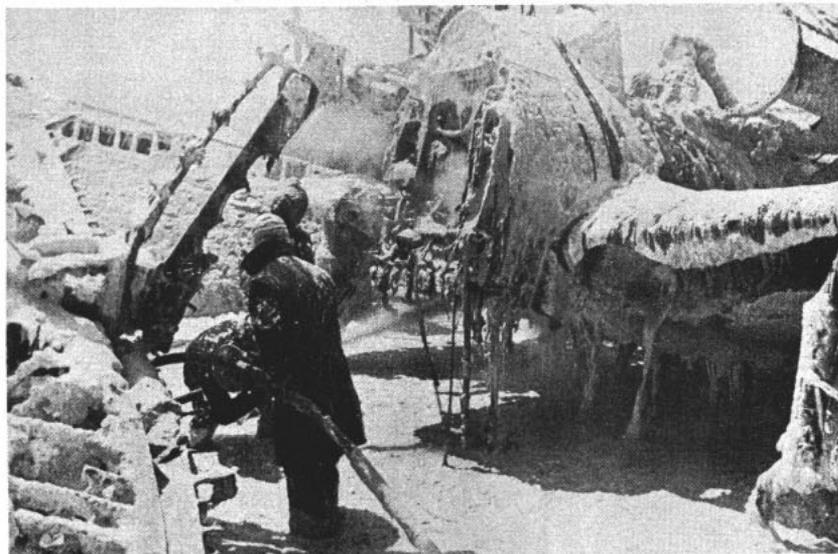
Specialized equipment is utilized by Navy and Marine aviation two-minute fire-fighting crews. A special fire truck, model FFN-5, is used. This truck carries 800 gallons of water and 80 gallons of mechanical foam compound. At full capacity it can discharge approximately 4,000 gallons of fire-extinguishing foam in one minute.

Another fire truck, model FFN-4, carries three tons of refrigerated low-pressure carbon dioxide. It is equipped to discharge 1,000 gallons of foam.

A third vehicle used in crash fire-fighting is a high-pressure fog truck, Model FFN-3. Utilizing a special pump, it can deliver cooling fog through two "guns" for rapid cooling of fuselages and protection of personnel involved in rescue operations. This truck also is equipped to dispense foam, either as a solid stream or as fog-foam, to cool rapidly and extinguish flames.

A training school for prospective crash and fire-fighting crew leaders is operated by the Naval Air Technical Training Command. In addition, NATTC also maintains three mobile training groups which periodically visit all aviation activities to conduct training operations in newest techniques and equipment.

Because of the Navy's superior fire-fighting equipment and methods, civilian organizations and air terminals now are applying these same techniques to their own crash and fire-fighting forces.



SNOWY bubbles of fog-foam blanket a plane in test of new high-capacity fire-fighting equipment being installed by the Navy on aircraft carriers.

New Fog Foam Gear Fights Ship Fires

Fire aboard ships, sometimes more dangerous than the enemy, is being successfully combated by a new technique developed by BuShips.

A new all-purpose fog nozzle and mechanical foam have completely revolutionized shipboard fire-fighting.

The new equipment will eliminate the small capacity manually-filled foam tanks.

The apparatus generates foam—the primary agent in extinguishing fire—in a more rapid rate and in greater quantities than ever before possible with naval or commercial equipment.

This new installation is being placed aboard aircraft carriers and fire-fighting tugs used to fight large oil and gasoline fires.

In the carriers, the installation consists of a series of independent stations with outlets strategically located on the flight and hangar decks. Hose outlets 2½ inches in diameter are provided on the flight deck, while on the hangar deck the outlets are both 3½-inch monitors and 2½-inch hose valves.

Each 2½-inch nozzle can deliver 1,200 gallons of fog foam a minute, while the 3½-inch monitor nozzle is capable of delivering 3,300 gallons a minute. The system throws out a fog foam blanket over many times the area that is possible with the old equipment, and in a fraction of the time.

The all-purpose nozzle can be adjusted to throw a solid stream of water or send the water out in a fine mist-like spray.

The advantages of this fog are protection of fire-fighters from intense heat, use of small quantities of water and superior heat absorption; plus the fact that water damage is kept down to a minimum. The fire-fighter can approach the seat of the fire by holding the nozzle in front of him, with very little danger to himself.

Mechanical foam is generated by a special nozzle. Soybeans, fish scales and iron salts are used to produce a smothering mass of large snowy bubbles which last for hours after being spread. Its adhesive qualities enable it to stick to anything. A stiff gale will not blow it away, and it can be laid in dikes to combat gasoline fires.

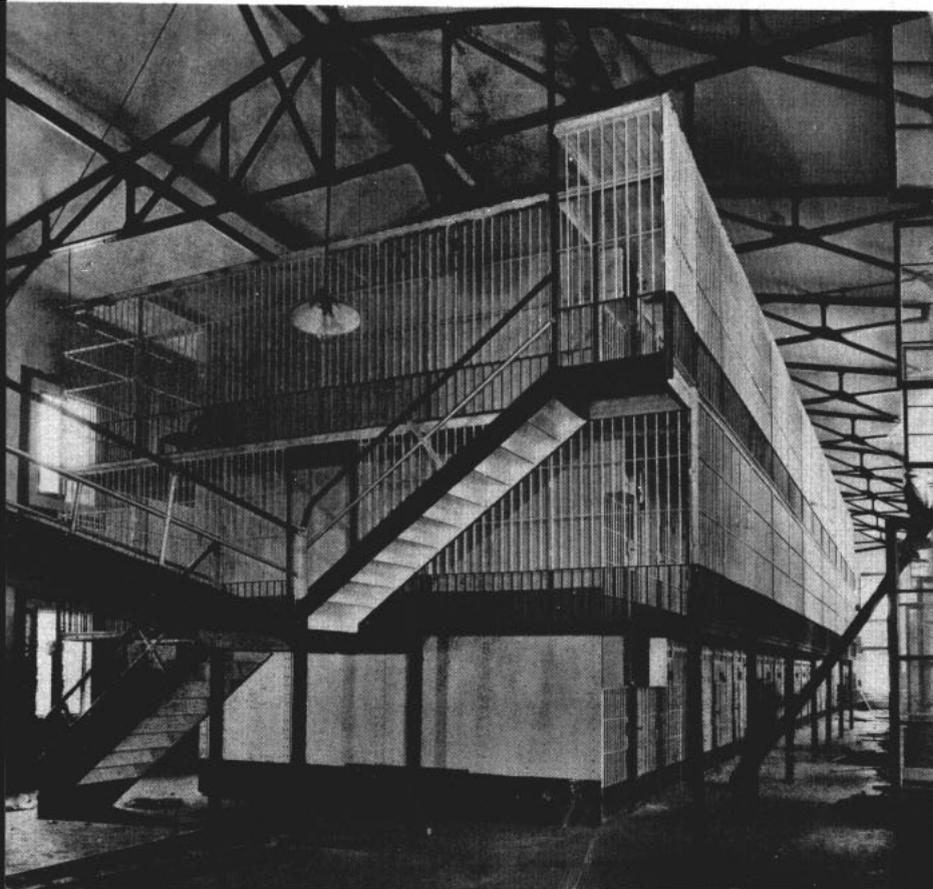
For decades before World War II, there was little change in fire-fighting methods. With the advent of large scale aerial warfare, however, equipment for fighting fires at close range made necessary the development of new techniques.

After completing studies of extensive tests, BuShips reached the conclusion that if this new equipment had been available during the war, damage to carriers resulting from fires would have been considerably less.

"OLD '84"



NO MORE is 'Old 84' (above), old-time naval prison on Mare Island, which is being remodeled into warehouse. Visitors viewed the main cell block (below).



OLD "84" no longer exists.

The roughest, toughest, oldest U. S. Navy prison has given way to the impetus developed by the Navy toward a more modern and humane disciplinary system.

Within the heavy brick-and-concrete walls of the old building, workmen are currently face-lifting the structure for eventual use as a warehouse.

The building will house machine tools and other equipment for storage instead of general court-martial prisoners of intractable disposition or convicted for long terms.

The 24 cells designed for solitary confinement—nicknamed "coke ovens" because of their appearance and nearly complete darkness—are being removed along with the partitions of the other cells.

For more than half a century the prison stood on Mare Island, a prominent landmark on the same site as a previous Spanish prison. An eight-foot cyclone fence, topped with barbed wire, surrounded the building and the tiny recreation yard.

Despite the addition of other facilities nearby, some within and some outside the enclosure, space was cramped during the last war. During the evening leisure hours, the library's facilities for 30 men were constantly crowded; the others filed onto the deck of one of the additions.

The sick bay accommodated only four beds and excess cases had to be sent to the Marine barracks.



NO MORE

Operating since 1891, the structure confined thousands of prisoners whose offenses ranged from the sale of Government firearms to morals offenses and murders.

"Old 84" was outdated in design but it was more seriously antiquated by a new concept in naval discipline. So were the naval prisons at Portsmouth, N. H., and Parris Island, S. C., both previously disestablished.

Under the new corrective services system, men are generally quartered in dormitories rather than prison cells.

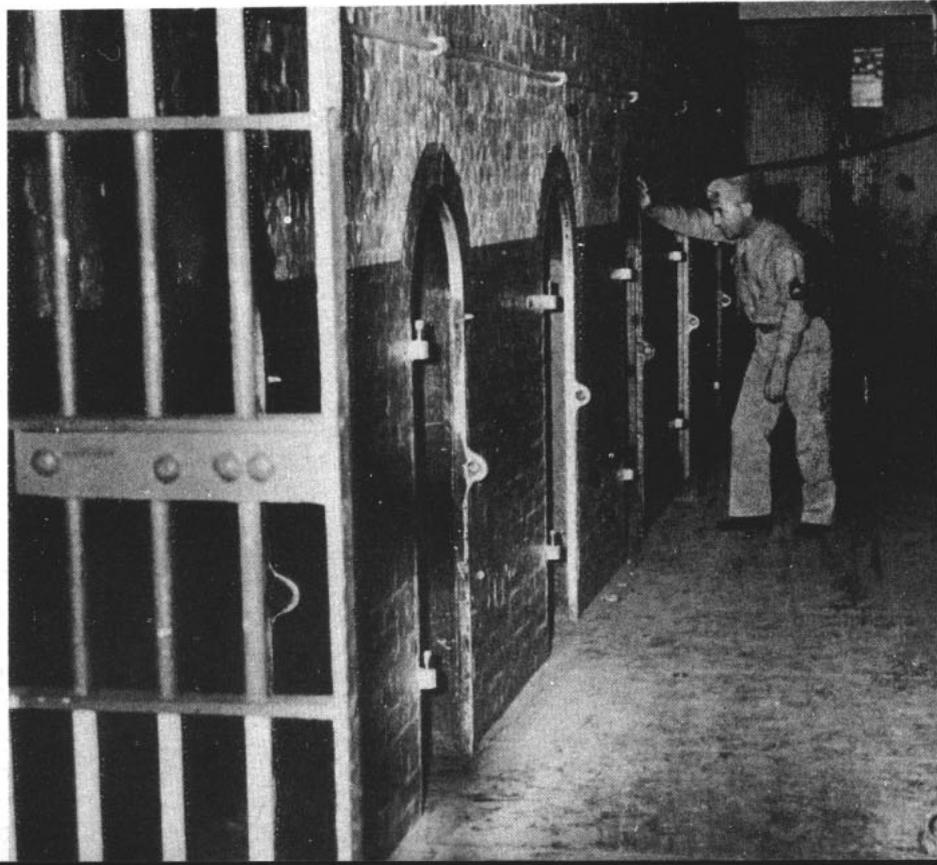
The prisoners are not pampered, however, in the retraining commands and disciplinary barracks. Although the men work outside the fence most of the time, they are accompanied by guards. They are required to live up to the better treatment they are awarded under the new system.

Some inmates of the disciplinary barracks at Portsmouth, N. H., and Terminal Island, San Pedro, Calif., will serve out their full time there. The rest will progress to the two retraining commands at Norfolk, Va., and Mare Island. From there, they have a chance for probation and a new start in life.

But "Old 84" is out of the picture, no matter where the prisoners serve their time. As a warehouse, one of its better features will be the heavy iron bars—to keep personnel on the outside.



PRISONERS no longer are confined in main cells (above), 'solitary' cells (below). Workers (below, left) prepare the old prison to house tools, equipment.



LETTERS TO THE EDITOR

Re-enlisting Overseas

SIR: Is it possible for a man to execute re-enlistment on Guam in order to complete normal tour of overseas duty outside the continental limits of the United States? If so, will travel allowance, due at the expiration of enlistment, be held in abeyance pending the man's return to continental limits or will the travel allowance in this case be forfeited?—L. T. G., CPHM., USN.

• (1) *A person may re-enlist in the Navy at any duty station, or Navy recruiting station, inside or outside the continental limits of the U. S. (2) No matter where a man re-enlists, he receives full benefit of travel allowance. In your case, you will receive travel allowance from Wilmington, Calif. (your port of entry from Guam), to the last place of enlistment.*—Ed.

Maritime Service

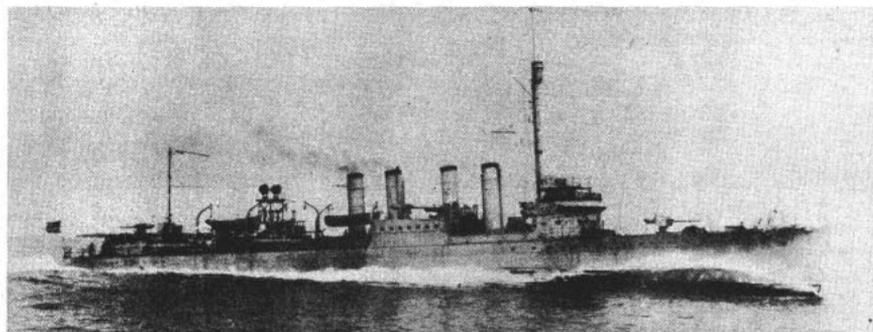
SIR: I served in the Maritime Service from July 1943 to August 1945, then enlisted in the Navy. Does my maritime service count for a service stripe?—N. P. S., Y3, USN.

• *No. Art. 990, U. S. Navy Uniform Regulations, provides that only active service in the U. S. Navy, Army, Marine Corps, Coast Guard and Naval Reserve counts for this purpose.*—Ed.

Four-Stacker Scrapped

SIR: What ever happened to the old four-stack destroyer, USS Pruitt, which was converted to a minelayer during the war?—T. E. M., S1, USN.

• *USS Pruitt, which started her naval career as DD 347 and was a light minelayer during the war (DM 22), was later reconverted to AG 101 and scrapped in March 1946.*—Ed.



USS PRUITT—Old four-stacker, veteran of over 25 years' naval service, scrapped.

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

Navy Secret Service?

SIR: Is there any kind of secret service in the Navy that an enlisted man can get into, such as the OSS or something similar? If so, how would a person get the details for it?—F. M. B., S1, USN.

• *Although the Navy has no branch similar to the OSS, there is a chance for enlisted naval personnel who are interested in world affairs to take an actual hand in the work.*

While in the Navy, the only means of getting into that type of work would be to get assigned to an attache's office abroad, as a yeoman. There, the man would work in international correspondence, etc., rather than in secret service or personal exploitation vocations.

Applications should be made to the Chief of Naval Intelligence, Navy Department, Washington 25, D. C., via Commanding officers.—Ed.

Maximum Age Limit

SIR: I have read that there is a shortage of personnel in the Navy. I have tried to reenlist, but was advised that I was too old. I was born on 2 Sept 1905, enlisted on 3 Aug 1942 and was honorably discharged on 5 Mar 1947. Is it possible for me to get a waiver?—R. J. A., PHOM1, USNR.

• *No, a waiver cannot be granted in this case. Maximum age limit is under 31 years after deduction of previous active service other than training duty.*—Ed.

Change in Rate

SIR: In ALL HANDS, February 1947, p. 31, you answered a question from A.V.M., in which you stated that changes in rate from one enlisted branch to another can be made if authority is received from the Chief of Naval Personnel in individual cases submitted via official channel. I requested a change in rate from the steward branch to the seamen branch so I could strike for yeoman, but it didn't pass my CO because he said the references you gave were not sufficient to prove that such a change can be made, even though he favors my changing. Can you give further information and references?—C. M., ST1, USN.

• *Our answer to A.V.M. in the February issue was correct and sufficient, although further references that might be cited are BuPers Circ. Ltr. 48-46 (NDB, Jan-June 1946 cum. ed.) and Para. 12 of BuPers Circ. Ltr. 191-46 (NDB, 31 Aug 1946).*—Ed.

Transfer to Athens

SIR: I would like information on how I could submit an application to BuPers for transfer to Athens, Greece. I understand Greek and speak it fluently. Are there any openings for naval personnel in that area?—A. J. C., S2, USN.

• *There are no vacancies at present and it is impracticable to predict when a vacancy for a seaman will occur in the American Mission Aid to Greece. You may submit a request in accord with BuPers Circ. Ltr. 139-47 (NDB, 30 July) for consideration at such time as a vacancy occurs.*—Ed.

Re-enlisting and Reverting

SIR: After six years' service in the regular Navy prior to the war, I was discharged and then re-enlisted in class USN-SV, after a 19-month period. I was appointed ensign, USN (T), and subsequently promoted to lieutenant (jg). (1) When I revert to my permanent enlisted rating and am released, will I be allowed to re-enlist, since my permanent enlisted status is USN-1? (2) If not, may I change from USN-SV to USN before I revert to enlisted status? (3) If so, may I transfer to the Fleet Reserve after twenty years total service?—J. W. G., LTJG, USN (T).

• (1) *You will be allowed to re-enlist regardless of your status if you can meet the other requirements. (2) Afraid not, on this one. (3) Yes, if you are a member of the regular Navy with 20 years active federal service and otherwise qualified.*—Ed.

Record of Marks

SIR: If an enlisted service record was lost or destroyed, BuPers could provide a duplicate copy of the complete record except for pages 5A and 5B, on which are the quarterly marks assigned a man during his enlistment. In this way, BuPers has no record of the marks assigned a man.

Does BuPers propose making changes to these pages of the service record? If not, how can you determine the type of discharge to which a man is entitled if his record is destroyed a month or so prior to the expiration of his enlistment?—R. E. F., LTJG, USN.

• *But BuPers does have a record of proficiency marks. These marks are assigned a man when he is transferred and are placed on page 9Y of his service record. A copy of this page is sent to BuPers to be placed in his jacket there. On pages 9 of the service record at BuPers are entries of courts-martial and other entries indicative of the character of a man's service. There are no changes to the page 5A-5B contemplated.*—Ed.

Too Wide for Canal

SIR: What active Navy ships cannot pass through the Panama Canal?—W. O. F., CY, USN.

• *The Midway class carriers, consisting of the USS Midway (CVB 41), USS Franklin D. Roosevelt (CVB 42) and USS Coral Sea (CVB 43) all with a 136-foot beam, cannot pass through 110-foot wide locks of the Panama Canal.*—Ed.

2 Citations for BB 57

SIR: Did USS South Dakota (BB 57) receive either the Presidential or Navy Citation during World War II—H. E. I., Pvt., USMC.

• *USS South Dakota received the Navy Unit Commendation for service on 26 Oct 1942 and 14-15 Nov 1942.*—Ed.

Fleet Reserves and GI Rights

SIR: Will I be eligible for education and subsistence payments under the GI Bill of Rights after I transfer to the Fleet Reserve on 20 years in March 1955?—R. C. P., CPHM, USN.

• *Yes, Fleet Reservists are eligible for the full educational benefits of the GI Bill of Rights, if they meet the usual requirements. Although Fleet Reservists draw retainer pay, subsistence awarded to those attending school under the GI Bill is not scaled down, but is the same as for other veterans. However, Fleet Reservists and other veterans are entitled to educational benefits only until 25 July 1956, unless they enlisted or reenlisted between 6 Oct 1945 and 6 Oct 1946.*

Other benefits of the GI Bill apply equally to Fleet Reservists and other veterans, including guaranty of loans, re-



TBM AVENGER—Plane saw plenty of war service. Note carrier above port wing.

adjustment allowances, and job-finding assistance.

To qualify for the provisions of the Bill, persons must have served 90 days or more on active duty in the armed forces, part of such service to have occurred between 16 Sept 1940 and 25 July 1947.

It must be remembered that any eligible veteran, to collect on the educational provisions of the GI Bill, must begin his course of study within four years after discharge or within four years after the end of the war, whichever is later.

All educational benefits end nine years after the end of the war. For purposes of the GI Bill, the war ended on 25 July 1947, and educational benefits cease for most people on 25 July 1956. However, the Voluntary Recruitment Act of 1945 says that if a person enlisted or re-enlisted between 6 Oct 1945 and 6 Oct 1946, the war does not end for that veteran until the expiration of that period of enlistment or re-enlistment. Therefore, if you re-enlisted during that period, the war may not yet have ended for you, and your benefits are extended accordingly.—Ed.

Duties of Mailmen

SIR: Has there ever been a directive issued restricting the duties of mailmen and, if so, is it still in effect?—T. F. H., MAM3, USN.

• *Yes. See BuPers Circ. Letr. 185-46 (NDB, 14 Aug 1946). It is still in effect.*—Ed.

Transfer from USNR to USN

SIR: Is there an authority to transfer a man from USNR to USN in same pay grade after he has completed a four-year enlistment in USNR, all of which time has been spent on active duty?—G. W. U., CY, USN.

• *No. Reservists on active duty under NavPers appropriation are not eligible for changeover to regular Navy. Upon release to inactive duty they may be enlisted in USN only at regular recruiting stations in accordance with current instructions.*—Ed.

Avenger vs. Corsair

SIR: Some of us "airdales" have been arguing about the Navy's torpedo plane, Avenger (TBF-1). Does it, or does it not, have greater horsepower than the Corsair (F4U)?—L. D. M., AERM1, USN.

• *It does not. The Avenger, powered by a Wright engine, has a total horsepower of 1700, while the Corsair, powered by a Pratt and Whitney engine, has a total horsepower of 2100.*—Ed.

Duty on Coral Sea

SIR: (1) When does the Navy expect to commission the USS Coral Sea? (2) How soon before the actual commissioning can I request duty aboard her?—E. R. B., PHOM1, USN.

• (1) *The USS Coral Sea was commissioned 2 Oct 1947 at Portsmouth, Va.* (2) *Submit letter for change of duty through regular channels, attention Pers-630B.*—Ed.

Degree for Graduates

SIR: I have been wondering for a long time what degree graduates of the Naval Academy receive. Could you answer for me?—J. B., S1, USN.

• *All graduates of the U. S. Naval Academy receive a Bachelor of Science degree.*—Ed.

Gratuity to Enlisted Men Only

SIR: In ALL HANDS, July 1947, p. 28, I noticed that there is a \$2.00 per month gratuity given to holders of the Navy and Marine Corps Medal. Unlike the other awards, it does not appear to apply to enlisted men only. I was the recipient of this award early in 1944 and am now on the retired list. Am I entitled to this extra two bucks?—J. D. G., LTJG, USNR (Ret).

• *No. Although the Navy and Marine Corps Medal was the only decoration discussed in which ALL HANDS did not definitely specify that the gratuity was only for enlisted men, Public Law 702, 79th Congress, provides that this extra \$2.00 shall be paid to enlisted personnel only.*—Ed.

Bon Homme Richard No. 14

SIR: In ALL HANDS, October 1947, p. 30, you ran a picture of USS *Bon Homme Richard* (CV 31). Under the picture you state that she was the first ship of the *Essex* class and was launched 26 Nov 1944. Aren't you a little fouled up?—M. D. Z., CAERM, USN.

SIR: . . . It is my understanding that the first ship constructed in a class is named as the class will be named. . . —M. H., LT, USN.

• *A blushing ALL HANDS begs forgiveness.* USS *Bon Homme Richard* (CV 31) is the 14th carrier of the *Essex* class and was launched 29 April 1944, commissioned 26 Nov 1944.—Ed.

Extending and Reenlisting

SIR: BuPers Manual states that an agreement to extend an enlistment may be cancelled for the purpose of reenlistment. Now that two-year enlistments are again authorized, may I cancel my agreement to extend for three years in order to reenlist for a period of two years?—W. F. W., CSK, USN.

• *A man may reenlist for a period equivalent to the number of years for which he has agreed to extend his enlistment.*—Ed.

Souvenir Books

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

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

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

• USS *O'Bannon* (DD 450). Address: Commander San Diego Group, Pacific Reserve Fleet, U. S. Naval Station, San Diego 36, Calif. A few copies available free.

• USS *Blue* (DD 744). Address: Sterling Engraving Co., 1417 4th Ave. Bldg., Seattle, Washington. Price \$5.

• USS *Henry A. Wiley* (DM 29). Address: The Benton Review Publishing Co., Inc., Fowler, Ind.

• USS *Randolph* (CV 15). Address: Campus Publishing Co., Inc., 1420 Walnut Street, Philadelphia, Pa. Price, \$4.00.



USS LEARY—A Gearing class destroyer, built May 1945, named for Navy hero.

Word on the Leary

SIR: I served on board USS *Leary* (DD 879) for a short time and I have a few questions about her. (1) Who was she named for? (2) What is her standard displacement? (3) Where is she now?—G. D., Y2, USN.

• (1) USS *Leary* (DD 879) is the second ship to be so named, the first being DD 158. They are both named for Lieutenant Florence F. Leary, USNRF, who died in a heroic effort to save crew members during a fire on his ship in World War I. (2) The *Leary* displaces 2,425 tons. (3) She is presently on duty with the active Atlantic Fleet.—Ed.

No NUC for Gleaves

SIR: I understand that USS *Gleaves* (DD 423) received the Navy Unit Citation. Is this correct?—J. H. E., CMM, USN.

• No. USS *Gleaves* was never awarded the NUC.—Ed.

Transfer to Fleet Reserve

SIR: I am ending up nearly 20 years' continuous service and would like to have a few questions cleared up before I put in my papers for transfer to the Fleet Reserve. (1) Under option 1, a man in F-5 with 20 years' service would receive \$82.50. What would he receive after 10 years in the Fleet Reserve if he was temporary chief warrant with satisfactory service. (2) Under option 2, a man in F-5 with 20 years' service would receive \$107.50. What would he receive after 10 years in the Fleet Reserve if he was temporary chief warrant with satisfactory service?—S. C. H., CPhM., USN.

• (1) Your approximate pay would be \$168 per month provided you were advanced on the retired list to the highest rank satisfactorily held on or before 30 June 1946 as determined by the Secretary of the Navy. (2) Your approximate pay would be \$136.50 per month provided you were advanced on the retired list to the highest rank satisfactorily held on or before 30 June 1946 as determined by the Secretary of the Navy. See Circ. Ltr. 130-47 (NDB, 31 July)—Ed.

Service and Retirement

SIR: My enlistment expires 28 Apr 1948 and on that date I will have completed a total of 19 years, 5 months and 26 days actual service. Is it possible for me to transfer to the Fleet Reserve in April 1948 under Public Law 720, 79th Congress, and if so, what retainer pay will I receive?—J. H. R., CMM, USN.

• No. Under Public Law 720 (79th Congress), 20 years active Federal service is required for eligibility for transfer to the Fleet Reserve. Neither a minority enlistment nor a discharge within three months of expiration of enlistment may be counted as four years active service. You will have to wait until you have had 20 years active Federal service before you can transfer to the Fleet Reserve under Public Law 720.

When your transfer to the Fleet Reserve is effected, you may elect one of two options for receiving retainer pay: (1) one-half of the base pay you were receiving at time of transfer, which will be increased by permanent additions upon your retirement pay after 30 years combined active and inactive service, or (2) two-and-one-half per cent of your base and longevity pay multiplied by the number of years active service (Public Law 720).

Under the first option, if you are a CPO, pay grade 1, your retainer pay after 20 years service will be \$82.59. When you transfer to the retired list after 30 years combined active and inactive service, your pay will be increased according to your longevity.

Or, under option two, your retainer pay would be 2½ per cent of your base and longevity pay multiplied by the number of years of active service, or \$107.25. This would not be increased upon your transfer to the retired list.—Ed.

Sub School Request

SIR: Last month I put in a request for submarine school. I received a reply to the effect that I met all the requirements except being stationed on this station for a total of six months. My present rate is S1Y, and on the first of February 1948 I expect to make Y3. My six months will be up on this base in December. (1) Do you suggest making a rate and then re-submitting my request, or re-submit my request in December and then make the rate aboard a submarine? (2) As a Y3 would I have a good chance of getting submarine school? (3) Is the submarine fleet short of yeomen?—H. R. B., S1Y, USN.

• (1) It is suggested that you make the rate as there is no difference in disposition between S1Y and Y3. (2) Your chances would be about the same as S1Y. (3) Only one yeoman is sent to submarine school each month.—Ed.



SNAPPY manual of arms is executed by Navy's Fita Fita Guard (above, left). Barefooted seaman stands watch (right).

OUR BAREFOOTED NAVY

A MEMORANDUM on the bulletin board describes the uniform for inspection: "White skirts and undershirts, red skullcaps and red sashes"—and no socks and shoes!

What the...? What's this? Is this the U.S. Navy?

Don't be alarmed—just hang on to your skullcap... er... ah... your white hat.

Yes, this is the Navy—the Fita Fita Guard and Band located at Tutuila, American Samoa.

This outfit—131 men strong—has been in existence since 6 July 1900, when the Commandant of Naval Station, Tutuila, requested the Chief of the Bureau of Navigation to permit him to enlist 50 Samoan natives as landsmen in the Navy. In addition to the educational benefits their enlistment gives the natives, it assures Navy control if trouble should arise in the interior of the islands.

The Guard was named Fita Fita after the Samoan word for brave, perhaps the most suitable name for the organization.

Today the barefooted Polynesian sailors form a useful police body, capable of preserving order and also of moving quickly to any part of the island to suppress any disturbance.

In charge of the Fita Fita Guard is a U.S. Marine Corps staff sergeant, the unit's commanding officer. His assistant is a Samoan chief boatswain's mate. A regular Navy chief bandmaster is instructor

and leader of the band composed of 11 musicians. All other members of the Fita Fita Guard are boatswain's mates, coxswains, seamen, gunner's mates, carpenter's mates, machinist's mates, yeomen, radiomen, ship's cooks, pharmacist's mates, cooks and stewards.

In addition to performing duties of their ratings, the natives act as guards, prison keepers, interpreters, orderlies and messengers.

Because only a limited number of natives may enlist in the Fita Fita Guard and Band, their advancement in rating is accomplished largely through attrition. The waiting list of applications is always long because of the prestige that goes with being a Fita Fita Guard.

The Fita Fita Guard and Band should not be confused with the Insular Forces, such as those located in Guam and the Philippines. The Samoans are a part of the regular Navy, and receive regular pay and allowances, while members of the Insular Forces receive only half-pay.

Ever since the Fita Fita Guard and Band was first formed, the Navy Depart-

ment has gone along with native Samoan customs. For instance, the Samoans have little or no use for the white man's bothersome trousers. Even in this atomized age they prefer to wear their sarong-type skirt known as the "lava lava." On these skirts appear approximate service stripes and rating badges.

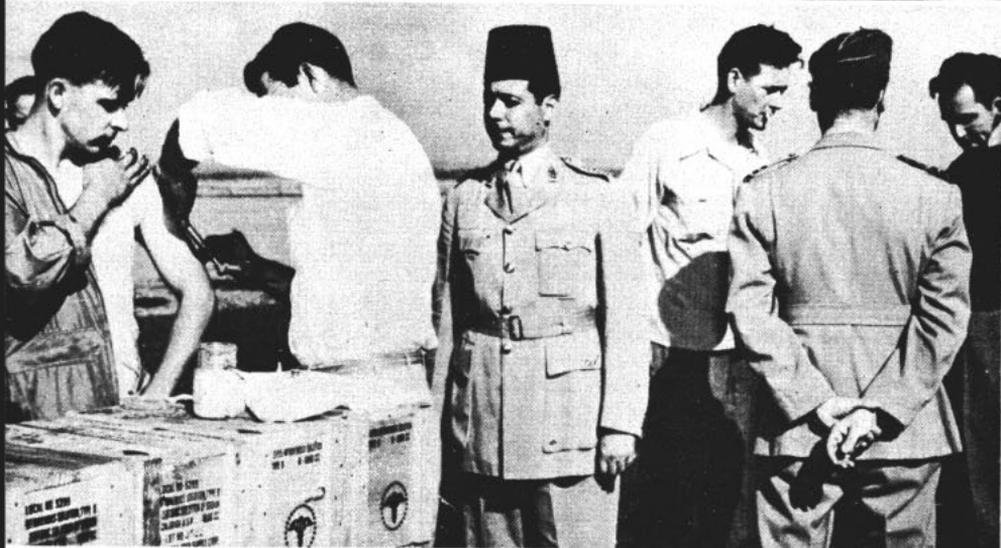
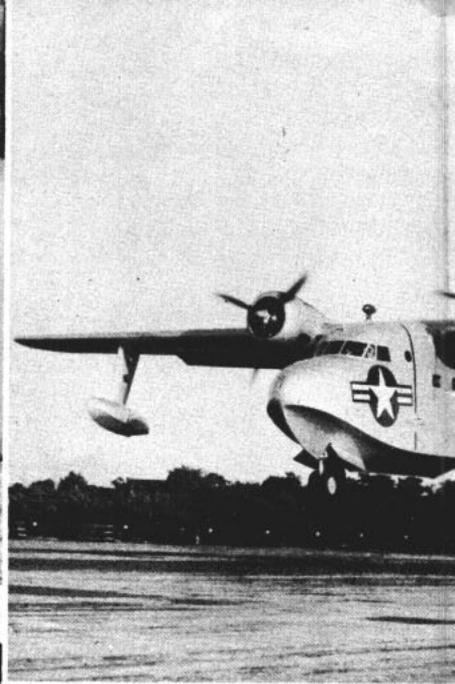
Shoes are another thing taboo with Samoans. Most natives consequently have flat feet, which the Navy overlooks when enlisting the young islanders.

These members of Uncle Sam's barefoot Navy enlist to serve only in the territory of American Samoa. At one time a group of the Fita Fita Guards saw service aboard the station ship *USS Ontario*, but this proved an unsatisfactory venture.

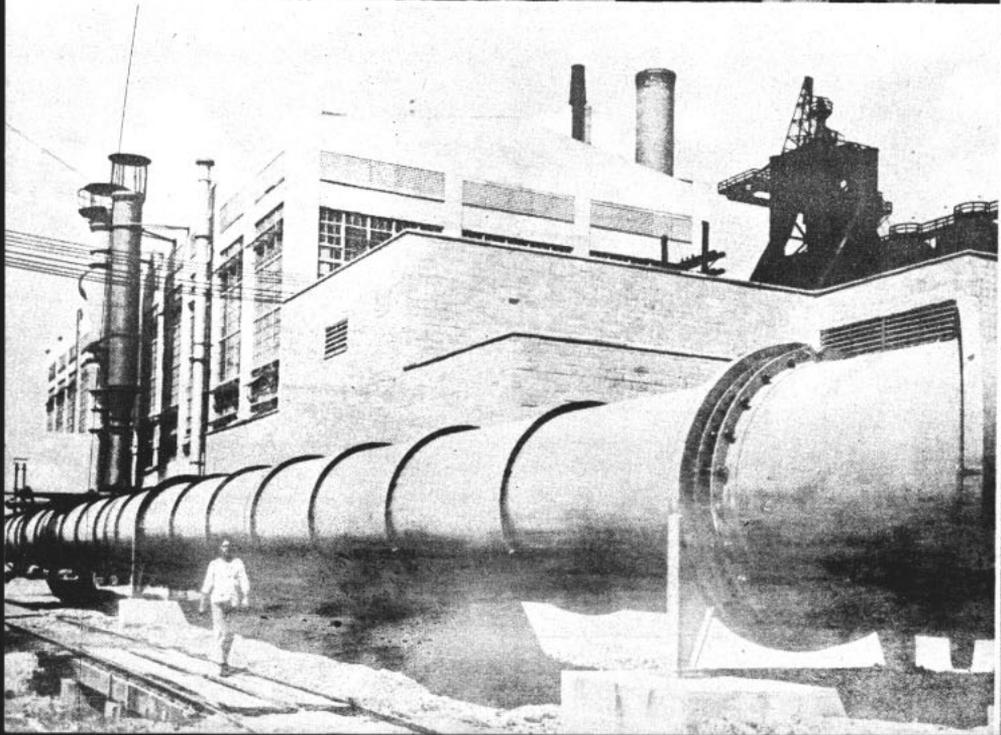
The closest the Fita Fita Guards came to contact with actual warfare was in 1942 when a Japanese submarine shelled the harbor of Pago Pago. During the war, the U.S. Marine Corps had a temporary battalion of Fita Fita Guards, which performed duties similar to those of regular Navy guards.

The Fita Fita Guard and Band is composed of the very best Samoans. A number of them are hereditary native chiefs. As the main police force in the islands, the Fita Fita Guards exercise strong influence upon their fellow natives. In recent years they have become more or less a preferred body, a sort of native aristocracy.

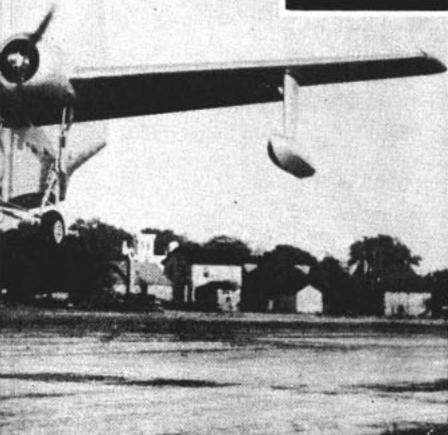
Native Samoan Sailors Attired in Skirts Comprise Guard, Band



NEW NAVY amphibian, XJR2F-1 built New land-water craft has crew of three USN, CincPac and CincPacFlt (in sun) of his staff after swim at Pearl Harbor shots after flying medical supplies to h left: New BuOrd wind tunnel and burner in Texas. Below: Enlarger inspected as



TODAY'S NAVY



by Gruman, in first test flight (above). Upper left: Admiral Louis E. Denfeld, (classes) swaps stories with enlisted men. Left center: NATS crew members get up curb Cairo cholera outbreak. Lower right: Lab for flight testing now in operation. Navy observes 85 years of photography.



ADMIRAL DENFELD IS APPOINTED TO SUCCEED TO POST OF CNO

Succeeds FADM Nimitz

Admiral Louis E. Denfeld, USN, has been named by the President to succeed Fleet Admiral Chester W. Nimitz, USN, as Chief of Naval Operations.

With the appointment will go a reversion of rank in the office back to four-star rank, since five-star rank as CNO during peace time was abolished by Congress. Fleet Admiral Nimitz received his appointment to that rank as CincPac and retained it through his reign as CNO after the war ended.

In Washington heading a selection board to pick captains for promotion to rear admiral at the time the President announced his appointment, Admiral Denfeld commented: "It's a great honor to relieve a man like Admiral Nimitz. He's one of the greatest men the Navy ever produced."

A native of Westboro, Mass., and a graduate of the Naval Academy in 1912, Admiral Denfeld was assigned to destroyer service during World War I and was qualified in submarines three years after the war ended.

He was aide from 1937 to 1939 to Fleet Admiral William D. Leahy, USN, CNO at that time and now Chief of Staff to the President.

When World War II broke out, Admiral Denfeld was named Chief of Staff and aide to the Commander, Support Force, Atlantic Fleet and early in 1942 he

became Assistant Chief of the Bureau of Navigation.

He was assigned to the command of BatDiv 9 in the early spring of 1945 and later became Chief of Naval Personnel.

Admiral Denfeld took over as CincPac and CincPacFleet in February of this year.

Sailors Fight Fire

Navy personnel who assisted in battling recent forest fires in Maine were commended in a statement from SecDefense James Forrestal to SecNav John L. Sullivan.

The statement read: "The effort made by personnel of the three armed services in meeting and conquering the disastrous fire situation in New England reflects great credit on all who were involved. The cooperation, discipline and effectiveness of these groups throughout the fire area is a matter of pride to the country and to the services concerned."

More Power to Navy Planes

In a move to put more power into its first line planes, the Navy has installed new 3,500 horsepower Pratt and Whitney Wasp Major engines in the 92-ton Constitution, which is capable of carrying 168 passengers, maximum.

The new engines, which deliver an additional 2,000 horsepower, reduce the size of the takeoff run by about 12 per cent.

LAST JANUARY



Byrd sails from Norfolk on the Philippine Sea to join the 1947 Antarctic expedition

Navy perfects pilot ejection seat to permit flier to bail at 250 mph. Navy Blimps with discharge insignia become commercial sign boards. Rear Admiral

JANUARY 1948

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

Nimitz, Vandegrift Plan to Retire

The two top-ranking active duty officers in the Navy and Marine Corps have announced their intention to retire.

They are Fleet Admiral Chester W. Nimitz, USN, Chief of Naval Operations, and General Alexander A. Vandegrift, USMC, Commandant of the MarCorps.

The service careers of these two officers in many ways paralleled each other. Each reached a pinnacle of fame in the offensive against the Japanese and was rewarded for outstanding achievements by appointment to the most important post in his service.

Fleet Admiral Nimitz, born in Fredericksburg, Tex., on 24 Feb 1885, graduated seventh in the 1901 Naval Academy class. His first command was USS *Panay* in 1907, namesake of a later vessel which was shelled and sunk by the Japanese 30 years later in the first stirrings of anti-Americanism.

While on submarine duty as skipper of USS *Skipjack* in 1912, Fleet Admiral Nimitz, then a lieutenant, dived into a strong tidal current to rescue a fireman second class who could not swim.

During World War I, Fleet Admiral Nimitz served for a time as aide to Rear Admiral Samuel S. Robison, USN, Commander Submarine Force, Atlantic Fleet, who later recalled the young naval officer for a second tour of duty on his staff

after Rear Admiral Robison became Commander in Chief, U.S. Fleet.

At the University of California in 1926, Fleet Admiral Nimitz taught in one of the nation's first NROTC units established in a university.

After commanding USS *Augusta*, then flagship of the Asiatic Fleet, and serving as Assistant Chief of the Bureau of Navigation, Fleet Admiral Nimitz became ComCruDiv Two and succeeded to ComBatDiv 1.

On duty as Chief of the Bureau of Navigation when the Japanese struck Pearl Harbor, Fleet Admiral Nimitz was appointed CincPac 10 days later.

In the years that followed, the Navy halted the Japanese in the Pacific and began the long drive back to Nipponese waters. On 2 Sept 1945, Fleet Admiral Nimitz signed the surrender terms for the United States on board USS *Missouri* in Tokyo Bay.

On 15 Dec 1945, he relieved Fleet Admiral Ernest J. King, USN, as Chief of Naval Operations.

General Vandegrift was born in 1887 in Charlottesville, Va., and attended the University of Virginia from 1906 to 1908. The following year he was appointed second lieutenant in the MarCorps.

On foreign shore duty in the Caribbean area, General Vandegrift took part in the engagement and occupation of Coyotepe,

Nicaragua, and Vera Cruz, Mexico. Later, he sailed for Haiti and engaged hostile Cacos bandits at Le Trou and Fort Capois.

General Vandegrift served in Haiti in the constabulary during World War I and after shore duty in the United States was assigned to the Third Marine Brigade in Tientsin, China.

He returned to China duty in the critical period from August 1935 to April 1937 as executive officer and later commanding officer of the Marine detachment at the American Embassy in Peiping.

General Vandegrift joined the First Division in November 1941 and became commanding general of that unit the following year. The invasion of Guadalcanal was the first large scale offensive action against the Japanese with the First Marine Division under the command of General Vandegrift, hanging on for four months through bombardment by land, sea and air, finally gaining control of the vital island and airstrip. For his services during the Battle of Guadalcanal, General Vandegrift was awarded the Congressional Medal of Honor and the Navy Cross, in addition to the ribbon for the Presidential Unit Citation which the division received.

In 1943 he was promoted to lieutenant general and became commanding general of the First Amphibious Corps, which he commanded during the landing at Bougainville.

He became Commandant of the MarCorps on 1 Jan 1944 and was appointed to the rank of general on 4 April of that year, making him the first Marine in the history of the Corps to attain the rank of general while on active duty.

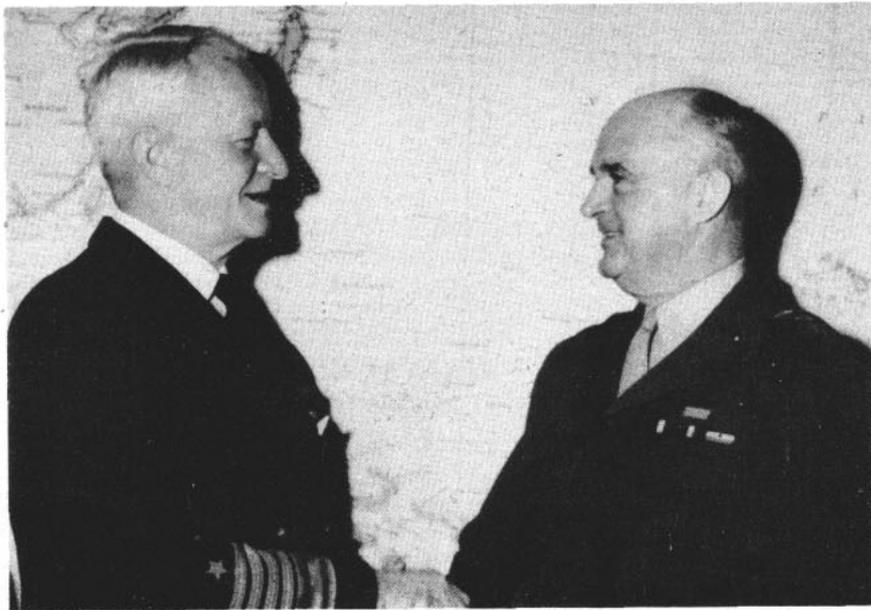
Powerful Patrol Plane

A new and more powerful patrol plane being built for the Navy and known as the P4M-1 has been named the "Mercator."

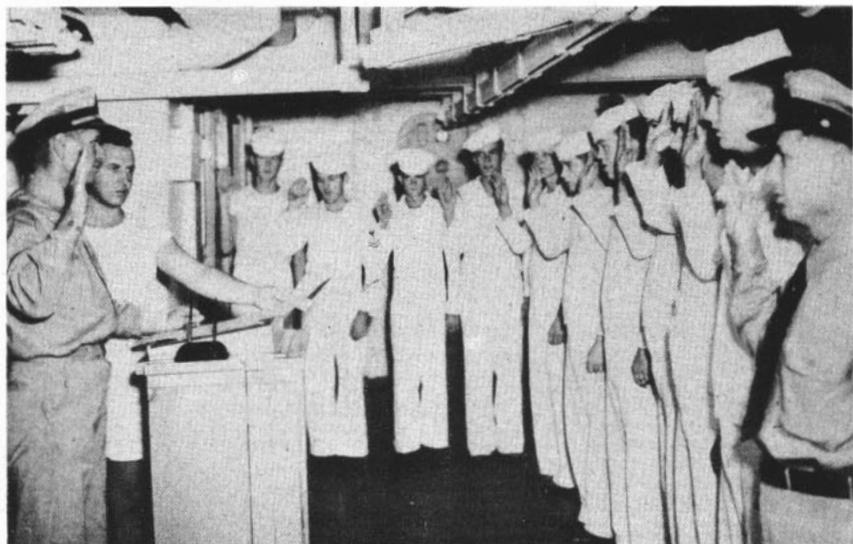
Powered by a combination of two jet and two reciprocating engines, the experimental model has been undergoing extensive tests for the past year. Each reciprocating engine generates 3,000 horsepower, and each jet engine develops 4,000 pounds of thrust.

The normal cruising speed is well over 200 miles per hour, with top speed in excess of 350 miles per hour. The plane has a maximum range of 3,000 miles.

Equipped with the latest radar and radio equipment, the plane is designed for long-range search and reconnaissance missions.



LEADERS of Navy and Marine Corps, FADM C. W. Nimitz, USN, (left) and Gen. A. A. Vandegrift, USMC, plan retirement, ending distinguished careers.



SHIPPING OVER while their ship is at anchor off Tsingtao, China, eleven crew members of USS *Saint Paul* take oath of allegiance from executive officer.

First Baby on Island

Among the armed forces stationed on lonely Johnston Island, the so-called "Postage Stamp of the Pacific," is one natural born citizen.

He is Terry Edward Tinley, the 7¾ pound baby born to Chief and Mrs. O. E. Tinley.

Being the first baby of service parents to come into the world on Johnston Island, young Tinley was wealthy to the tune of \$100 when he first opened his eyes, having won that award from the station's commanding officer.

The CO first put the offer to the men about a year ago when the first dependents were slated to arrive.

Chief Tinley reported for duty on Johnston Island in November of last year and his wife arrived from the States the following month.

Several other service families had beaten the Tinleys to Johnston, however, the first having arrived in October 1946. Nor is young Tinley the only child there. Among the 42 families, there are 36 children of all ages.

Most of the expected families have now arrived and are settled down to island life.

The housing program on Johnston started from scratch. It became the responsibility of every serviceman who wanted to establish his family there to convert his dwelling from a quonset hut which the base furnished.

Several dozen really attractive homes

now adorn the sandy island and the dependents are all in favor of the climate.

Despite its limited facilities, Johnston Island offers good living. With working hours on "tropical routine" from 0700 to 1300, the men have the afternoon off for recreation.

In front of the naval barracks is a swimming pool with diving boards of different heights. Courts have been laid off for tennis, handball, volley ball and basketball.

Other facilities are offered for ping-pong, pool and boxing. Fishing is excellent and several large sharks have been caught as well as smaller fish.

The theater is open every night and two movies are shown to enable men on watch to attend. At the hobby shop all kinds of creations are turned out.

A leave program inaugurated by the CO, Captain A. S. Hill, USN, allows each man a week's leave in nearby Hawaii for four months' service on Johnston. Since the island is one of the important air links in the Pacific, most of the personnel are able to fly to and from Hawaii for leave.

An enlisted men's club was designed and built by the men.

Principal function of Johnston, called the smallest Navy base in the world, is to render support and service to NATS, Army transport service and commercial air lines.

During the war more than 100 planes a day were stopping for fuel and supplies. Now the figure is around 18 or 20 each day.

Ship Over on Ship

Eleven crew members reenlisted in the Navy on board their ship, USS *Saint Paul* (CA 73), while at anchor in Tsingtao, China.

The brief ceremony in which these men continued their naval careers consisted of a short talk and administration of the oath of allegiance by the executive officer, followed by congratulations by the commanding officer of the heavy cruiser.

After the men were sworn in, they departed for the U. S. on reenlistment leave.

Navy Band Aired

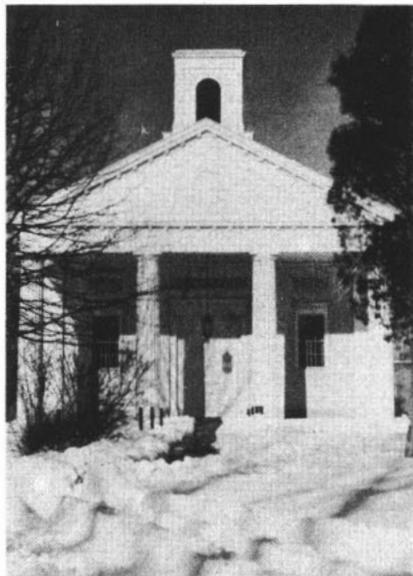
Civilians all over the U. S. may hear the U. S. Navy band in a new series of weekly coast-to-coast broadcasts featuring the nationally-famous Navy band under the direction of Lieutenant Commander Charles Brendler, USN.

The programs, broadcast in the interest of Navy recruiting can be heard Saturdays from 1000 through 1030 (E.S.T.)

Non-Clogging Pump

A pump capable of passing such articles as dungarees, rags and paper without clogging has been developed under sponsorship of BuShips.

The peripheral jet-type eductor is used to pump water from bilges and flooded compartments of damaged ships where such debris previously was a major obstacle.



BEAUTIFUL is the word for a Navy chapel in Washington, D.C., opened recently to naval personnel in vicinity.



PIECE of America afloat, was the way SecNav John L. Sullivan described USS *Coral Sea* in commissioning ceremonies. Carrier is last of the *Midway* class.

She Shall Have Music

For the price of a postal card, disc-jockeys will spin your favorite platter and dedicate it to your favorite gal.

This is made possible through efforts of the U. S. Navy Recruiting Station, Seattle, Wash.

Sailors whose home towns are in Washington or Northwestern Idaho can dedicate songs to their sweethearts, wives, family or friends by mailing a postal card to Navy, 1017 Second Avenue, Seattle 4, Wash. Included on the card should be the sailor's name, ship, song, and name of person to whom dedicated.

More Mariners on Order

The Navy has ordered 12 additional Mariners (PBM-5As), largest amphibian-type airplane developed in the U. S., bringing the total of that type on order to 36.

The PBM-5A will fill a "jack-of-all-trades" role in naval aviation, as it will be used in patrol-reconnaissance, cargo carrying and search and rescue missions.

As a patrol plane, the PBM-5A may be operated from bases to take advantage of the greater ease of loading and servicing land-based planes. When bases are not available—as in early days of landing operations or in locations where physical limitations make it impracticable to build airstrips—it can be effectively water-based.

In the role of cargo carrier, the PBM-5A is capable of delivering supplies and material to isolated bases along rivers, lakes or seacoasts that are too small to support fixed landing fields. In search

and rescue work, the amphibious Mariner can rescue personnel from the water or carry them from advanced base strips to fields adjacent to hospitals.

Resembling in many respects the combatant PBM, the amphibian will include armament, radar and other communications equipment, with retractable landing gear added.

Mobile Crash Crane

Speedier rescues of pilots and salvage of larger planes may be possible with a new mobile crash crane being tested on board USS *Franklin D. Roosevelt* (CVB-42).

With a lifting power of nearly 24,000 pounds, the mobile apparatus can move at a rate of 10 miles an hour. Compared to older models, the new crane can lift 10,000 pounds more.



LANDING No. 15,000 is made on USS *Boxer* (CV 21) by LTJG E. D. Jones, flying an F8F, CarAirGrp 19.

Newest Largest Carrier

Last in a class of the Navy's three largest ships in point of sheer bulk, USS *Coral Sea* has joined American sea forces five and a half years after the battle for which she was named.

The new CVB, along with sister ships *Midway* and *Franklin D. Roosevelt*, is too large to pass through the Panama Canal. She was launched in October and will be completely outfitted by January 1948.

Two other carriers, CVE 57 and CVB 42, were first assigned the name *Coral Sea*. CVE 57 became USS *Anzio* and CVB 42 became *Franklin D. Roosevelt*.

Braced against chilly winds whipping across the massive flight deck, the 3,500 crew members were told by SecNav Sullivan in the commissioning address that "the strength and the determination of the United States will be judged not only by this fine ship with its remarkable equipment, but even more by the way you handle it, and by you yourselves."

It is entirely fitting that the name of the famous battle be assigned to a carrier, since the Battle of the Coral Sea was the first major naval engagement in history in which surface vessels did not exchange gunfire. Losses on both sides resulted from aircraft attacks.

Coral Sea is 968 feet long, with a beam of 113 feet at the waterline. She is rated at more than 33 knots and has an armament of 18 5-inch 54s, 84 40-mm. and 28 20-mm.

Woman's Best Friend

A Navy man's blind wife doesn't have to worry about lack of faithful companionship while she is under treatment for pneumonia at the National Naval Medical Center, Bethesda, Md.

Mrs. Peggy Briggs, wife of Ralph T. Briggs, RELE, USN, has at her bedside her four-year-old German Shepherd dog, Cindy, who refuses to leave her mistress' bedside unless ordered to do so.

Hospital corpsmen at the hospital take the dog out for daily strolls, but she refuses to leave without specific orders from Mrs. Briggs.

Such obedience has prevailed since the two met at the Guide Dogs for the Blind, Inc., school in San Francisco in November 1944.

"She (Cindy) takes me everywhere," Mrs. Briggs states, "and has traveled with me by commercial plane, steamship and train. She has even taken me to radio programs and sat under the mike while I took part in the programs."

Rugged Flight Tests

Six weeks of rugged flight tests of the Navy's search-patrol plane, P2V Neptune, have been completed at the Naval Air Test Center, Patuxent River, Md.

The tests consisted of dives, speed runs, stalls, take-offs and landings—the most stringent flight tests ever given this type of aircraft.

Exceeding the standard Navy requirement for this type plane, the Neptune dived at an indicated air speed of more than 385 miles per hour. When the plane came out of its dive, the pull was almost three times the force of gravity. The plane was also put into a series of dives loaded to its designed operating weight of 45,000 pounds, and at its top operating weight of 58,000 pounds. Motion picture cameras photographed the plane while diving to record deflections in the Neptune's air surfaces while under stress.

The search-patrol plane can be kept at very low speeds, as was shown in tests when the pilot held the P2V to 65 miles per hour. This was so slow that Navy observers had to fly in a small training plane to stay alongside. Extreme stalls, violent yaw maneuvers, and landings at 50,000 pounds gross weight with both engines dead, were also made successfully.

The P2V is the first Navy land-based search-patrol plane to be designed for long-range land-based patrol missions. Prior to this, Navy search-patrol planes of this class were converted bomber types. The plane has a wing span of 100 feet, is 78 feet long and 28 feet high. It has a non-stop cruising range of over 5,000 miles and can stay in the air a minimum of 36 hours without refueling. Power is furnished by two 2,500 Wright Duplex Cyclone engines.

A production version of the famous "Truculent Turtle," the P2V is expected to be a "work-horse" for the Navy.

Bikini Guns Tested

Tests conducted on naval guns subjected to the atom bomb test at Bikini may lead to many changes in construction of future naval ordnance equipment.

Ordnance officers and engineers of Bu-Ord have conducted an extensive inspection and evaluation of such guns at the Naval Gun Factory, Washington, D.C. The study was made to determine the extent to which the guns were damaged. Redesigning of naval weapons and radical improvements of material and present techniques may result.



100th Birthday of Marine Hymn

The name of the anonymous marine is lost forever, but the words he wrote 100 years ago have become the lyrics for a fine American classic.

One of the most popular songs of the services, the Marine Hymn celebrates its 100th anniversary as the marching song of the leathernecks during Centennial Week, 7 to 13 December.

History of the song's lyrics dates back to 1805 during the war with the Barbary powers when a small force of marines participated in the capture of Derne and hoisted the American flag for the first time over a fortress of the Old World. The colors of the Marine Corps, which were hoisted with the Stars and Stripes, were inscribed with the words, "To the Shores of Tripoli."

A short time later, marines participated in the capture and occupation of Mexico City and the Castle of Chapultepec, otherwise known as the halls of the Montezumas. The words on the colors were then changed to read, "From the Shores of Tripoli to the Halls of the Montezumas."

After the Mexican War ended, an unknown marine on duty in Mexico transposed the phrases in the motto on the colors and wrote the first verse of the march.

Although the words were already written, the tune to which the Marine Hymn is sung was not selected until 1859. It is believed to have been taken from the opera, "Genevieve de Brabant," a musical comedy composed by Jacques Offenbach, which made its first appearance that year.

Consistently during the song's history, lyricists throughout the U.S. have sent in their contributions and suggested

changes to the words. It seems that each of the MarCorps' landings have been more or less of an inspiration to heroically-minded poets.

Not all contributions, however, deal with the fighting prowess of the Corps, as can be seen by this parody written during the last war by a marine on a desolate South Pacific island:

*From the streets of San Diego,
To the shores of the Salten Sea.
Where the desert winds are blowing,
And the women all love me.
Where we spend our time on liberty,
Pitching woo with sweet sixteens,
We're the wolf pack of the service,
We're United States Marines.*

The hymn was copyrighted in its present three-verse form in 1919, but in 1942 the only change to the words was made. The change, suggested by a marine aviation man, was made to include the words "...we fight our country's battles in the air, on land and sea." The unknown marine, writing in 1847, could not have foreseen the mighty marine aviation branch.

And then there's the story of the French officer who was wounded during a battle of World War I. Carried to an American field hospital for a dressing change, he was full of compliments and curiosity.

"A lot of them are mounted troops by this time," he explained, "for when our men would be shot from their horses, these youngsters would give one running jump and gallop ahead as cavalry. I believe they are soldiers from Montezuma. At least, when they advanced this morning, they were all singing, 'From the Halls of Montezuma, to the Shores of Tripoli.' C'est 'ep'tant, ca!"



EAGLE-EYED J. A. Young, CTC, USN (right), is awarded the gold medal for highest individual aggregate .45-caliber pistol score in San Francisco match.

Eagle Eye Wins Again

J. A. Young, CTC, USN, the lad with the eagle eye who won the national pistol championship at Camp Perry, Ohio, last summer, has added another honor to his string. With a score of 383 of a possible 400, he walked off with the special gold medal award for high individual aggregate score at the San Francisco Olympic Club Service Pistol Team matches.

The rest of the Navy's entries did not fare so well, however, as the BatCruPac quartet finished third in the four-team match with a team total of 1371 out of a 1600 possible, while the SubUpk&TraGrp of San Diego scored a 1344 total for last place.

The number one team of the tourney was the Olympic Club Team No. 1, which recorded 1508. The No. 2 club from the Bay City ended second with a 1371 count, but a higher 25-yard rapid fire aggregate than the BatCruPac squad.

The tournament, begun in 1933, was an annual affair until the national emergency

was declared in 1939. Now, after eight years of inactivity, Navy and Olympic Club sharpshooters are competing once more for the Olympic Club Service Pistol Team trophy.

Shooting Matches Slated

Navy rifle and pistol experts of the West Coast and Pacific Fleet will fire championship matches in 1948 before a visit of the Fleet to San Francisco.

Each type commander will be allowed one team entry for the tourney, First Task Fleet authorities announced.

Qualifying marks have been raised for the team to represent the Navy in the annual San Francisco Olympic Club rifle and pistol matches next year. An average of 375-380 will be needed on Navy Course E for pistol experts, and riflemen must average 325-330 to represent the Navy in the match.

Any combination of officers and enlisted personnel will be eligible to compete on the type commander's team.

Jack Tars Win Tug-of-War

It was Jack Tar versus Yank at the U.S. Naval Academy when the British cruiser HMS *Sheffield* anchored in Annapolis Roads for a visit.

Enlisted men from the naval station, Annapolis, issued challenges to the crew of *Sheffield* for whaleboat racing and tug-of-war contests, and they were quickly accepted.

The first of two pulling matches was held over a one-mile course using the British type whale boat with five men and a coxswain. The U.S. Navy crew stroked to a three-length win, after getting off to a bad start.

The second contest was held in 12-man American-style boats over the same course. The British frigate HMS *Snipe*, anchored in the Potomac River in Washington, D.C., also was entered in this race. For the second straight time, the naval station crew copped the victory, churning across the finish line a good ten lengths in front of the boat representing *Snipe*.

The Britishers fared much better in the tug-of-war battle, as Royal Marines from *Sheffield* out-grunted and out-tugged the American team in a hotly contested battle.

All-Navy Rules Changed

Changes in the eligibility rules for the All-Navy football semi-finalists and finalists will allow the augmentation of teams from within naval districts or other groupings.

Personnel playing for an activity team, although they are from another activity, will not be required to be dropped from the team on which they now play. However, after playing for one activity ball team for the duration of the regular season, players cannot revert to their original command or type units for competition in the All-Navy eliminations.



STRAINING at their oars, U.S. and British crews compete in pulling whale boat race at Annapolis, won by Americans.

Night for Slugging

It was a night for fighting and slugging aboard *USS Dayton* (CL 105) when the crew turned out in full force for a slam-bang Navy smoker.

In the feature bout of the night, "Mop-'em-Up" McKissick, a 142-pounder from Ville, Ark., displayed a great amount of that stuff called intestinal fortitude when he battled toe-to-toe with Nute Nelson, 145 pounds, after his right shoulder had been dislocated in a bout that ended in a no contest ruling.

Jackson McCann, tipping the scales at an even 200 pounds, scored the lone knockout of the evening by sending Abe Goldsby of the cruiser's MarCorps detachment down the sleepytime trail in 1 minute, 15 seconds, of the first round.

On hand to cheer their favorites were several Navy ring luminaries, including the former light-heavyweight champion of the Atlantic Fleet, CPHM Rollo; former lightweight champion of the Asiatic Fleet, CBM Edwards; and former light-heavyweight Golden Gloves champion, Lieutenant Commander A. D. Cox, Jr., SC, USN, who acted as one of the smoker officials. Another former Gloves light-heavyweight titleholder was the man who organized and planned the smoker, Lieutenant J. B. McCormick, USN, boxing coach of the *Dayton*.

Other results are as follows:

Greer, 173, defeated Lowe, 170, by decision; Dixon, 161, and Savell, 168, declared no contest due to injury to Savell; Burkley, 160, defeated Ellis, 163, by decision; McKasson, 158, and Stevens, 157, draw; Lopez, 146, and Bundick, 145, draw; Finch, 130, defeated Ledoux, 130, by decision; Norris, 128, defeated Caposell, 129, by decision.

Anacostia Loses, 19—0

Scoring a touchdown in each of the first three quarters, the Philadelphia Navy Yard football team defeated Anacostia Receiving Station, 19—0, in a game played at Washington, D.C.

The superiority of the Philadelphia service team was clearly demonstrated by the statistics of the game. Philadelphia made a total of 14 first downs to the Receiving Station's 3 and gained 215 yards in rushing to their opponents 24. Only in yards gained passing did the Anacostia team have the upper hand. A total of 90 yards were gained via the aerial route by the home team as against 33 for the visitors.

WHO'S WHO IN TODAY'S NAVY

Secretary of the Navy.....	John L. Sullivan
Under Secretary of the Navy.....	W. John Kenney
Assistant Secretary of the Navy.....	
Assistant Secretary of the Navy (Air).....	John N. Brown
Chief of Naval Operations.....	Fleet Admiral Chester W. Nimitz
Vice Chief of Naval Operations.....	Admiral DeWitt C. Ramsey
Deputy CNO (Administration).....	Vice Admiral John L. McCrea
Deputy CNO (Air).....	Vice Admiral Donald B. Duncan
Deputy CNO (Logistics).....	Vice Admiral Robert B. Carney
Deputy CNO (Operations).....	Vice Admiral Forrest P. Sherman
Deputy CNO (Personnel).....	Vice Admiral William M. Fecteler
Chief of General Planning Group.....	Rear Admiral Maurice E. Curtis
Inspector General.....	Rear Admiral Leo H. Thebaud
Chief of Naval Communications.....	Rear Admiral Earl E. Stone
Chief of Naval Intelligence.....	Rear Admiral Thomas B. Inglis
Chief of Naval Air Transport Service.....	Rear Admiral John W. Reeves, Jr.
Chairman of the General Board.....	Admiral John H. Towers
Chief of Naval Research.....	Rear Admiral Paul F. Lee
Chief of Industrial Relations.....	Rear Admiral Paul B. Nibecker
Judge Advocate General.....	Rear Admiral Oswald S. Colclough
Pres., Board of Inspection & Survey.....	Rear Admiral Frank A. Braisted
Director of Budgets and Reports.....	Rear Admiral Herbert G. Hopwood

BUREAU CHIEFS

Personnel.....	Rear Admiral Thomas L. Sprague
Ships.....	Vice Admiral Earle W. Mills
Ordnance.....	Rear Admiral Albert G. Noble
Aeronautics.....	Rear Admiral Alfred M. Pride
Supplies and Accounts.....	Rear Admiral Walter A. Buck (SC) (The Paymaster General)
Yards and Docks.....	Rear Admiral John J. Manning (CEC)
Medicine & Surgery.....	Rear Admiral Clifford A. Swanson (MC) (The Surgeon General)
Chief of Dental Division.....	Rear Admiral Alfred W. Chandler (DC)
Director of Navy Nurse Corps.....	Captain Nellie Jane DeWitt (NC)

FLEET, FORCE AND TYPE COMMANDERS

Pacific.....	Admiral Louis E. Denfeld
Service Forces—Pacific.....	Vice Admiral Francis S. Low
Air Forces—Pacific.....	Vice Admiral John D. Price
Battleship—Cruisers—Pacific.....	Vice Admiral Walter S. Delaney
Destroyers—Pacific.....	Rear Admiral Frank G. Fahrion
Submarines—Pacific.....	Rear Admiral Allan R. McCann
Amphibious Forces—Pacific.....	Rear Admiral Arthur D. Struble
Naval Forces Western Pacific.....	Admiral Charles M. Cooke, Jr.
Naval Forces Far East.....	Vice Admiral Robert M. Griffin
Naval Forces Philippines.....	Rear Admiral Howard H. Good
First Task Fleet.....	Vice Admiral George D. Murray
Atlantic.....	Admiral W. H. P. Blandy
Service Forces—Atlantic.....	Rear Admiral Wilder D. Baker
Air Forces—Atlantic.....	Vice Admiral Gerald F. Bogan
Battleship—Cruisers—Atlantic.....	Vice Admiral Lynde D. McCormick
Destroyers—Atlantic.....	Rear Admiral William K. Phillips
Submarines—Atlantic.....	Rear Admiral James Fife, Jr.
Amphibious Forces—Atlantic.....	Rear Admiral Ralph O. Davis
Mine Forces—Atlantic.....	Rear Admiral Francis P. Old
Naval Forces, Eastern Atlantic & Mediterranean.....	Admiral Richard L. Conolly
Naval Forces, Mediterranean.....	Vice Admiral Bernhard H. Bieri
Naval Forces—Germany.....	Rear Admiral Roscoe E. Schuirmann
Second Task Fleet.....	Vice Admiral Arthur W. Radford

SEA FRONTIER COMMANDERS

Eastern.....	Admiral Thomas C. Kinkaid
Western.....	Vice Admiral Jesse B. Oldendorf
Caribbean.....	Vice Admiral Daniel E. Barbey
Gulf.....	Rear Admiral Lawrence F. Reifsnider
Hawaiian.....	Vice Admiral John L. Hall, Jr.
Alaskan.....	Rear Admiral Alfred E. Montgomery
Panama.....	Rear Admiral John F. Shafroth, Jr.

NAVAL DISTRICT COMMANDANTS

First.....	Rear Admiral Morton L. Deyo
Third.....	Rear Admiral Monroe Kelly
Fourth.....	Vice Admiral James L. Kauffman
Fifth.....	Rear Admiral Walden L. Ainsworth
Sixth.....	Rear Admiral Laurance T. DuBose
Seventh.....	Rear Admiral Ralph F. Davison
Eighth.....	Rear Admiral Lawrence F. Reifsnider
Ninth.....	Rear Admiral J. Cary Jones
Tenth.....	Vice Admiral Daniel E. Barbey
Eleventh.....	Rear Admiral Oscar C. Badger
Twelfth.....	Rear Admiral Donald B. Beary
Thirteenth.....	Rear Admiral George H. Fort
Fourteenth.....	Vice Admiral John L. Hall, Jr.
Fifteenth.....	Rear Admiral John F. Shafroth, Jr.
Seventeenth.....	Rear Admiral Alfred E. Montgomery
Potomac River Naval Command.....	Rear Admiral Glenn B. Davis
Seyvern River Naval Command.....	Rear Admiral James L. Holloway, Jr. (Supt. U. S. Naval Academy)

Flag Rank Orders

Flag rank orders last month were as follows:

Rear Admiral Freeland A. Daubin, USN, reported for duty with ComWesSea-Fron.

Rear Admiral Mahlon S. Tisdale, USN, was detached as Commander Mare Island-Vallejo Area, U.S. Naval Base, San Francisco, Calif., and retired on 1 Nov 1947.

Rear Admiral Roger W. Paine, USN, ordered to duty as Navy member of Executive Committee Munitions Board.

Rear Admiral Frank J. Lowry, USN, reported as Commander Mare Island-Vallejo Area, U.S. Naval Base, San Francisco, Calif.

Rear Admiral Van Hubert Ragsdale, USN, under treatment at Navy National Medical Center, Bethesda, Md.

Rear Admiral Willard A. Kitts, III, USN, reported as Commander Training Command, Pacific Fleet.

Rear Admiral Ralph S. Riggs, USN, reported as Asst. CNO (Reserves) and Director of Reserves.

Rear Admiral Harold M. Martin, USN, reported as ComCarDiv 5.

Rear Admiral Thomas G. W. Settle, USN, ordered to Naval Operations for temporary duty and for further assign-

ment as Chief of Naval Group, American Mission for Aid to Turkey.

Rear Admiral Wendell G. Switzer, USN, reported as ComNavOrd Test Station, Inyokern, Calif.

Rear Admiral Charles R. Brown, USN, reported for duty at Naval War College, Newport, R. I.

Rear Admiral George W. Calver, MC, USN, physician to the legislative bodies of Congress, was retired on 1 November, but was continued on active duty.

Suggestions Beneficial

An estimated \$6,095,695 was saved by the Navy during the fiscal year 1947 as a result of its employee beneficial suggestion program.

From simple time-saving proposals to complex mechanical methods, a total of 23,201 suggestions were submitted under the cash award program during the past fiscal year. Of these, 6,072 were adopted and cash awards totalling \$218,056 were paid.

An average of 110 naval activities operated the program during the year. These activities employed approximately 75 per cent of the total number of naval employees—more than 278,000 civilians. Of all the suggestions, 26 per cent were found usable and were adopted.

Pinpoint Navigation

Pinpoint navigation throughout most of the world is now possible in even the worst weather conditions.

Long range navigation, or loran as it is familiarly called, transmitting stations cover the approaches to Alaska, the Orient, Hawaii, North America, the North Atlantic and England.

Receivers for the system have been placed aboard approximately 30,000 patrol planes and 3,000 combat ships and large auxiliary vessels. These receivers provide the plane or ship with an accurate navigational fix in any kind of weather by means of electrical impulses sent from shore transmitting stations. Travel of radio waves from the ship or plane to two shore stations is measured for time, and the system converts the time into distances which can be plotted on a chart.

Vice Admiral Taussig Dies

Vice Admiral Joseph K. Taussig, USN, who died 29 Oct 1947, at the age of 70, took an active part in three major wars and many minor campaigns during his naval career.

Before graduating from the Naval Academy, Vice Admiral Taussig served on the flagship USS *New York*, and was under



VADM Taussig

der fire in the Battle of Santiago in the Spanish-American War.

As commander of DesDiv 8, Vice Admiral Taussig took overseas the first division of destroyers sent abroad during World War I.

The Admiral had retired before the outbreak of World War II, but was recalled to duty and accomplished a major achievement as senior member of the Naval Policy Review Board and the Naval Clemency and Prison Inspection Board. In this post he was cited for "organizing corrective programs for the improvement of the administration of Naval Justice" and bringing about the rehabilitation of over 50,000 men of the naval service.

Vice Admiral Taussig was cited also for his work during the Boxer Rebellion and the second Nicaraguan campaign.

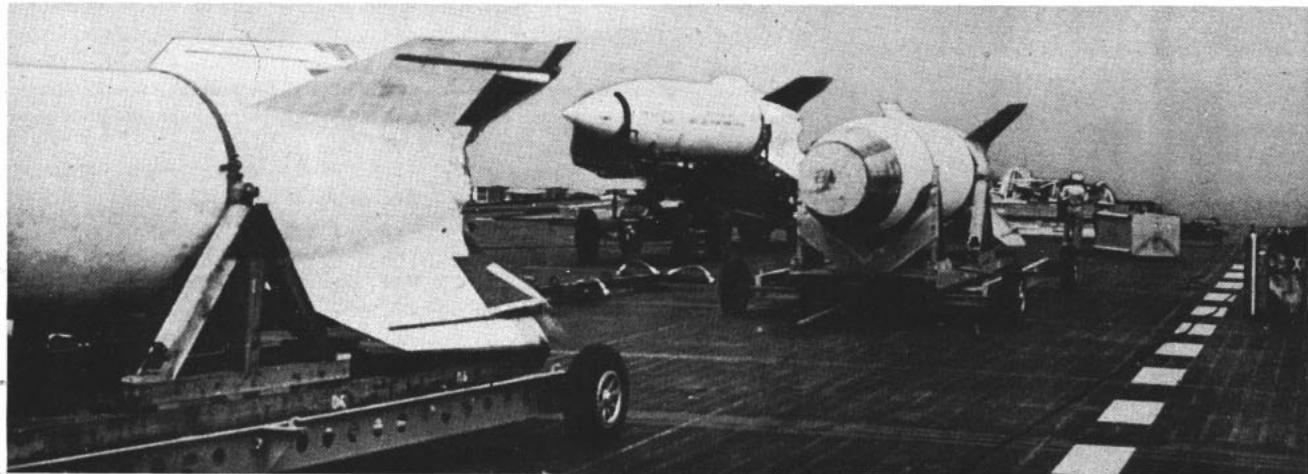
The admiral's son, Lieutenant Commander Joseph K. Taussig, Jr., USN, was graduated from the Naval Academy in 1941.

ROCKETS from SHIPS



HISTORY was written on board USS *Midway* when a captured German V-2 rocket was fired from the flight deck. Conducted far at sea off the east coast of the U.S., the experiment was designed to see if large bombardment

rockets could be fired from modern carriers without requiring modifications which would affect their flight operations. The rocket takes to the air (above). Two rockets and a dummy (below) rest in special skids on the flight deck.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **UNIFORMS** of both officer and enlisted personnel are now under study by the Navy Department General Board.

Most recently studied are officers' dress uniforms, which have not been required since 1940. The majority of officers testifying before the board are of the opinion that a return to the variety of expensive dress uniforms worn before the war is unnecessary. This view was shared by Rear Admiral Ralph S. Riggs, USN, director of the Naval Reserve.

Changes suggested in enlisted men's uniforms have also been taken up by the Board, but cost and procurement problems arising from any major change make adoption of a new uniform unlikely before 1950 or later.

• **SUBMARINE** training applications are desired from officers not over 28 years of age in the grades of lieutenant (junior grade) and ensign with date of rank as ensign prior to 30 June 1946.

The six-month course begins at the submarine school, New London, Conn., on or about 5 July 1948.

The officers will be selected upon the quality of their fitness reports and educational background and will not be or-

dered to the submarine school unless they will have completed at least two years commissioned service as of 1 July 1948, BuPers Circ. Ltr. 202-47 (NDB, 31 October) states.

Applicants with engineering education or an excellent background in mathematics and physics will receive primary consideration. All applicants should be qualified to stand OOD watches under way.

Bupers should receive the applications not later than 29 Feb 1948 and dispatch may be used if application by letter cannot reach the Bureau in time.

Submarine training applications submitted prior to receipt of BuPers Circ. Ltr. 202-47 will not be considered unless resubmitted in accordance with that directive.

The requests will not be acknowledged and officers not receiving orders prior to the class convening date may consider that a relief could not be effected or that their services were not required.

COs were directed to bring the letter to the attention of all officers eligible for submarine training and to forward applications to the Chief of Naval Personnel (Attn: Pers 3117), including in the forwarding endorsement a statement as to whether or not the candidate is qualified to stand OOD watches under way.

The applications must be accompanied by a medical certificate establishing physical fitness for submarine duty.

• **MUSIC LOVERS** in 13 states will have an opportunity to hear and see the U.S. Navy Band next spring.

A concert tour in states of the East and Middle West has been planned at no expense to the government. Any profits from the tour will be contributed to charity organizations in the local areas where concerts are given.

This will be the second concert tour that the U.S. Navy Band has made since 1941.

The 13 states to be visited by the band are West Virginia, Kentucky, Ohio, Missouri, Nebraska, Iowa, Minnesota, Wisconsin, Illinois, Indiana, Michigan, Pennsylvania and New York.

• **GOVERNMENT** Life Insurance or National Service Life Insurance is not affected by Public Law 239, 80th Congress, which terminated certain emergency and wartime powers and repealed many statutory provisions.

Article IV of the Soldiers' and Sailors' Civil Relief Act of 1940, as amended, provides that the government will guarantee payment of premiums and interest on non-government life insurance policies during the term of service and for two years after, but not longer than two years after the date of the termination of the act. Upon termination of that act, the unpaid indebtedness created will be treated as a policy loan by the insurer, BuPers Circ. Ltr. 182-47 (NDB 30 September) points out.

The effect of the public law is to terminate the war as of 25 July 1947 for the purpose of Article IV of the relief act, and to continue that act in force until 25 Jan 1948. Accordingly, persons in the armed forces may apply for the protection afforded under the article at any time prior to midnight of 25 Jan 1948.

Persons who have already been granted the benefits and continue in the active service after the 25th of January will be afforded protection until 25 Jan 1950. Any person discharged prior to 25 Jan 1948 will continue to receive such protection until two years after the date of discharge from active service.

MONOTONOUS duty on board weather station PCE craft will be shortened by a new and comparatively fast rotation of duty for personnel assigned to them.

Officers will be returned to the U. S. for leave and reassignment to other types of vessels upon completion of 10 to 12 months of weather station duty.

The rotation procedure, under BuPers guidance, concerns officer personnel primarily, since changes of duty for enlisted personnel are, in general, under the cognizance of fleet, force, type and area commanders.

Local directives by these commands concerning rotation of duty on outlying islands and vessels in general conform with procedures outlined in BuPers letter FF-12-12 Pers-21McA, dated 16 Oct 1946, and should assure reassignment of enlisted personnel to other duty after 12 months in weather station PCE craft.

To furnish officer reliefs with the most suitable background and indoctrination in naval procedures and customs for the independent operations that PCE weather

Hobby Craft Manual Reprints May Be Sold

Depending upon demand, pamphlet reprints of the same hobby craft manual material now used in Navy hobby programs may become available for sale to individuals at low prices, BuPers Circ. Ltr. 198-47 (NDB, 31 October) states.

The bureau is considering reproduction of the manuals into pamphlets covering 17 crafts and costing from \$.50 to \$.90 each, depending upon the number of pages.

Naval activities were asked by the directive to notify BuPers (Pers 514) of the number of pamphlets which might be required. Based upon replies received, negotiations may be made to procure the pamphlets.

station duty entails, junior officers will be selected, if possible, from those who have completed a year's duty in combatant ships.

Replacements for present COs will be of lieutenant rank, selected on a basis of previous performance and fitness reports.

Responsibility carried by all officers assigned duty in weather station PCE craft, BuPers officials feel, is greater than would be assigned the same ranks on board other craft. BuPers therefore intends to select above-average officers from combatant vessels to man and command these ships.

After 1 Jan 1948 any officer who has served in a weather station PCE for 14 months and for whom a relief has not been ordered may inform BuPers of that fact via the immediate superior in command. The information should contain the date of first reporting for the duty.

Current records indicate only a very few officers remain to be relieved and their replacements will be ordered in the near future.

In commenting on the new rotation plan, officials stated, "BuPers is aware of the deleterious effect on morale of too-prolonged duty on weather station PCE craft operating from outlying Pacific islands. The importance of the information furnished by the ships, however, requires their continued assignment to weather information missions and personnel, both officer and enlisted, must continue to man them."

• **RESERVE** officers on inactive duty or on duty in the Naval Reserve program are due to receive new permanent appointments under recent SecNav authorization. The appointments will be announced in the near future.

Each officer will be appointed to either the unrestricted temporary (non-spot) rank which he held while on active duty, or one rank lower. Many officers will be serving in a higher rank than the one to which they are appointed. This is due to the fact that each Reserve officer upon being released from active duty retains the highest rank in which he served satisfactorily while on active duty. These officers will continue to serve in the higher ranks while in the Reserve, and will receive drill pay based upon that rank.

Reserve officers will become eligible for future promotions as their regular Navy contemporaries become eligible. These contemporaries are those regular Navy officers who, on 1 Oct 1945, held the same unrestricted temporary rank and date of

rank as the Reserve officer. Future promotions of Reserve officers will be subject to certain training requirements and, in some ranks, to selection by selection boards.

These permanent appointments will be the first promotions in permanent rank that have been made since 30 June 1942, when permanent promotions were halted for the duration. All promotions since that date have been temporary appointments.

No requests for promotion are desired from individuals or activities. Information as to when the permanent appointments will be delivered and how they will be effected will be announced later.

• **LIBERALIZING** liberty conditions as a factor in personnel morale, a new directive specifies that as much as two-thirds of a ship's company may be ashore at one time on leave or liberty while the vessel is in port.

Previously, COs were bound by Navy regulations to allow not more than half of a ship's personnel ashore at one time, except when the vessel was secured to a wharf in a navy yard. Under the latter conditions, one-quarter of the personnel was required by regulations to remain on board.

In addition to having been designed as an aid to morale, the new directive correlates a three-section liberty watch with the standard duty watch, eliminating the necessity for separate watch and duty bills.

The directive, Alnav 212-47 (NDB, 15 October), supplants Article 1729 of Navy Regulations, 1920.

The alnav also opened the way for liberalization of liberty for officers on board small vessels with a complement of only two officers. Upon proper authorization from CNO, a senior petty officer may be left in charge under certain conditions. Previously, at least one officer was required on board at all times.

• **LEGAL COUNSEL** is not required for a majority of officers whose cases are now before or may be referred to a physical disability retirement board. Counsel is available free of charge from several sources.

Requests for legal counsel, if desired, may be addressed to commandants of naval districts, to the American Red Cross, to recognized veterans organizations or to the Office of the Judge Advocate General, Navy Department, Washington 25, D.C.

QUIZ AWEIGH

Can you answer these six \$64 questions? See how many you get right, then collect your money from Charley Noble.



1. Known as the workhorse and backbone of the fleet it's (a) PBM (b) PBY (c) PBX.
2. In south Pacific areas it was sometimes known as (a) Dumbo (b) Donald Duck (c) Pluto.



3. He is ready to pull the pin on (a) carpenter stopper (b) shackle (c) gooseneck.
4. When pin is pulled the chain will (a) run out (b) ease out (c) stand fast.



5. This man is working on (a) air plot table (b) maneuvering board (c) radar set.
6. He is plotting the course of (a) submarines (b) planes (c) surface craft.

THE BULLETIN BOARD

Personnel Recommended For Reenlistment Get Statement of Service

A standard statement of service will be completed for each enlisted man who, upon discharge, is recommended for reenlistment by his commanding officer.

Personnel not recommended for reenlistment will not be furnished with a statement, but in the event that such persons are accepted for reenlistment, a statement for pay purposes may be requested from the Chief of Naval Personnel, according to BuPers Circ. Ltr. 181-47 (NDB 30 September).

The standard statements of service will be signed by the commanding officer or officer authorized to sign in accordance with Navy Regulations, and will be made part of the enlisted man's service jacket.

COs May Now Waive School Requirement

All commanding officers have been authorized to waive the prescribed school requirement for advancement in certain specific ratings which prescribe a school requirement or the equivalent in practical experience, it was announced by BuPers Circ. Ltr. 194-47 (NDB, 15 October).

This letter does not change the school requirement where completion thereof is mandatory.

Previously, as stated in enclosure A to BuPers Circ. Ltr. 191-46, only commanding officers of units afloat were authorized to waive the school requirement contained

Line, Staff Appointments Announced in 10 Alnavs

Appointments in the various grades of the line and staff for regular Navy and Naval Reserve officers in accordance with Public Law 381, 80th Congress, were announced in a series of 10 Alnavs.

The directives are: Alnav 198-47 (NDB, 15 September), Alnavs 200-47, 203-47, 207-47 and 208-47 (all in NDB, 30 September), Alnavs 210-47, 213-47 and 222-47 (NDB, 15 October), 229-47 and 231-47 (both in NDB, 31 October).

New Enlisted Rating Plan Goes Into Effect 2 Apr '48

The postwar enlisted rating structure will not go into effect until 2 Apr 1948 in accordance with Alnav 230-47 (NDB, 31 October).

Date of changeover was previously scheduled for 15 Jan 1948.

Correspondingly changed was the date of promulgation of revised enlisted allowances incorporating the new rating structure, from 15 Nov 1947 to about 1 Feb 1948.

in the Manual of Qualifications for Advancement in Rating (NavPers 16484) and in the BuPers Manual. This was true where either completion was required or the possession of equivalent practical experience was allowed.

Where school requirements are waived, appropriate entry will be made on page 9 of the man's service record, indicating that the individual has the equivalent qualifications.

Sailors, Marines Compete For Academy Appointments

Competition for appointments by SecNav to the U. S. Naval Academy is being carried on among 326 Navy and 153 Marine Corps enlisted men, selected from inter-service competitive examinations.

These men are part of the 540 enrolled at the U. S. Naval School, Academy and College Preparatory, Bainbridge, Md. The preparatory school also has on its roster four personnel of other services holding appointments to the academy, 48 congressional nominees and nine presidential nominees.

The school, located on the site of a former civilian preparatory school, operates from October through May preparing men for the academy and from June through September for the benefit of personnel selected for assignment to NROTC colleges.

The course of instruction for men preparing for the Naval Academy is longer than that for NROTC, because entrance to Annapolis is accomplished through passing content examinations, while NROTC students take aptitude tests.

Requests for Training Sought; Shortage of ETMs Still Critical

Qualified personnel with sufficient length of enlistment may request assignment from BuPers to electronics schools at Great Lakes, Ill.; Treasure Island, Calif., and Memphis, Tenn., in accordance with Alnav 227-47 (NDB, 31 October).

Unlimited quotas are available for the 42 weeks course at the electronics materiel schools at Treasure Island and Great Lakes and for the aviation electronics basic maintenance school at Memphis in a course lasting 44 weeks.

Candidates must have at least two and a half years obligated service from date of entry into school and have the following qualifications:

- Minimum score of 55 in the general classification test.

- Scores of 55 in the arithmetical reasoning test and in the mechanical knowledge (electrical) test.

The following are not eligible:

- Personnel previously graduated or declared inept for radio material training.
- All CPOs.
- All PO1s except ETMs and AETMs.
- Fire controlmen, special artificer, storekeeper, printer and specialist ratings.
- AERMs, PHOMs, ARMs, AEMs, PRs, Ys, SOMs, RDMs, EMs, and MUSs.

In cases where commanding officers consider the foregoing ratings—except CPOs and PO1s—especially qualified for the training, special recommendations may be submitted to BuPers via force commanders.

Requests from forces afloat must be forwarded to ComServPac or ComServLant for final selection and inclusion in quotas assigned their commands for electronics material or aviation electronics basic maintenance schools.

With the exception of hospital corps personnel, whose requests must be forwarded via BuMed, requests from personnel at shore activities may be forwarded directly to BuPers.

The requests should specifically state whether ETM or AETM instruction is desired.

400 Combatant Vessels Sold for Conversion, Scrap In Ship Disposal Program

Some 400 combatant vessels, many showing livid marks of war and old age, have been auctioned off in the now virtually completed Navy disposal program.

Having been determined surplus to future needs of the Navy's active and reserve fleets, 55 vessels were sold for use as such by the buyers and the remainder for scrap.

Thirty-one CVEs were sold for use, along with 10 DEs and 14 frigates, after buyers had been carefully scrutinized to insure that the vessels actually would be converted to cargo ships.

Buyers were required to remove flight decks from the carriers and, except in notable instances when the Navy made sure the guns could never be fired, all armament and other military features were stripped from the vessels.

The carriers, mostly with C-3 hulls, could be converted to cargo vessels easily. The program is a boon to American shipyards, whose personnel might otherwise find considerably less work in these times.

One of the unusual uses for which prospective buyers intended the vessels was as a floating university. The Navy tentatively approved the plan but the purchaser made no successful bids for any of the baby flat-tops which were sold. Some

—HOW DID IT START?

Christmas

Christmas is a big day in the ships of today's Navy, but the custom of decorating the ships dates back to the time of the ancient Romans.

Even in those days, vessels were decked out with bunting, wreaths and Christmas trees. In early times, this gala day was marked by the officers taking the places of their servants. The Roman officers on this day would wait on and serve their servants while the servants would enjoy a day of rest.

Aboard the ships of today, Navy personnel have their families or other guests aboard for the big Christmas dinner. You will find that Saint Nick always pays a courtesy call and delivers toys to the children. On the larger ships he will sometimes arrive by plane, while on the smaller ones he usually arrives by boat. But arrive he will, you may be sure of that.



THE PERFECT GIFT from one Navy man to another

If he's in the Navy . . . if he's ever been in the Navy . . . if he has a close friend or relative in the Navy . . . Give him a year's subscription to **ALL HANDS**—his own personal copy for handy reference and filing.

Send check or money order for two dollars (\$2.00) for one year's subscription—12 issues—to the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

buyers indicated they would use the converted craft as harbor barges and others intended them for fuel storage.

The vessels which are being broken up for scrap by private shipbreaking companies will assist in relieving the critical scrap shortage. A total of almost 600,000 tons will be realized from the Navy combatant vessels.

Highest price received for any single vessel was \$380,000 for *New Mexico*. Old four-stackers, on the other hand, went for as low as \$8,000 to \$10,000.

Other battleships sold were *Oklahoma*, which sank while being towed to the United States from Pearl Harbor, and *Idaho* and *Wyoming*.

Five light cruisers of the *Omaha* class were put on the auction block—*Trenton*, *Concord*, *Richmond*, *Detroit*, and *Memphis*.

Two veterans of the attack on Pearl Harbor, *Cassin* and *Dounes*, were sold as scrap along with 122 other destroyers.

Among the 50 aircraft carriers, 36 of which had seen service in the British Navy under Lend-Lease, was the old warrior *Ranger*.

Others sold were 111 DEs, 59 submarines, 6 eagles and 60 frigates.

Large numbers of landing craft, not considered as combatant vessels, were turned over to the Maritime Commission for disposal.

Larger Plastic, Plywood Small Boats to Be Tested

Incorporating the first postwar changes in small boat design, six motor boats made of plastic and 88 of plywood have been ordered by the Navy for tests and experimentation by BuShips.

The plastic boats, the first designed for use in heavy seas, will carry 20 persons and will be 28 feet in length or twice the size of plastic commercial models now in use. The craft were ordered for delivery in January 1947.

Because many different pigments can be manufactured into the plastic, the necessity for painting would be obviated. The boats are highly adaptable to inexpensive mass production.

BuShips is also scheduled to test plastic piping and honeycomb-core bulkheads now on order by the Navy.

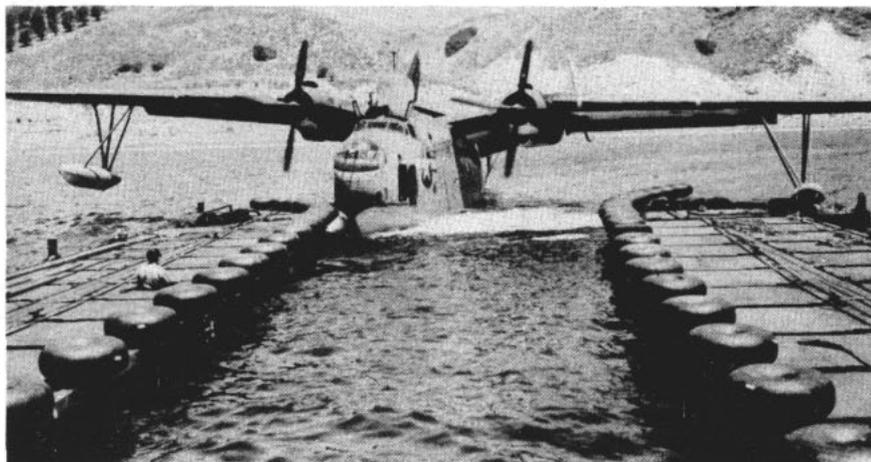
The streamlined plywood motor boats, ordered from Navy yards for delivery in May 1948, will have a light hull and will feature a more powerful engine. Designers forecast improvements in speed, utility and lower construction costs.

Top Talent Will Appear On AFRS Yule Radio Show

Top Hollywood and radio stars will headline a "Command Performance" Christmas radio show distributed by Armed Forces Radio Service to 51 overseas stations.

Transcriptions of the yuletide program will be sent to the Pacific, Atlantic and Army, Navy and Veterans Administration hospitals. The program will be received overseas about 15 December.

The following stars have contributed their talent for the show: Lionel Barrymore, Jack Benny, Mary Livingston, Rochester, Jack Carson, Graucho Marx, Linda Darnell, Jimmy Durante, Red Skelton, Danny Thomas, Kay Kyser, Dinah Shore, Lena Romay, Herb Jeffries, Norma J. Milsson, Audrey Totter, Esther Williams, Marguerite Chapman, Andrews Sisters, Frances Langford, Mills Bros., Hy Averbach, Howard Petrie, June Foray, Verna Felton, Lurene Tuttle, Frank Moragn, Bob Mitchell and Boy Choir, Ken Carpenter, Bob Hope and Jerry Colonna.



FLOATING berth for seaplanes, which can be moved out from shore to simplify mooring waterborne aircraft, developed and successfully tested by BuDocks.

FLOATING SLIP MOVES OUT TO MEET PLANES

Pilots of unruly Navy seaplanes will be delighted with a new gadget turned out by BuDocks.

Bringing a big patrol seaplane through choppy seas or high winds to a dock or mooring buoy never has been a choice task for Navy pilots but now the Navy has a berthing slip which comes out to meet the plane.

The self-propelled floating berth moves along 600 feet of submerged cable, swinging in any direction to permit the plane to taxi into the wind on entering or leaving the slip.

The berth operates like a floating dry-dock and can be used for emergency repair of seaplanes where ramps are not available. Comprised of 134 pontoons, the structure has only 18 inches of free-board while being used as a slip.

As the plane moves into the berth's wide entrance, a system of water jets—three to each side—forces streams of water against the plane's hull to guide the craft into the slip.

Along the inner sides of the slip are mounted rows of partially inflated aircraft

tires which absorb the shock if the plane is forced against the berth.

Propulsion is furnished by three modified Sea Mule units, a device used extensively by Seabee units throughout the war. Two are used to propel the structure forward and the third pivots the slip.

A firefighter pump furnishes the pressure for the water jets, the intake suction dimension of four inches being reduced to one inch at the fire nozzles. The jets can be swung in a complete circle and can be operated singly or together.

During tests at the Naval Advance Base Depot, Port Hueneme, Calif., Mariners were controlled easily by the water streams and even the worst kind of an approach was overcome for a facile entry.

Of the three tiers of pontoons which comprise the structure, only the top and the bottom rows are flooded, the middle tier remaining water-tight for buoyancy.

The total length of the slip is 125 feet and the width between the outside extremities of the pontoons is 52½ feet. The clear width of the channel is 17½ feet.

hazards to installations in port areas where ammunition was unloaded during the emergency of wartime operations.

Naval shore facilities as designated by district commandants may be used for discharge of certain items of a ship's allowance when the physical character of the ship prohibits berthing at an ordnance facility or in ports where ordnance facilities are unavailable.

Hospitals on Wheels Assigned to 11 NDs For Disaster Relief

Mobile hospitals have been assigned to each of the 11 naval districts in the U. S. for use in disaster relief.

Special automobile trailers, equipped with surgical facilities comparable to those of operating rooms in large hospitals, will be manned in cases of emergencies such as the Texas City disaster.

Containing the most modern anesthetic apparatus, oxygen tanks, surgical instruments, blood plasma, antibiotics and other facilities, the highly mobile surgical units were used jointly by the Marine Corps and BuMed during the last war.

Each trailer unit will have a normal complement of two Navy doctors, one Navy nurse, one anesthetist and two hospital corpsmen. A generator mounted on the trailer supplies electricity for surgery, lights, hot water, air conditioning and for operating instruments and dressing sterilizers.

In announcing assignment of the trailer units, Rear Admiral C. A. Swanson, MC, USN, Chief of BuMed, said:

"The recent Texas City disaster demonstrated the desirability of providing a mobile-type surgical unit to augment other emergency supplies and equipment available to commandants of naval districts in furtherance of district casualty plans."

The hospitals on wheels were lent to BuMed by the MarCorps, which has agreed to their assignment to the naval districts for use in disaster relief.

Second Core in Hurricane Discovered by Navy Pilot

Called one of nature's greatest phenomena, a second core in a hurricane was discovered by a Navy pilot.

When word of a gigantic hurricane in the South Atlantic was first received, the Navy did what has been termed exceptional work in tracking the disturbance by means of visual and radar operations, marking the first time a hurricane had been followed continually.

In previous emergencies, the whirling winds had been followed by reconnaissance airplanes during the day, but at night no record of its path could be made and the job of finding its position again had to be undertaken the next day.

It was on the second flight into the heart of the hurricane that anything un-

Ammo Handling Limited To Ordnance Facilities

Under new regulations, loading and discharging of cargo ammunition in continental ports will be done only at ordnance facilities and explosive anchorages, except in emergency cases.

The new policy was inaugurated as a safety precaution against the potential

usual was discovered by the radar operator, who relayed the message that he had picked up "something screwy" on the radar's scope.

Pilot of the ship, Lieutenant Commander A. R. Fields, USN, of the Naval Air Station, Miami, Fla., checked the scope, and it definitely showed two distinct concentric cores in the storm.

"The best way to describe it," Fields told reporters upon return to his station, "would be a spool sitting inside a bowl. The outer rim of the bowl would represent the outer fringe of the storm—or the terrifically turbulent air with winds above 100 miles an hour. The space between the bowl and the spool would represent the new developing eye, with calm air and only a few scattered low clouds. The spool would represent the core of the storm where the winds are strongest and the hollow center of the spool would represent the original eye."

The center of the storm was perfectly calm, according to the pilot, who estimated the fishbowl of calm air to be a 30-mile doughnut from the core. The core resembled pictures of the atomic bomb explosion at Bikini, he also stated. It was a fringed column of gray clouds that extended from the ocean's surface up to 15,000 or 20,000 feet, with still another calm center inside of it, the true "eye," or core, of the storm.

Fields said that the double-eye formation would be hard to explain, but that it may be that as the storm grew in size and intensity, it couldn't accommodate the subsiding air, so simply created a new core around the original.

In further explanation, he stated that every storm in its development may go through just such a change, but that this is the first time anyone has come across a hurricane at that intermediate point.

Naval Reserve Program Places Training First

Training takes precedence over other military features of the Naval Reserve, a Reserve directive from BuPers points out in clearing some misunderstanding as to the peacetime mission of the Organized Naval Reserve.

Military functions such as mustering, inspection, announcements, and roll calls should not prevent devoting maximum time to training Reservists in their rates or classifications.

Naval Reserve multiple address letter

Navy GCA Completes 51,000 Landings

The Navy has completed more than 51,000 operational ground control approach landings in addition to a large number of training landings. Almost 3,000 of the operational landings were made under sub-instrument conditions.

Twenty-five operating units are maintained in the United States, each of them on a 24-hour standby and able to assume active operation within 30 minutes.

GCA, the standard Navy low approach system, is a mobile radar talk-down method of aiding a pilot to land under abnormal weather conditions. No special airborne electronic equipment is required. Pilot checkout and familiarization is not deemed necessary, even though it is desirable.

The first GCA "save" during the current bad weather season involved a civilian aircraft at NAS Columbus, Ohio. A DC-3, enroute from Baltimore, Md., to Columbus, reached the field to find that fog had closed the airfield and all other

fields within range. Critically low on gasoline, the pilot requested an emergency GCA at the air station.

The plane was landed with a 200-foot ceiling and one-sixteenth of a mile visibility. Later it was discovered that only 23 gallons of gasoline remained in the plane.

The Navy's 25 operating stations include NAS Whidbey Island, Wash.; NAS Seattle, Wash.; NAS Oakland, Calif.; NAS Moffett Field, Calif.; NAS Los Alamitos, Calif.; NAAS Miramar, Calif.; MCAS El Toro, Calif.; NAS Corpus Christi, Tex.; NAS Olathe, Kans.; NAS Minneapolis, Minn.; NAS Glenview, Ill.; NAS Grosse Ile, Mich.; NAS Columbus, Ohio; NAS Memphis, Tenn.; NAS Atlanta, Ga.; NAAS Saufley Field, Fla.; NAS Jacksonville, Fla.; MCAS Cherry Point, N. C.; NAS Norfolk, Va.; NAS Patuxent River, Md.; NAS Willow Grove, Pa.; NAS Atlantic City, N. J.; NAS New York, N. Y.; NAS Quonset Point, R. I.; NAS Squantum, Mass.

37-47 states that "since Organized Reserve surface divisions are set up as training units only and will not be ordered to active duty as units in the event of mobilization, any esprit de corps stems more from membership in the Naval Reserve and preparing one's self to serve the nation to the full in the event of national emergency than from membership in a particular administrative unit of the Naval Reserve."

76 Eligible to Compete For Rhodes Scholarships

Seventy-six naval officers have been recommended by a selection board which convened at the Naval Academy as eligible to compete for 1948 Rhodes scholarships.

BuPers has requested their commanding officers to grant leave enabling the officers to appear before committees convening in their home states. Candidates approved by the state committees are interviewed by district committees who will select the 48 men to be awarded 1948 scholarships at the University of Oxford in England.

District and state committees make the selections from lists of civilian, naval and military personnel meeting the necessary requirements.

Last year, a total of 16 officers were selected by the naval board for competition for Rhodes scholarships, of which three succeeded in winning the scholarships. The names of those recommended by the naval selection board are listed in BuPers Circ. Ltr. 168-47 (NDB, 15 September).

Secretary of Defense Gets Two Salutes of 19 Guns

Secretary of Defense James Forrestal will receive 19-gun salutes on both arrival and departure at naval activities, in accordance with Alnav 235-47 (NDB, 31 October).

With the change in naval and military organization since unification, Navy regulations were also modified to provide a 19-gun salute for Secretaries of the Army and Air Force upon departure only, and a 17-gun salute upon the arrival of Under and Assistant Secretaries of the Army and Air Force.

Cabinet officers other than SecNav will be accorded a 19-gun salute upon arrival only.

Regulations remain unchanged in specifying, on both arrival and departure, 19-gun salutes to SecNav and 17-gun salutes to Under and Assistant SecNav.

MORE RATES OPEN TO ADJUSTMENT

Former petty officers in 35 more rates are eligible for rate adjustment in accordance with BuPers Circ. Ltr. 193-47 (NDB, 15 October). These are in addition to 125 previously announced.

The adjustments correlate rates of certain former petty officers, who reenlisted at rates lower than those currently offered to Navy veterans in a recruiting drive, with the higher rates of the personnel recruited.

The drive was originally scheduled to end on 31 Oct 1947 and adjustments for the 125 rates were announced in BuPers Circ. Ltr. 144-47 (NDB, 15 August), see ALL HANDS, November 1947, p. 54.

Later the campaign was extended to 31 December. The 35 additional rates were opened to broken service enlistment or reenlistment by veterans sought by the Navy, and for adjustment in rating for personnel who reenlisted before the inducements were offered.

The list of new rating adjustments follows. Column 1 lists the rate in which personnel were discharged prior to reenlistment. Column 2 lists the rates to

which adjustment can be made from present lower rates.

COLUMN 1

CSOM
CSOMA
SOM1
SOM2
SOM3
CCM
CCMA
CM1
CM2
CM3
CM
CMA
M1
M2
M3
CSAI
CSAIA
SAI1
SAI2
SAI3
CSAD
CSADA
SAD1
SAD2
SAD3
CSSMB
CSSMBA
SSMB1
SSMB2
SSMB3
CCMCBB
CCMCBBA
CMCBB1
CMCBB2
CMCBB3

COLUMN 2

SOM2
SOM2
SOM2
SOM3
SOM3
CM2
CM2
CM2
CM3
CM3
M2
M2
M3
M3
SAI3
SAI3
SAI3
SAI3
SAD2
SAD2
SAD2
SAD3
SAD3
SSMB2
SSMB2
SSMB2
SSMB3
SSMB3
CMCBB3
CMCBB3
CMCBB3
CMCBB3
CMCBB3

20 Dec to 4 Jan Holiday For Personnel in Training

For personnel undergoing training in the 149 training activities under control of BuPers, the period from 20 Dec 1947 to 4 Jan 1948 has been designated as a holiday period in accordance with a BuPers letter dated 15 Oct 1947.

Men in recruit training who have completed their quarantine may be granted leave not to exceed 12 days in lieu of leave normally granted on completion of recruit training.

As regular courses of instruction will be suspended during this period, enlisted students other than recruits may be granted leave not to exceed any accrued leave to which they may be entitled.

Within limitations imposed by security and maintenance of essential services, men in ship's company may be granted leave at the discretion of the commanding officer, who may also determine the leave eligibility of officer students.

Rubberized Nylon pontoons Latest in Ship Salvage

Collapsible rubberized nylon pontoons, the latest thing in ship salvage equipment, are now being developed by the Navy.

Pontoons were used successfully at Bikini following the first bomb blast. Larger-sized models capable of lifting 15, 25 and 40 tons deadweight are now being assembled. Because of the ease with which they can be handled underwater, the new models will see extensive use in replacing standard rigid steel pontoons in submarine salvage operations.

Weighing a fifth as much as steel pontoons of comparable size, the hollow tear-shaped pontoon can be collapsed into a small package and attached to the sunken submarines and other vessels, then inflated to provide necessary buoyancy for surfacing the ship.

Navy Regs Change Puts Dental Corps Officers Over Dental Activities

Dental Corps activities, formerly under the command of medical officers, will be administered by dental officers in accordance with advance changes in Navy Regulations.

A dental officer will be the head of the dental department on each ship and station. Naval dental schools, dental technician schools, base and post dental detachments and separate dental clinics will be administered by an officer of the Dental Corps.

The definition of the duties and responsibilities of dental officers carry out the provisions of Public Law 284. The new Navy Regulations pertaining to the duties of dental officers are as follows:

"The head of the dental department of a command or other activity shall be designated the 'dental officer.' He shall be responsible, under the commanding officer, for:

"(a) Making dental examinations and providing dental care and treatment to the personnel of the command and, when directed by the commanding officer, to such other persons in the armed forces of the United States as may be present and require such services.

"(b) Preventing and controlling dental diseases, supervising dental hygiene within the command, and advising the commanding officer on all matters pertaining thereto.

"(c) Furnishing such other dental services as are provided by law.

"(d) Procuring, storing, issuing, transferring, and accounting for dental stores and equipment."

BuShips Pamphlets Help Navy's Shipyard Workers

Navy shipyard workers and craftsmen are offered valuable technical information through a series of industrial pamphlets issued by BuShips since 1943.

Sixty pamphlets have been issued since inauguration of the program. They have dealt with such subjects as gasket cutting, drilling practices, tube bending, maintenance of pneumatic tools and welding equipment.

Copies of any of the booklets and information on being placed on the mailing list for future copies may be had by addressing Bureau of Ships, Code 741D, Navy Department, Washington 25, D. C.

Officer Travel Payments Figured by Same Method Throughout Armed Forces

Navy travel instructions will be modified in accordance with Alnav 232-47 (NDB, 31 October), to correlate Army and Navy reimbursement for officers' travel.

For all travel and temporary duty performed within the United States under temporary additional duty orders, including repeated travel orders, per diem is allowed at the following rates, even though not specified in the orders:

- Full per diem of \$7 is allowed for the day of departure, but a deduction will be made for the day of return to, or arrival at, permanent duty stations.

- Seven dollars per diem will be allowed while traveling, except where government quarters are available at a point of delay or temporary duty on any date of travel. In this case the rate of per diem authorized at such point of delay or temporary duty will be payable on that date.

- Officers in a travel status away from their designated post of duty at a temporary duty station where no government quarters are available are allowed per diem of \$7 at each temporary duty station for the first 30 days, \$2 for the second 30 days and no per diem thereafter until completion of temporary duty.

- Officers in a travel status away from their designated post of duty at a temporary station where no government quarters are available are allowed per diem of \$7 at each temporary duty station for the first 30 days, \$4 for the second 30 days and \$2 thereafter for the remainder of temporary duty.

The same per diem rates are allowed on change of station orders with temporary duty en route when per diem is authorized in orders. Otherwise, mileage is payable on change of station orders.

Temporary additional duty orders—and change of station orders when the latter specify per diem reimbursement—which involve travel and temporary duty under instruction at service schools physically located at a military post or station shall provide for reimbursement on a per diem basis while traveling, but no per diem while at the post or station unless government quarters are not available. In this case per diem of \$4 will be allowed for the first 60 days and \$2 thereafter un-

All Hands Artist Receives Fifth Award for Drawing

Harold B. Jones, S1, USN, staff artist for ALL HANDS, has been awarded third prize by the Corcoran Gallery of Art in the second annual exhibition of work by artists of Washington, D. C., and vicinity. This is the fifth award in three years that Jones has received for this particular drawing, entitled "Evils of Money," one of a series depicting Dante's *Inferno*.

til completion of temporary duty at each school.

The time limitation applies to the total time at any one temporary duty station, whether such time accrues on a single visit or over a period of several visits while in a continuous travel status.

The directive, modifying Art. 4153, NTI, went into effect 1 December.

Plane Exhaust Gas Used To Reduce Fire Hazards

A new system for reducing aircraft fire hazards has been successfully installed in two Navy planes, an R5C Commando and a PB4Y-2 Privateer.

The system blankets vacant spaces inside and around the fuel tanks with low-oxygen-content gases from the engine's exhaust. It involves the cooling of inactive exhaust gases by a heat exchange before they are led through a small "bleed" line into the gasoline tank.

Although atmosphere normally contains 19 per cent oxygen, a reduction of only 5 per cent in oxygen content is usually sufficient to suppress combustion. The new exhaust system maintains the oxygen level in air immediately adjoining an aircraft's fuel supply at approximately 10 per cent, or well below the safety limit.

Original research on the new system began in 1943, when the Curtiss-Wright research department was invited by the Navy to study the problem, along with the National Defense Research Council and the British government. Several methods were evaluated, but the use of engine exhaust gases was decided to be most efficient.

At present, the new unit has been tested on aircraft without turbo superchargers. With a turbo supercharger, the unit could be installed between the engine and the turbine, and thus provide an auxiliary fuel pressurization system.

Community Property Law Passed in Pennsylvania Assists Married Persons

Under Pennsylvania Community Property Law property coming to a married couple during coverture belongs equally to both parties.

In recognizing such state statutes, the Bureau of Internal Revenue will tax to the husband only one-half of the husband's income, even though earned solely by him, and will tax the other half to his wife as if she earned it herself. Therefore, in community property states it is advantageous for married couples to file separate income tax returns because generally the total tax on two separate incomes is less than the tax on the total of the two incomes if combined. Since the passage of this law, Pennsylvania residents are now entitled to this income tax privilege and notice should be taken of it in making income tax returns. The community property is not, however, applicable to the Federal estate tax.

Among other outstanding features of this community property law is one which permits all property owned by either party before marriage and that acquired afterwards by gifts, devise or descent, or received as compensation for personal injuries, to remain as separate property of the particular spouse. All other property acquired by either party during marriage is community property and each party owns an undivided one-half interest therein.

The law also provides that management and control of community property is chiefly in the husband. However, the wife has control of all that portion of community property consisting of her earnings, income from her separate property and all community property, title to which is in her name.

Causeway-Tunnel Linking Frisco and Oakland Urged

A joint Army-Navy board report recommending the immediate construction of a combination causeway-tunnel between Oakland and San Francisco will be submitted to Congress, the War and Navy Departments have announced. Also stated in the report is that, due to engineering difficulties, no provisions for carrying "main line" railroads should be made.

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. 211—Outlines procedure to be followed by line selection board convened to recommend eligible officers, including EDO and AEDO officers, for temporary promotion to rear admiral.

No. 212—Makes changes in U.S. Navy Regulations pertaining to heads of departments, eligible to succeed to command.

No. 213—Seventh of a series of Alnavs, announces appointment in the grade of ensign of the line of the regular Navy and Naval Reserve in accordance with Public Law 381.

No. 214—Outlines Navy's plan for cooperation with the President's Citizen's Food Committee.

No. 215—Provides that all Naval and Marine Corps activities shall have meatless and poultryless days as directed by the Citizen's Food Committee.

Key West Locker Club Offers "Quick Change"

An achievement in the maintenance of high morale among naval personnel is an on-station enlisted men's locker club at the Submarine Base, Key West, Fla., which enables personnel to change uniform and proceed directly out the main gate in civilian clothes.

Lockers are available 24 hours a day, seven days a week, rented on a monthly basis. Fleet Reservists and retired chief petty officers are employed as watch standers.

Men frequenting the club after it is fully completed will enjoy usage of 1,200 lockers, showers and head facilities, ship's service canteen, barber shop and "While-U-Wait" pressing service.

The club's construction cost was paid from the command recreation fund, Submarine Force, Atlantic Fleet.

Navy Revisits Antarctica To Train Men, Test Gear

The Navy's second Antarctic development project is underway.

Two Navy icebreakers, USS *Edisto* and USS *Burton Island*, left East and West Coast ports and rendezvoused at Samoa. Then they proceeded to Antarctica to continue the program of training men and testing equipment under extreme cold weather conditions.

At the end of Antarctic summer, the ships will return to their home ports.

No. 216—Plea of Secretary of Defense James Forrestal for support of the food conservation program.

No. 217—Orders all ships and stations within continental limits to halfmast colors in respect for first contingents of war dead returned for final burial.

No. 218—Amendment two to SecNav letter of 22 July 1947 (47-668, NDNB 31 July), and Alnav 189.

No. 219—Provides for increase of a maximum of 75 dollars for expenses for interment of remains of deceased Navy and Marine Corps personnel.

No. 220—Refers to BuPers Circ. Ltr. 127-47 regarding deadline for receipt of NROTC nominations.

No. 221—Announces that dates of rank are now being issued to permanent and temporary appointment officers and their Reserve components.

No. 222—Eighth of a series of Alnavs announcing appointment in the various grades of the line and staff of the regular Navy and Naval Reserve in accordance with Public Law 381.

No. 223—Concerning travel allowance for regular service personnel being discharged or extending enlistment under Public Law 604.

No. 224—Announces examination date for appointment to Medical Corps.

No. 225—Outlines general instructions regarding foreign patent rights.

No. 226—Instructs naval vessels in port to full dress ship on Navy Day.

No. 227—Requests applications for 42-week electronics materiel course and 44-week course in aviation electronics basic maintenance (see page 44).

No. 228—Instructs COs what action to

take regarding injuries sustained by civilians during Navy Day.

No. 229—Ninth of a series of Alnavs announcing appointment in the various grades of the line and staff of the regular Navy and Naval Reserve in accordance with Public Law 381.

No. 230—Changes effective date of postwar enlisted rating structure from 15 Jan 1948 to 2 Apr 1948 (see page 44).

No. 231—Tenth and last of a series of Alnavs announcing appointment in the various grades of the line and staff of the regular Navy and Naval Reserve in accordance with Public Law 381.

No. 232—Announces method of reimbursement for travel in the U.S. by officers under orders involving per diem as agreed upon by all military services (see page 49).

No. 233—Urges officers eligible for temporary promotion to rear admiral and their reporting seniors to expedite submission of fitness report to selection board.

No. 234—Cancels portion of Alnav 181-47, which deals with officers to be selected for duty with Air Ferry Squadrons One and Two.

No. 235—Defines honors which shall be accorded Secretary of Defense and Secretaries of the Army, Navy and Air Force (see page 47).

No. 236—Contains instructions for proper shipment of Marine Corps personal baggage.

Naval Reserve Totals 73% of Desired Goal

Totaling 856,683 officers and enlisted personnel, the Naval Reserve has reached 73 per cent of its planned strength.

Of the total, 277,808 are officers; 578,875 are enlisted personnel.

In the Organized Reserve are 10,921 officers and 114,171 men in surface units and 5,995 officers and 15,009 enlisted men in aviation units. Total personnel in the Organized Reserve is 16,916 officers and 129,180 enlisted personnel.

Other elements of the Naval Reserve, including the Volunteer Inactive (V-6), Fleet Reserve and Merchant Marine Reserve, total 260,695 officers and 449,695 enlisted.

Every effort is being made to induce men coming up for discharge from the regular Navy to enroll in the Naval Reserve if they elect not to re-enlist in the regular Navy.

Bulwark Against War on American Soil

SecNav John L. Sullivan issued the following message as Alnav 201-47 (NDB, 30 September) to the men and women of the United States Navy:

"During World War II the United States Navy became the most powerful in the world. The uncertainties of the times dictate that it must remain the most powerful.

"Of necessity, the Navy has diminished in numbers of men, ships and planes. Increased efficiency in every phase of naval activity, both afloat and ashore, must offset reductions in size. Our Navy must not lose in stature or deteriorate in performance.

"New developments in aviation, electronics, guided missiles, ordnance, new

and improved types of ships and planes, and other components of naval warfare will be pursued and advanced to insure the continuance of our nation's newly-won position of leadership in world affairs. In the future as in the past, the Navy will fulfill its traditional function as a bulwark against war on American soil.

"Our position of world leadership is a challenge to us to carry out our duties with increased vigor, efficiency, tenacity and imagination.

"I count on each one of you to join me in taking up that challenge and in working together with the Army and the Air Force as a team to further the readiness of all services to discharge their responsibilities to our nation."

30 Per Cent of Reviewed Cases Given Better Type Of Discharge by Board

Out of the first 14,000 discharges reviewed by the Navy Board of Review for Discharges and Dismissals, about 30 per cent resulted in a change for the better in type of discharge.

Approximately 340,000 former Navy and Marine Corps personnel who received other than honorable discharge certificates are eligible to have their cases reviewed by this board, which was established by the Servicemen's Readjustment Act of 1944.

Under the provisions of that act, the board is authorized to review all Navy discharges except those issued as a result of a general court-martial sentence.

Former Navy enlisted personnel are entitled to receive honorable discharge certificates under the changes in instructions affecting discharges, provided they were not convicted by a General Court-Martial or more than once by a summary court-martial, if their final average service marks were at least 2.75 in proficiency and 3.25 in conduct. For Marine Corps personnel, the proficiency average mark must be 3.44 or better and the conduct average mark must be at least 4.0.

Marks for Navy personnel are graded on a 4.0 basis, while the Marine Corps personnel are graded on a 5.0 basis.

Personnel whose discharges are open for review are those holding discharges under honorable or satisfactory conditions

which were issued on or after 9 Sept 1939 for any of the following reasons:

- Convenience of the government.
- The individual's own convenience.
- Dependency existing prior to enlistment.
- Dependency arising after enlistment.
- Minors enlisting without consent under 18 years of age at the time of discharge.
- Minors who enlisted under the age of authorized enlistment.
- Personnel discharged as a result of a medical survey not due to their own misconduct.

Written application for review of discharge from former Navy and Marine Corps personnel should be addressed to the Review Board, Discharges and Dismissals, Navy Department, Washington 25, D. C.

New Sales Authority Speeds Disposal of Navy Surplus

In order to expedite clearance of usable surplus property, naval activities now may dispose of up to \$1,000 worth of line items directly to buyers, Alstacon 032340 of October states.

Previously, the Navy could not dispose of more than \$300 worth of items without turning the property over to the War Assets Administration for sale by that agency.

The line items consist mainly of various plant facilities, including spare parts, and personal property in excess of the Navy's needs.



Don't Trip On That Beard

Well, it finally happened—

From the big batch of ALL HANDS letters in the wire basket, we dug one out from V. J. Wadman, SK1, of USS *Sussex* (AK-213) and he ponders a poser: "What is the average life span of a man who makes the Navy his career in comparison to a civilian?"

So we hauled up the anchor ball and called BuMed and sure enough the Navy is working on that teaser right now. They're drawing life expectancy charts, studying the Navy's population by length of service and smoothing out the rough edges generally.

It's too early for definite results (there's a considerable range of error possible), but it appears that the average Navy man will go the distance because of:

- (1) Stiff physical requirements for original enlistment,
- (2) Regular health checkups,
- (3) Preventive medicine employed by Navy, and
- (4) Ready access to medical attention.

Navy Dependents' Housing

... which is a top priority question for all hands.

This time, in the Bulletin Board, you'll find a resume of facilities at some overseas bases. Next time we'll give you a detailed account of what the Navy wants in the way of housing and how the \$\$\$-available situation is shaping up.

On Foreign Navies

First in a series of pieces on foreign navies—this time on the Russians—appears in this issue.

Material is drawn from various non-classified sources and ALL HANDS hopes to cover the field and bring you up to date on what's afloat elsewhere. It's not of the hush-hush variety and is strictly not from the fireproof files.—Ed.

Broadened Rules Govern Use of Leave Bonds for Insurance

Liberalization of conditions affecting the use of armed forces leave bonds in payment for National Service Life Insurance and United States Government Life Insurance is the subject of BuPers Circ. Ltr. 188-47 (NDB, 1 October).

The repeal of a section of Public Law 704, 79th Congress, lifts the former restriction whereby the assignment of leave bonds for payment to the Veterans Administration for insurance could not be used by the insured directly or indirectly as a means of securing the proceeds of the bond in cash before the maturity date of the bond or the death of the insured.

Armed forces leave bonds may still be assigned to the Veterans Administration for insurance purposes as follows:

- To pay premiums currently and in advance on insurance already in force, for the purchase of new insurance or for the reinstatement of lapsed insurance.
- To pay the difference in reserve upon converting term insurance or when changing from one converted plan to another having a higher reserve value.
- To repay, wholly or in part, any policy loan made prior to 31 July 1946 with interest to that date. Only when a valid assignment for other insurance purposes is made may the proceeds remaining be used to repay a policy loan made on or after 31 July 1946.

Bonds assigned to the Veterans Administration after 1 Sept 1947 will be credited

to the accounts of the insured in the same manner as remittances made by check, money order or other form of payment.

Certain portions of armed forces leave bonds assigned to the Veterans Administration before 2 Sept 1947 will become refundable under the new legislation. Upon request of the insured, refund may be made of the following amounts:

- Amounts of the bond proceeds withheld from previous refunds or cash surrender values.
- Amounts of bond proceeds held by the Veterans Administration but not credited to the insured's account.
- Amounts of bond proceeds which have been credited to the insurance account—chiefly for payment of premiums in advance—but unearned at the time request for refund is made.

Bond proceeds which have been applied in payment of the difference in reserve for conversion or change in plan, loan or loan interest or premiums which have been earned (already used to buy protection) cannot be refunded. In no case where all or portion of a bond has been used for insurance purposes can the bond be returned.

Requests for refund may be made by letter from the insured containing the following information:

- Full name.
- Permanent mailing address.
- Insurance certificate number.
- Service or file number.
- Amount of refund requested.
- Statement of the nature of the amount to be refunded, such as bond proceeds withheld from previous refunds or cash surrender values, bond proceeds held but not credited to the insurance account, or unearned premiums (the amount credited for payment of premiums in advance of the current month). Amounts held as unearned premiums are discounted at three per cent per year.

Requests for refund should be addressed to the Veterans Administration as follows:

- Where all or part of premiums for National Service Life Insurance are paid by *allotment*, the request should be addressed to Veterans Administration, New York Branch of Central Office, 80 Lafayette St., New York 13, N. Y., Attn NSLI Accounts Division.
- Where all premiums for National

Service Life Insurance are paid by direct remittance, the request should be addressed to Veterans Administration, branch office to which premium payment are being made.

- Where premiums for United States Government Life Insurance are paid either by allotment or direct remittance, address Veterans Administration, Washington 25, D. C.

- Requests involving a combination of National Service Life Insurance and United States Government Life Insurance, whether premiums are paid by allotment or direct remittance, should be addressed to Veterans Administration, Washington 25, D. C.

The assignment of a bond for insurance purposes will no longer postpone until five years from the bond issue date the payment to an insured of any portion of a refund or loan or cash surrender value. The assignment will be made for the full amount of the bond plus interest accruing to the end of the month in which assignment is made.

Any amount which cannot be applied in payment of premiums on the insurance because the current contract will become paid up, or any amount of less than one monthly payment which cannot be applied to the account or any amount which the bondholder does not wish to apply for insurance purposes will be refunded to the insured.

Veterans Administration Form 9-1625 "Directions for use of Proceeds of Armed Forces Leave Bond" will not be required to accompany a bond when it is assigned to the Veterans Administration.

Bonds will be acceptable for assignment from the insured with a letter containing the following information:

- First, middle and last name.
- Service or file number.
- Certificate or policy number or numbers, if known.
- Permanent mailing address, including postal zone number.
- Amount of bond.
- Bond serial number.
- Bond issue date.
- Purpose or purposes, indicating amounts, for which bond proceeds are to be used. The insured should request the refund of any amount not allocated for insurance purposes.

Reinstatement Deadline Extended Through 31 Dec

The deadline date for the reinstatement of National Service Life Insurance policies without a physical examination has been extended from 1 Aug 1947 through 31 Dec 1947, Circ. Ltr. 148-47 (NDB, 15 August) points out.

In the event that reinstatement involves term insurance, only two months' premiums must be paid—one for the month of grace following the date of the policy's lapse and one for the current month in which the reinstatement is effected.

If the policy is a permanent plan type, applicants must bring to date all back premiums together with accrued interest.

New System Established For Lump-Sum Payment in Lieu of Terminal Leave

Resulting from an amendment to the Armed Forces Leave Act of 1946, terminal leave, as such, was abolished. In lieu of terminal leave, lump-sum settlements will be made upon discharge or on the date of release from active duty.

The change became effective 30 Sept 1947, in accordance with Alnav 194 and a BuPers—BuSandA joint letter of 25 August (NDB, 31 August).

Under the new set-up personnel will be transferred from their duty stations to the appropriate separation activity in time to perform the necessary travel and complete separation processing so as to be released from active duty by the date of eligibility (the date of expiration of enlistment or release from active duty).

The only exceptions to that phase of the new system are those enlisted men who are retained due to disciplinary status, hospitalization or for duty as witnesses, plus those Regular Navy enlisted men who are eligible for early discharge under the provisions of Alnav 197-47.

Personnel who have submitted requests for transfer to the fleet Reserve or the retired list prior to the date they would normally be transferred for separation will be retained pending the receipt of BuPers action.

Commands transferring personnel for separation should allow at least three days in the case of enlisted men and one day in the case of officers for the separation process.

Reserve Officers to Get Short Industrial Course

Beginning in January 1948, Army, Navy and Air Force Reserve officers will have the opportunity to attend a condensed version of the Armed Forces Industrial College course.

Instructors from the college in Washington, D. C., will go into the field to conduct the course.

Instruction will be divided into two phases. The first, given to Reserve officers only, will include a summation of current military matters, providing students with the latest in military concept, planning, organization and regulations.

The second phase of the course, given to reserve officers, industrialists and educators, will consist of instruction in basic problems of economic mobilization.

RACON TELLS PILOT WHERE HE IS

"Racon"—from the words radar and beacon—is the newest in navigational aids to Navy fliers.

A network of 50 Racon stations will comprise a transcontinental radar airway stretching from South Weymouth, Mass., down the East Coast and across the southern states, then up to the West Coast to Seattle, Wash. The system covers routes most frequently used by military aircraft.

Pilots flying at night, in bad weather or under normal conditions will be able to check their exact location by measuring the range and bearing from the nearest station which sends out radar impulses when "interrogated" by the aircraft's radar.

The system supplants the normal radio range which gives the pilot his bearing from the station only when he's directly on the beam. The Racon echo gives the pilot his exact location at any time, subject to the limitations of range which depends upon the plane's altitude and terrain features.

Another advantage the new system has over the presently used radio range is that the pilot will be able to lay out a flight course anywhere within range of the stations. On existent airways, the traffic must pass up and down the same route, leading to congested traffic in bad weather.

Flying at 10,000 or 12,000 feet, a pilot will likely be able to receive a Racon signal from a beacon as far away as 200 miles.

While the Racon airways will be used primarily by military aircraft and a few commercial liners equipped with sufficient radar to record the Racon signals, the new system of aerial navigation will increase in usefulness with the development of radar more suitable to the needs of commercial planes.

The signal from the beacon, coded to identify the station, appears on the plane's radar scope from which the bearing and distance may be read for almost instantaneous navigation.

The radar airway is a joint project between the Navy, Air Force and Coast Guard and all but one of the 22 stations manned by Navy personnel were in operation by the end of October. By the same time, the Coast Guard had begun operations in three of their scheduled 14 stations and the Air Force had commenced to operate two of their 14 stations assigned.

Plans to expand the basic Racon airway along other frequently flown routes are being considered by the Air Force, especially the northwest route from Seattle to Chicago via Great Falls and Minneapolis along with several routes in eastern states.

Assignments for Racon stations were scheduled as follows:

- Navy — South Weymouth, Mass.; Quonset Point, R. I.; Atlantic City, N. J.; Willow Grove, Pa.; Chincoteague, Va.; Patuxent River, Md.; Norfolk, Va.; Cherry Point, N. C.; Atlanta, Ga.; Glynco, Ga.; Jacksonville, Fla.; Miami, Fla.; Key West, Fla.; New Orleans, La.; Corpus Christi, Tex.; Dallas, Tex.; El Centro, Calif.; El Toro, Calif.; Los Alamitos, Calif.; Moffett Field, Calif.; Whidbey Island, Wash.; and Seattle, Wash.

- Coast Guard — Rockaway Point, N. Y.; Elizabeth City, N. C.; Folly Island, S. C.; Edgmont Key, Fla.; Pensacola, Fla.; Point Loma, Calif.; San Luis Obispo, Calif.; Point Sur, Calif.; Farallon Island, Calif.; Point Cabrillo, Calif.; Humboldt Bay, Calif.; Cape Arago, Ore.; Yacquina Head, Ore.; and North Head, Ore.

- Air Force — Pope Field, N. C.; Myrtle Beach, S. C.; Shaw Field, S. C.; Moody Field, Ga.; Egin Field, Fla.; Maxwell Field, Ala.; Barksdale Field, La.; Ellington Field, Tex.; Fort Worth, Tex.; Kelly Field, Tex.; Goodfellow Field, Tex.; Biggs Field, Tex.; Davis Monthan Field, Ariz.; and Gila Bend, Ariz.

'Hot' Cold Drink Machines Cause Fires, MarCorps Says

Navy maintenance personnel might well heed the warning issued by the Marine Corps in Almar 94-47 of 1 October.

The directive cautioned that defective wiring in soft drink dispensing machines has been determined as the cause of three recent fires at MarCorps stations, and necessary steps should be taken to prevent recurrences.

It was suggested that machines should be:

- Placed in conspicuous locations where they might be observed frequently.

- Cleaned and inspected regularly by the owners.

- Shielded from combustible floors and walls by the installation of asbestos or cement-asbestos sheets with a minimum thickness of one-quarter inch.

Here's Word on Dependents' Housing at Overseas Stations

Sooner or later most Navy and Marine Corps personnel are assigned a tour of duty at an overseas station. Here's the situation regarding dependents' housing in tabulated form, subject to change. Various Navy and Marine Corps regulations govern authority for dependents' travel and allowances, inoculations, passports and other necessary provisions.

TSINGTAO, CHINA

CLOTHING

Bring ample supply for cold winters and hot summers. None available for purchase locally. Laundry and dry cleaning facilities are available.

QUARTERS AND HOUSEHOLD EFFECTS

No Government quarters available. Privately owned houses available for rent from \$30.00 to \$350.00 per month. Furniture can be purchased locally at very high prices. Chinese style kitchen stove in each kitchen. Central heating plants rare. Oil, wood and coal stoves used for heating. Fuel may be purchased from Navy commissary. Quarters are not obtainable immediately.

AUTOMOBILES

Recommended. Repair and spare parts limited.

FOOD

Commissary privileges. Limited amount of baby food. Some fresh fruits, vegetables and ice may be obtained. No fresh milk available.

SERVANTS

Available for \$8.00 to \$20.00 per month.

MEDICAL CARE

Adequate for dependents.

EDUCATION

Elementary and high schools. Cost \$15.00 to \$20.00 per month per student. Facilities limited. In process of being accredited.

RELIGION

Churches available both on and off post.

BANKING

U. S. and Chinese currency used. Rate of exchange fluctuates violently.

RECREATION

All kinds.

MISCELLANEOUS

Housing must be certified as assigned before dependents are permitted to come.

YOKOSUKA, JAPAN

Bring ample supply. Climate similar to that of Virginia. Limited supply available for purchase locally at Army Post Exchanges. Laundry and dry cleaning facilities available.

Quarters include both houses and apartments. They are similar to those in United States. Privately owned houses are not available for rent. Limited amount of furniture can be purchased locally, except stoves and ice boxes. Electricity (110 Volts 60 cycles), water, and steam heat and hot water furnished with all quarters. Dependents should bring only items necessary to add beauty and comfort to their homes. Rental allowance taken.

Expensive, difficult repair.

Commissary privileges. Baby food, frozen fresh fruits, vegetables and frozen milk may be obtained.

Available. Paid by Japanese Government.

Adequate for dependents.

Elementary and high schools. Charge \$7.00 per month and up. Schools being conducted by Catholic Nuns.

Services conducted regularly.

Available. U. S. Military certificates used. Rate of exchange 50 yen to \$1.00 U. S.

All kinds.

Toilet articles available at Post Exchanges. Bring mixers, rugs, luxury items, etc.

SUBIC BAY, PHILIPPINE ISLANDS

Bring ample supply spring and summer clothing. Very little available for purchase locally and prices exorbitant. Clothing can be tailored locally if patterns and materials are brought. Raincoat very necessary during summer. Laundry facilities available.

Quonset huts, 2 or 3 bedrooms and one bath. Limited number, Navy and Marine Corps personnel must wait on same list for quarters. Electrical current is 120 Volts 60 cycles. No privately owned houses available for rent. Rental allowance taken.

Recommended. Repair expensive. Roads bad.

Commissary privileges. Fresh fruits and baby food available in very limited quantities. Only frozen milk available at \$0.75 per quart.

Available. \$15.00 to \$25.00 per month.

Adequate for dependents.

Opportunities comparable to public schools in U. S.

Catholic and Protestant services.

No Banking facilities. U. S. and Philippine currency used. Rate of exchange is 2 Pesos to \$1.00 U. S.

Theatres, swimming, tennis, libraries, and clubs.

Primitive conditions exist outside base. Towns in Subic Bay area completely demolished during war. Rebuilding progressing very slowly.

HAWAII

CLOTHING

Only summer clothing necessary. Bring raincoats. Clothing can be purchased locally, but is expensive. Laundry and dry cleaning facilities available.

QUARTERS AND HOUSEHOLD EFFECTS

Government quarters consisting of houses, apartments, and quonset huts are limited. Housing problem in Hawaiian Islands acute. Hotels crowded and expensive. Privately owned rentals in great demand, are very expensive. Furniture can be purchased locally.

AUTOMOBILES

Recommended. Repair and spare parts available.

FOOD

All kinds available. Prices higher than in the United States.

SERVANTS

Wages \$0.75 per hour to \$7.00 per day.

MEDICAL CARE

Adequate for dependents.

MIDWAY ISLAND

Climate corresponds to that of Southern California. Winter cool but no overcoat needed. Bring raincoat. None can be purchased locally.

Government quarters temporary and consist of 2 bedrooms and 1 bath. Electricity (110 Volts 60 cycles) and water furnished with quarters. Furniture cannot be purchased locally. Bring own small household items.

None needed.

Fresh fruits and vegetables limited. Fresh milk and special baby food available. Ice may be obtained. Commissary available.

Not available.

Adequate for dependents.

KWAJALEIN

Only light summer clothing necessary. None available locally.

All quarters have been built by individuals, consist of 2 bedrooms and bath. Electricity (110 Volts 60 cycles), and water, unlimited quantities furnished with quarters. Adequate furniture furnished with quarters, none available for local purchase. Adequate kitchen utensils except electric appliances furnished with quarters.

Not needed.

No commissary privileges available present time. Meals can be obtained Officer's and Enlisted men's clubs. No baby food. Limited milk available. Practically all shopping by mail.

Available, \$30.00 per month.

Adequate for dependents.

	HAWAII	MIDWAY ISLAND	KWAJALEIN
EDUCATION	All kinds available. Schools compare favorably with those in the United States.	Elementary only. Cost \$10.00 per month per family with children of school age. One teacher, school not accredited. Compare to U. S.—poor.	Kindergarten, 1st to 5th grades only.
RELIGION	All faiths.	Protestant and Catholic.	Navy chapel.
BANKING	Available. U. S. Currency used.	None available. U. S. Currency used.	None available. U. S. Currency used.
RECREATION	All kinds.	All kinds.	Theatre, library, tennis courts, and clubs.
MISC- ELLANEOUS		Laundry, dry cleaning available. Bring necessities by air, remainder to be shipped. All dependents brought to Midway by air.	Laundry for all but childrens clothes. No dry cleaning available.
	JOHNSTON ISLAND	MARIANAS ISLANDS	ADAK & KODIAK & ATTU, ALASKA
CLOTHING	Only light summer clothing necessary. None available locally. No dry cleaning facilities available.	Recommended bring washable summer clothing. No clothing available for purchase. No dry cleaning.	Climate cold and damp. Warm clothing and boots and rain proof clothing necessary. None available for purchase locally. Some dry cleaning available.
QUARTERS AND HOUSEHOLD EFFECTS	Quonset huts completely furnished, including stoves and electric refrigerator. Electricity (110 Volts 60 cycles), gas and water furnished with quarters.	Quonset huts in limited number. No privately owned houses for rent. No furniture available for purchase locally. Electricity (110 Volts 60 cycles), and water furnished with quarters. Bring electric or kerosene stove, refrigerator, washing machine, linens, kitchen utensils and lamps.	Very temporary in nature and not completely furnished. No privately owned rentals except in Kodiak.
AUTOMOBILES	Not needed.	Recommended. No repair facilities.	Not recommended.
FOOD	Commissary available. Some fresh foods available. Fresh milk, ice and baby food available.	Commissary available. Fresh foods and baby food in limited quantities. Frozen or powdered milk available. Many dependents eat in officer messes.	Fresh food available. Baby foods limited. Fresh milk available every place except Attu, quantities limited however.
SERVANTS	None available.	Limited basis. \$0.80 to \$1.20 per day.	None available.
MEDICAL CARE	Adequate for dependents.	Adequate for dependents.	Adequate for dependents at Adak and Attu. Limited in Kodiak.
EDUCATION	No schools. Calvert system of home study is recommended.	Elementary and high schools operated by Army and Navy available. Curriculum is limited. Small assessment for parents of school children.	Elementary and high schools at Kodiak only. Dutch Harbor has fair elementary school.
RELIGION	Protestant and Catholic.	All faiths.	All faiths.
BANKING	None available. U. S. Currency used.	Available on Guam. U.S. Currency used.	Available in Kodiak only. U. S. Currency used.
RECREATION	Theatre, swimming, tennis, libraries, clubs.	All kinds.	All kinds but limited facilities.
MISC- ELLANEOUS	Post Exchange handles some items needed by dependents. Laundry available.	Laundry fair. No dry cleaning.	Prices high. Replenishment of supplies is slow. Weather extremely bad.
	BERMUDA	ARGENTIA, NEWFOUNDLAND	TRINIDAD, BWI
CLOTHING	Recommended bring washable summer clothing, lightweight top coats, rain-coats, and woolen suits or dresses for cool weather, comfortable lowwheeled walking shoes. Not necessary bring fur coats and extremely heavy garments. Clothing available locally at prices slightly higher than in the United States.	Medium weight clothes suitable most of year. Raincoat and galoshes essential. Fur lined coat is excellent. Hats impractical due to winds. Snow suits and stout shoes advisable for children, slacks and heavy walking shoes for women. Bring sufficient clothes for needs during stay. Local supplies limited and expensive.	Should be lightweight for tropical climate, Cleaning facilities limited. Bring lightweight woolens for cool evenings. Evening clothes worn occasionally. Bring cloth or plastic raincoat and clothing accessories. Some clothing available local purchase at prices higher than U. S.
QUARTERS AND HOUSEHOLD EFFECTS	Government quarters available limited numbers. Privately owned house available \$60.00 to \$1,200.00 per month, and are usually completely furnished. Furniture can be purchased locally, but expensive. Electricity 220 Volts, and gas in commercial tanks furnished. Bachelor Officer Quarters available officers and dependents with quarters available. No facilities on base for Enlisted dependents.	Those available are 3 bedroom houses, 2 bedroom quonset huts, and 1 bedroom apartments. Private houses available for rent but seldom completely furnished. Furniture can be purchased St. John's. Electricity 220 Volts AC, 60 cycle, heat, coal and wood, water furnished with quarters. Most privately owned houses use community faucets.	Government quarters limited. Civilian rentals exorbitant. Government quarters include 2 bedrooms, 1 bath, Government quarters furnished with stoves, refrigerators, beds, and basic furniture. Suggested you bring sewing machine, radio, vases, lamps, rugs, electrical appliances. Electrical current 110-220 Volts, 60 cycle.
AUTOMOBILES	Do not bring. Transportation includes motor bikes (not motor cycles), bus or boat. Small cars only, authorized by law.	Recommended. Repair and spare parts available.	Recommended.
FOOD	Commissary. Fresh foods limited. No fresh milk. Food purchased locally is expensive.	All kinds available. Baby food in limited quantities. Milk is frozen homogenized. Some articles very expensive.	Commissary store available. No fresh milk, mechanically processed milk prepared on station. Most baby foods at commissary. Bring baby items such as diapers and nipples.
SERVANTS	Available. \$10.00 to \$14.00 per week.	Available. \$25.00 to \$30.00 per month plus room and board.	Available. Wages approximately \$1.00 per day.

	BERMUDA	ARGENTIA, NEWFOUNDLAND	TRINIDAD, BWI
MEDICAL CARE	Adequate for dependents.	Adequate for dependents.	Adequate for dependents.
EDUCATION	Elementary and High schools available \$50.00 to \$75.00 per year. Compare favorably with those in United States.	To 8th grade in post school. Cost \$6.00 per month 1 child, \$1.00 each additional child. High Schools and Colleges in St. John's—Fair.	Limited but adequate schooling grades 1 through 8 controlled by Navy. Calvert system used. Supported by assessments \$5.00 to \$10.00 per month. Grades 9 through 12 local only. Parochial schools best.
RELIGION	All faiths.	Protestant and Catholic on post.	All faiths.
BANKING	Available. Pound sterling used. \$4.04 pound rate.	Available. U. S. Currency used.	Available. BWI Currency used. Rate \$1.00 U. S. to \$1.1850 BWI.
RECREATION	All kinds. Cycling very popular.	All kinds.	All kinds available.
MISCELLANEOUS	Toilet articles at Post Exchange. Laundry and dry cleaning facilities are available.	Fishing, sled riding, and ice skating are popular sports.	
	BALBOA, CANAL ZONE	GUANTANMO BAY, CUBA	PUERTO RICO
CLOTHING	Recommended that ample supply clothing be brought to last extended period. Summer clothing and lightweight coat recommended.	Cotton and washable rayons recommended for everyday wear for entire year, lightweight woolen dresses and suits needed for cool evenings. Cleaning facilities extremely limited. Evening clothes optional. Very little clothing available for purchase locally.	Cotton and washable rayons recommended for everyday wear for entire year. Lightweight woolen dresses and suits needed for cool evenings. Cleaning facilities limited and poor. Evening clothes needed occasionally. Some clothing available for purchase locally but expensive.
QUARTERS AND HOUSEHOLD EFFECTS	Quarters available. Some are in low cost housing projects. Furniture and household equipment can be purchased locally. Do not bring expensive furniture as climate deteriorates it. Bring kitchen utensils and linens. Electrical current is 25 cycle. Household effects usually arrive 3 to 6 months after dependents.	Officers; 3 bedrooms, 2 baths, combination living and dining room, kitchen and service room. Garage with servants quarters 2nd floor. Enlisted; 2 bedrooms, 1 bath, combination living room and dining room, kitchen and service room. All quarters have necessary furniture including ice box and stove. Recommend bring washing machine. Essential bring mattresses, pillows, linen, light blankets, kitchen utensils, electric iron. Quartermaster can supply essentials temporarily.	Government and Civilian quarters both limited at San Juan. Government quarters furnished with stoves, refrigerators, beds and other necessities. Some other quarters have stove and refrigerator only, however Government furniture can be rented. Essential bring linen, silverware, china, kitchen utensils, blankets, lamps and throw rugs. Electrical current 120 Volts and 60 cycle. Over-stuffed furniture deteriorates rapidly in this climate. Quarters Roosevelt Roads plentiful and include 2 bedrooms and 1 shower bath each.
AUTOMOBILES	Recommended. Repair and spare parts available.	Recommended. Should be in excellent condition.	Recommended. Repair and spare parts available.
FOOD	All kinds available.	Basic plain foods available at commissary. Baby foods limited. Bring minimum supply with you. No acceptable fresh milk available. Bring seasonings and spices.	All types available including baby foods, however bring 2 months supply baby food with you. Fresh milk limited. Bring baby diapers and bottles etc.
SERVANTS	Some available. \$50.00 per month.	Available. Maximum wage \$35.00 per month.	Available. \$4.00 to \$9.00 per week.
MEDICAL CARE	Adequate for dependents.	Adequate for dependents except dental.	Adequate for dependents.
EDUCATION	All kinds available. The schools compare favorably with those in the United States.	Schools accredited. Cost elementary school not over \$5.00 per month. Kindergarten and high schools costs \$5.00 per month.	Public schools overcrowded, no tuition. Class 1 through 6 conducted in Spanish. 7 through 12 in English. Private Schools available, all classes in English.
RELIGION	All faiths.	All faiths.	All faiths.
BANKING	Available. U. S. Currency used.	No banking facilities. U. S. Currency used.	Available. U. S. Currency used.
RECREATION	All kinds.	All kinds.	All kinds.
MISCELLANEOUS	Storage space limited. Do not bring unnecessary items.	Small household essentials available at commissary.	Local conditions San Juan and Roosevelt Roads are much the same.

Agreement to Reenlist Provisions Modified

Modifications to provisions of agreement to reenlist have been announced by BuPers in BuPers Cir. Ltr. 180-47 (NDB, 30 September).

Since agreements to reenlist will no longer be accepted for the purpose of acquiring obligated service in order to be eligible for certain duty assignment, BuPers announces that any man who ex-

cutes on form NavPers 604 an agreement to extend or reextend his enlistment for any authorized period shall be given the option of having the extension placed in effect on the date following that of expiration of enlistment, or of reenlisting on the date the extension would otherwise become effective, for any authorized enlistment period provided it is not less than the term of the extension agreement.

The circular letter also states that the agreement to extend enlistment of a man

who fails to be selected for advanced fire control or fire control technician courses shall be cancelled if it was executed for the purpose of meeting service requirements for entry into such schools.

However, if the extension has already become effective the agreement to extend may not be cancelled, although the man may have failed to be selected for the school. This will not prevent his executing another extension agreement if he so desires.

BOOKS: MERRY HOLIDAY BOOKS ON WAY TO LIBRARIES

CHRISTMAS TIME is here, and everybody should be merry and happy. So—taking a cue from the Yuletide spirit—BuPers book-reviewers have been reading some very merry books which are on their way to ship and station libraries. A few thought-provoking volumes are intermingled to remind us that life is serious business in today's world.

To wit . . .

• **Lo Former Egyptian** by H. Allen Smith; Doubleday.

Ever thought about going back to the old stomping grounds of childhood to see what's cooking? If you're like most people the thought probably has entered your mind, but that will be as close as you will ever come to revisiting the scenes of your childhood days.

However, Mr. Smith, husband and father, wit and writer, did return to the springboard of his life. What he experienced in his native town, Egypt, Illinois, he put down on paper, and mailed to his publisher. The result is a literary goulash filled with hearty laughs and sly smiles.

The author admits that he did not originate the idea of going back to his childhood scenes. The idea was taken from a fat book, *A Hoosier Holiday*, by Theodore Dreiser, in which Dreiser told about his automobile trip from New York to Indiana.

Deviating from Dreiser's itinerary, Mr. Smith fails miserably in making his jaunt into the Egypt (Illinois) territory a successful trip. He fails to obtain a shave in a certain barber shop like Dreiser did, because he doesn't have an "aperntment." He finds that people don't know how to make banana-splits the way he likes them, and that they have not only forgotten him but never heard his name before.

Not only that, but to his chagrin Mr. Smith discovers that he doesn't know for sure whether his name is H. Allen Smith, Henry Arthur Smith or Harry Allen Smith. Seems like his mother and grandmother were a' feudin' about the time he was to be blessed with a name. Somebody did somebody dirt (Mr. Smith suspects his stubborn grandmother), and with the courthouse having since burned down, the author fails to find proof to clarify which Smith he really is.

Lo Former Egyptian is like the author's

previous books, *Low Man on a Totem Pole*, *Life in a Putty Knife Factory*, *Lost in the Horse Latitudes*, and *Rhubarb*: Very funny.

• **Bar Nothing Ranch**, by Rosemary Taylor; Whittlesey House.

Life on a dude ranch is fun—even for the people who work there. Anyway, that's what Noelke Webb, proprietress extraordinary of "76 Cattle and Dude Ranch" thinks.

Noelke, who married W. T. Webb, a bald and rugged ranch-owner, was a "hooper" in a traveling musical comedy show. Friends of Noelke didn't think the marriage would last, and they deplored the idea that cows should be the only living creatures to look at her legs.

They were fooled, however, since Noelke and W. T. made the marriage a harmonious success. And the cows were not the only living creatures who looked at Noelke's admirable legs.

W. T. and his wife had some tough years and lost the ranch. He tried his luck at selling Bonita cold cream, but his looks had little or no selling appeal.

On Noelke's advice they went back to Arizona, where they found the bank tired of running the ranch. W. T. and wife were welcomed back with open arms and returned to their former happy home.

Noelke got things back in swing by charging W. T.'s hunting friends five dollars per day for room and board. This was the beginning of prosperity and return of ownership of "76 Cattle and Dude Ranch."

From all over the country came the dudes—nice people and some not so nice; proper ones and scandalous ones; merry ones and sad ones. Each one contributed to the spirit of the ranch, and to each Noelke brought her own rich capacity for fun and friendship.

Bar Nothing Ranch is full of the same kind of chuckles that sent Rosemary Taylor's other two books, *Chicken Every Sunday* and *Ridin' The Rainbow* high on the best-seller lists.

• **Wrap it as a Gift**, by Ralf Kircher, with illustrations by Gluyas Williams; Rinehart & Co.

This book is for married men. It proves that domesticity can be funny.

This book is also for bachelors. It's a

wonderful prep book for those who are planning not to live alone.

Mr. Kircher has put down on paper all the inconveniences, all the annoying features of being a father and breadwinner. Gluyas Williams' drawings adds humor.

Let Mr. Kircher remind you about the embarrassment and torture that goes with buying unmentionables for the little woman. Or when shopping in the grocery store: How stupid can a man get? And children! Who but lovable children would want a drink of water all night long?

• **The United States and Russia**, by Vera Micheles Dean; Harvard University Press.

Why do Russia's Andrei Vishinsky and Andrei Gromyko speak as they do to the United Nations, and what does it mean to the United States?

Mrs. Dean, a well-known student of Russia and Research Director and Editor of Russian Affairs for the Foreign Policy Association, has written a comprehensive book about the all-important problem of the United States and Russia.

Mrs. Dean views Russia not in the light of what we think it should be, but of what it is—a result of the historic forces that have molded its development. She appraises American policy in terms of what is actually possible rather than in terms of what might be ideally desirable, and shows that the two great powers have an opportunity, each in its own way and within the framework of its own experience, to contribute constructively to the shaping of the post-war world.

• **The Battle of the Atlantic 1939-1943**, by Samuel Eliot Morison; Atlantic Monthly Press.

This is Volume I of the *History of United States Naval Operations in World War II*. (Volume II, *Operations in North African Waters*, has already been published).

It deals with the defense of our own shores and ships. It describes the gradual emergence of the Navy from the neutrality patrol and Western Hemisphere defense through the "short-of-war" phases to full-fledged war with Germany and Italy.

Much of it is devoted to the history of transAtlantic and coastal convoys, and to the war on U-boats. There are chapters on the role of air power in shipping protection, on the help that civilian scientists gave, and on auxiliary efforts such as the Coastal Picket Patrol by sailing yachts, the mystery ships, and the Civil Air Patrol.

DECORATIONS & CITATIONS

DE ANZIO SUPPORT COMMENDED

USS *F. C. Davis* (DE 136) has been awarded the Navy Unit Commendation for outstanding heroism in support of military operations during the Anzio campaign from 22 Jan to 23 Feb 1944.

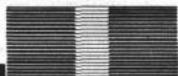
Manned by a superbly-trained fighting crew, *Davis* defended vital Allied shipping concentrated off Anzio, fighting with fury in the face of repeated enemy aerial attack and the destructive power of guided missiles, to shoot down many aircraft and to assist in the destruction of countless others.

Pioneering in the field of electronics warfare, she consistently intercepted enemy radio messages to supply ample warn-

ing of impending air strikes before the enemy craft were airborne. The vessel also rendered outstanding service to her task force in jamming a great majority of the radio-controlled enemy bombs directed at the ship-packed anchorage, thereby preventing incalculable damage and casualties to our shipping and men.

Her distinctive record of achievement under the most hazardous and trying conditions was a contributing factor in the maintaining of this bridgehead on the European continent.

LCDR Reginald C. Robbins Jr., USNR, was CO of *Davis* during the period covered by the commendation.



NAVY CROSS

Gold star in lieu of third award:

★ GALLAHER, Antone R., CDR, USN, Newport, R. I.: As CO, CDR Gallaher directed USS *Bang* during her third war patrol in Japanese waters, from 27 Aug to 29 Sept 1944. Successfully penetrating escort screens maintained around large enemy convoys, he launched torpedo attacks which resulted in sinking two enemy tankers and three freighters and damaging two additional freighters. Evading



CDR Beyer



CDR Fluckey



CDR Gallagher



LTJG Goodwin

severe enemy countermeasures, he brought his ship to port undamaged.

Gold star in lieu of second award:

★ FLUCKEY, Eugene B., CDR, USN, Annapolis, Md.: As CO of USS *Barb*, CDR Fluckey participated in the ninth war patrol of that vessel in Japanese waters, from 4 Aug to 3 Oct 1944. He launched torpedo attacks against Japanese shipping and combatant units to sink a tanker, two freighters and an aircraft carrier, and to damage a tanker. Effecting the rescue of 14 British and Australian prisoners of war who were survivors of a torpedoed enemy transport, he provided care and treatment for the wounded. Although heavy enemy counterattacks caused minor damage to his ship, he employed evasive tactics and returned to port without further damage.

★ GREER, Richard D. Jr., LT, USNR, Garden City, N. Y.: As pilot of a plane in TorpBomRon 19, attached to USS *Lexington*, LT Greer flew in action against the Japanese at Manila Bay, Luzon, Philippine Islands, 5 Nov 1944. Participating in a bold aerial strike against a heavy Japanese cruiser, he pressed home an attack at extremely close range and, despite intense antiaircraft fire, scored a direct hit on the enemy ship.

First award:

★ BEYER, Aaron F. Jr., CDR (then LCDR), USNR, State College, Pa.: As CO of USS *Raymond*, CDR Beyer fought his ship against units of the Japanese fleet in the Battle off Samar Island, 29 Oct 1944. When a formidable column of Japanese battleships, cruisers and destroyers attacked one small task unit of escort car-

riers, he closed on the enemy disposition and, skillfully maneuvering his ship to avoid enemy fire, launched a short-range torpedo attack, thereby diverting the fire from the defenseless carriers to his own ship.

★ COOPER, Joshua W., CAPT (then CDR), USN, Watertown, Mass.: As CO of USS *Bannion*, CAPT Cooper fought his ship in action against the Japanese in the Battle of Surigao Strait, 25 Oct 1944. Participating in a night torpedo attack against an advancing column of enemy battleships, cruisers and destroyers, he directed his ship through enemy gunfire to launch an attack and succeeded in retiring without damage to his vessel.

★ GOODWIN, Harry A., LTJG, USNR, Manchester, N. H.: As pilot of a bomber in TorpRon 15, attached to USS *Essex*, LTJG Goodwin flew in action against the Japanese during the Battle for Leyte Gulf, 25 Oct 1944. Despite intense and accurate antiaircraft fire, he pressed home a glide-bombing attack to score a direct hit on an enemy carrier, contributing to its sinking.

★ GREENWELL, Jack, LTJG, USNR, Wynnewood, Pa.: As pilot of a dive-bomber in BomRon 9, attached to USS *Yorktown*, LTJG Greenwell flew in action against the Japanese in the East China Sea on 7 Apr 1945. In spite of intense antiaircraft fire and a low cloud cover which obscured the target, he car-

Exhibit Displays Model Of Memorial Fountain

A model of a memorial fountain to Navy dead of World War II, together with plaster busts of eight admirals of the war, was unveiled in the gallery of Grand Central Terminal, New York, N. Y., during Navy Week. The exhibit was sponsored by the Navy League of New York and the models are the work of a former Navy artist, Thomas T. K. Frelinghuysen, USNR.

The eight admirals shown are: Ernest J. King, Chester W. Nimitz, Raymond A. Spruance, William A. Halsey, Richmond Kelly Turner, Aubrey Fitch, the late John S. McCain, and the late Marc A. Mitscher. The models were placed on permanent exhibit in the museum of the U.S. Naval Academy, Annapolis, Md., following Navy Week.

ried out a glidebombing attack against major Japanese units including a battleship, cruiser, and screening destroyers, scoring direct hits on the fantail of the cruiser and contributing to its sinking.

★ **HABECKER, Frederick S., CAPT** (then CDR), USN, Coronado, Calif.: As CO of USS *Richard P. Leary*, CAPT Habecker participated in action against the Japanese in the Battle of Surigao Strait, 25 Oct 1944. Participating in a night torpedo attack against an advancing column of battleships, cruisers and destroyers, he directed his ship through intense and prolonged enemy fire to launch a well executed attack and succeeded in retiring without damage to his vessel.

★ **HIGH, Paul L., CAPT** (then CDR), USN, Falls Church, Va.: As CO of USS *Bryant*, CAPT High participated in action against the Japanese in the Battle of Surigao Strait on 25 Oct 1944. Participating in a night torpedo attack against an advancing column of battleships, cruisers and destroyers, CAPT High directed his ship through intense enemy fire to launch his attack and then to retire without damage to his vessel.

★ **HODGEN, Raymond L., LCDR** (then LT), USNR, Wasthy, Wis.: As pilot of torpedo plane in CompRon 75, attached to USS *Ommaney Bay*, LCDR Hogden flew in action against the Japanese in the Battle off Samar on 25 Oct 1944. Leading his group in an attack against a heavy cruiser, he braved an intense barrage in order to divert enemy fire from his own task unit. Following up with a torpedo attack in the face of fire from Japanese capital ships and destroyers, he scored a hit and sank an enemy cruiser.

★ **JOHNSON, Dwight E., CDR** (then LCDR), USN, Annapolis, Md.: As CO of USS *Miller*, CDR Johnson fought his ship in action against the Japanese off the southern coast of Honshu, Japan, on 19 Mar 1945. When an aircraft carrier was set afire by enemy action, he maneuvered his destroyer alongside the carrier and, despite intense smoke and grave danger from explosions, rescued the commander of his task group and several key personnel trapped on the flag bridge, transporting them to another carrier. He returned to the stricken vessel and repeatedly placed his ship alongside her to remove personnel and fight fires.

★ **LEGG, James C., LCDR** (then LT), USN, Vallejo, Calif.: As CO of USS *Vireo* while the vessel was engaged in salvaging USS *Yorktown*, from 5 to 7 June 1942, LCDR Legg showed both initiative and courage. Immediately proceeding through submarine-infested waters, he sent a working party on board the crippled *Yorktown* to connect a tow wire and, working untiringly for a 24-hour period in a desperate attempt to tow her away from the perilous area, expeditiously ordered the tow wire cut when a vessel to the star-



LT Greer



CAPT High



CDR Johnson



LTJG Ludwig



LT MacKenzie



LTJG Miller



LCDR Morton



LT Nelson

board of the *Yorktown* was hit by an enemy torpedo and sunk. He went to the aid of the survivors of the stricken ship, effected their rescue, and brought the *Vireo* alongside the heavily listing *Yorktown* to evacuate the CO and other personnel still on board.

★ **LUDWIG, David W., LTJG**, USNR, Texarkana, Tex.: As pilot of a bomber fighter plane in BomFitRon 6, attached to USS *Hancock*, LTJG Ludwig flew his plane in action against the Japanese at Kure Harbor, Japan, 24 July 1945. He made a bombing run on an enemy battleship, despite intense anti-aircraft fire, and scored a direct hit with a 1,000-pound bomb, thereby contributing considerably to the sinking of the vessel.

★ **MACKENZIE, Burt C., LT** (then LTJG), USNR, Greensboro, N. C.: As pilot in Air Group 1, attached to USS *Yorktown*, LT MacKenzie flew in action against the Japanese in the First Battle of the Philippine Sea, 20 June 1944. Flying at extreme range from base to participate in a strike against an enemy carrier, he fought his plane against intercepting aircraft and, going in low, launched a divebombing attack which resulted in the scoring of three direct and two probable hits on the ship. With his fuel nearly exhausted, he succeeded in making a safe carrier landing under the most hazardous conditions.

★ **MILLER, James B., LTJG** (then ENS), USNR, Dayton, Ohio: As pilot of a fighter plane in BomFitRon 16, attached to USS *Randolph*, LTJG Miller fought his plane in action against the Japanese at Honshu, Japan, on 24 July 1945. Participating in a daring strike against major units of the enemy fleet at Kure Naval Base, he carried out a divebombing attack against an enemy battleship in the face of an intense barrage of enemy fire, scoring a direct hit on the vessel.

★ **MORTON, William B., LCDR** (then LT), USN, Charleston, W. Va.: As pilot

of a torpedo plane in CompRon 31, attached to USS *Natoma Bay*, LCDR Morton fought in action the Japanese in the Battle off Samar, 25 Oct 1944. When our carrier forces were under attack by major units of the Japanese fleet, he led an attack of unescorted torpedo planes against heavy and light enemy cruisers shelling a group of our escort carriers at short range. Although the anti-aircraft fire was heavy, he contributed materially to the attack, which resulted in the infliction of serious damage by three probable torpedo hits.

★ **NELSON, Lucas J., LT** (then LTJG), USNR, Corbin, Ky.: As pilot of a plane in Air Group 1, attached to USS *Yorktown*, LT Nelson flew in action against the Japanese during the First Battle of the Philippine Sea, on 20 June 1944. Flying at extreme range to participate in a strike on an enemy carrier, he fought his plane against enemy intercepting aircraft and, going in low despite the heavy fire, launched a divebombing attack which re-



LT Potter



LCDR Schwarzwald



LTJG Shelton



LTJG Smith

★ DECORATIONS

Navy Cross (Cont.)

sulted in the scoring of three direct and two probable hits on the enemy carrier. With his fuel exhausted he succeeded in making a safe water landing at night and was later rescued by a friendly destroyer. ★ POTTER, Charles S., LT, USNR, New York City: While participating in the amphibious invasion of Normandy on 6 June 1944, LT Potter coordinated beach activities under intense enemy shell fire. Conspicuously gallant after he was wounded, he refused hospitalization and, although all personnel had been ordered to take cover, exposed himself in order to direct incoming assault waves to successful landings.

★ PRATT, Richard R., CDR, USN, Newport, R. I.: As CO of USS *Hudson*, CDR Pratt participated in action in the vicinity of Okinawa on 4 May 1945. When a nearby friendly escort carrier was set afire by a Japanese suicide plane, causing numerous explosions, intense heat and suffocating smoke, he placed his ship alongside the maneuvering and blazing vessel. Despite fires on his own ship when a jettisoned plane ignited among the depth charges, he continued to assist the flaming carrier and contributed materially to extinguishing the flames and saving the stricken ship.

★ ROBBINS, Berton A. Jr., CDR, USN, Los Angeles, Calif.: As CO of USS *Leutze*, CDR Robbins participated in action against the Japanese in the Battle of Surigao Strait, on 25 Oct 1944. Participating



LT Tacy



LT Taylor

in a night torpedo attack against an advancing column of enemy battleships, cruisers and destroyers, he directed his ship through intense and prolonged enemy fire to launch a well-executed attack and succeeded in retiring without damage to his vessel.

★ SCHWARZWALDER, Alan E., LCDR (then LT), USNR, Columbus, Ohio: As pilot of a torpedo plane, attached to USS *Petrof Bay*, LCDR Schwarzwaldler flew in action against the Japanese during the Battle off Samar on 25 Oct 1944. Participating in a 15-plane torpedo strike carried on without the aid of divebombers or surface craft support, he attacked a large enemy task force in the face of an intense barrage from anti-aircraft and main batteries. Despite the knowledge that his fuel supply was insufficient to carry him safely back to base, he succeeded in inflicting damage on the enemy ships, thereby contributing to the retreat of the enemy.

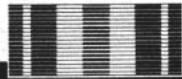
★ SHELTON, Dale E., LTJG, USNR, Olathe, Kan.: As pilot of a divebomber in BomRon 10, attached to USS *Intrepid*, LTJG Shelton flew in action in the East China Sea on 7 Apr 1945. Participating in a strike against units of the Japanese fleet during adverse weather conditions, he pressed home his attack on a Japanese battleship despite anti-aircraft fire, scoring a direct hit on the vessel and contributing to its subsequent sinking.

★ SMITH, Ralph A., LTJG, USNR, Salina, Kan.: As pilot of a bomber fighter plane in BomRon 6, attached to USS *Hancock*, LTJG Smith flew during a strike against the Japanese at Kure Harbor, Japan, 28 July 1945. He made a bombing run on an enemy battleship in spite of the anti-aircraft fire from enemy ship and shore batteries, and scored a direct hit with a 1,000-pound bomb, thereby contributing materially to the sinking of the vessel.

★ TACY, Richard F., LT, USNR, Knoxville, Tenn.: As pilot of a torpedo plane, attached to USS *Petrof Bay*, LT Tacy flew in action against the Japanese in the Battle off Samar on 25 Oct 1944. Participating in a 15-plane torpedo strike carried out without the aid of divebomber or surface craft support, he attacked a large task force in the face of intense fire. Even though he knew that his fuel supply wouldn't carry him safely back to base, he succeeded in inflicting considerable dam-

age on the warships, contributing to their retreat.

★ TAYLOR, Theron J., LT (then LTJG), USN, Cheyenne, Wyo.: As pilot and section leader in Air Group 2, attached to USS *Hornet*, LT Taylor flew in action against the Japanese forces in the First Battle of the Philippine Sea on 20 June 1944. Undaunted by enemy fire while leading his section in a strike against major units of the Japanese fleet, he carried out an attack and scored a direct hit to assist in the destruction of a large destroyer.



SILVER STAR MEDAL

Gold star in lieu of second award:

★ BRUCE, Murphy, CAPT, MC, USNR, Englewood, N. J.: CO, 3dMarDiv hospital, Solomon Islands, 7 and 8 Nov 1943.

★ GILLETTE, Robert C., LCDR, USN, Chicago, Ill.: Assistant approach officer, USS *Lapon*, sixth war patrol Japanese waters, 4 Sept to 31 Oct 1944.

★ PLEETMAN, Ralph F., LT, USNR, Cincinnati, Ohio: Assistant approach officer, USS *Sea Devil*, third war patrol, Japanese waters, 7 Feb to 20 Apr 1945.

★ SEMMES, James L., CDR (then LCDR), USN, Memphis, Tenn.: CO, USS *Frankford*, Bay of the Seine, France, 6 June 1944.

First award:

★ BERENS, Arthur J., LTJG (then ENS), USNR, Clarks Summit, Pa.: Member of UDT 4, Okinawa, 27 Mar to 1 Apr 1945.

★ BERGER, David, LCDR, USNR, Philadelphia, Pa.: Assistant air officer, USS *Franklin*, near Kobe, Japan, 19 Mar 1945.

★ BOWE, Richard E., LTJG, USN, Chicago, Ill.: Torpedo data computer, USS *Crevalle*, seventh war patrol, Japanese waters, 27 May to 5 July 1945.

★ BRADY, Garvis S., LTJG (then ENS), USNR, Canton, Ohio: Executive officer, PT 525, San Juanico, Philippine Islands, 27 Oct 1944.

★ BREEN, James J., LTJG (then ENS), USNR, San Francisco, Calif.: Member, UDT, bombardment and assault of a Japanese-held island, 17 to 21 July, 1944.

★ CHAPIN, William A., LTJG (then ENS), USNR, Winfred, S. D.: Torpedo data computer operator, USS *Spearfish*, 10th war patrol, Japanese waters, 17 Jan to 29 Feb 1944.

★ COMBS, Walter V. Jr., CDR, USN, Port Townsend, Wash.: CO, USS *Harrison*, Okinawa, 6 Apr 1945.

★ DICKINSON, Robert W., LCDR (then LT), USN, Oakland, Calif.: Torpedo officer, USS *Bang*, Japanese waters, 25 Oct to 5 Dec 1944.

★ DOWNES, Arthur M. Jr., LCDR, USNR,

Award Authority Ends 1 Jan 1948

The delegated authority of certain commands to award the Navy Cross, Legion of Merit, Silver Star Medal, Distinguished Flying Cross, Navy and Marine Corps Medal, Bronze Star Medal, Air Medal, Purple Heart, and Letter of Commendation with ribbon, will be cancelled 1 Jan 1948, it was announced by Alnav 176-47 (NDB, 31 August).

After that date, all recommendations for these awards will be submitted to the Secretary of the Navy via the chain of command. SecNav will continue to refer certain cases to appropriate agencies for comment and recommendation and, in some instances, will direct former delegated authorities to issue Letters of Commendation with ribbons.

Commands now holding delegated authority to award these medals were urged by the Alnav to make every effort to complete before 1 Jan 1948 all cases now pending.

Canton, Ohio: Member, UDT, bombardment and assault of a Japanese-held island, Pacific area.

★ FLETCHER, John E., LT (then LTJG), USNR, Los Angeles, Calif.: Boat group commander, attack transport, landings of assault battalions on Tarawa, Roi Namur, Saipan, Guam, 20 Nov 1943 to 1 Aug 1944.

★ FOWLER, Richard E. Jr., LT (then ENS), USNR, Houston, Tex.: Pilot, attached to USS *Essex*, First Battle of the Philippine Sea, 19 June 1944.

★ FLOOD, John A., LT, USNR, New Hope, Pa.: Heroic action while attached to USS *Enterprise*, against Japanese forces, 20 Mar 1945.

★ GAMMON, Joe L., LT, USN, Tusculumbia, Ala.: Assistant approach officer, USS *Balao*, eighth war patrol, East China Sea, 27 Feb to 8 Apr 1945.

★ GRAHAM, Horace R. Jr., LTJG (then ENS), USNR, Uniontown, Pa.: Pilot, dive bomber, BomRon 10, USS *Intrepid*, East China Sea, 7 Apr 1945.

★ HAMILTON, Richard A., LT (then LTJG), USNR, Rugby, N. D.: Third officer, PT 493, while vessel was in a sinking condition, Battle of Surigao Strait, 5 Oct 1944.

★ HARMS, Harold B., LTJG (then ENS), USNR, Alton, Ill.: Pilot of a torpedo bomber, CompRon 27, USS *Savo Island*, Battle for Leyte Gulf, 25 Oct 1944.

★ HILLER, Fred J., LT, USNR, Memphis, Tenn.: Battery officer, USS *Petrof Bay*, Battle for Leyte Gulf, 25 Oct 1944.

★ HOPELL, Raymond W., LT (then LTJG), USNR, Stephens Point, Wis.: Salvage officer, amphibious invasion of Japanese-held island, 20 to 24 Nov 1943.

★ HORNER, Stephan, LTJG (then ENS), USNR, Newark, N. J.: Member, UDT 19, Okinawa, 27 Mar to 1 Apr 1945.

★ JOHNSON, Marvin M., LT (then ENS), USNR, Chicago, Ill.: Salvage boat officer, attack transport, amphibious invasion of Tarawa, 20 to 24 Nov 1943.

★ JOYCE, Gerald P., CDR (then LCDR), USN, South Boston, Mass.: CO, USS *Charrette*, Japanese waters, 13 to 17 Oct 1944.

★ KELLY, James L., LT (then LTJG), USNR, Peoria, Ill.: Flight deck officer and plane despatcher, USS *Petrof Bay*, Battle off Samar, 25 Oct 1944.

★ MARTIN, Donald E., LTJG (then ENS), USNR, Berthoud, Colo.: Radar officer, USS *Spadefish*, second war patrol, Japanese waters, 23 Oct to 12 Dec 1944.

★ McNAMARA, Delbert H., LCDR, MC, USNR, Santa Barbara, Calif.: Division medical supply officer and division evacuation officer, 3dMarDiv hospital, Guam, 26 July 1944.

★ MONTAPERT, John R., LTJG, USNR, Los Angeles, Calif.: Pilot of a fighter plane, FitRon 44, USS *Langley*, Battle for Leyte Gulf, 24 Oct 1944.

★ MYERS, Roger L., LTJG (then ENS), USNR, Martinsburg, W. Va.: Pilot of a

QUIZ ANSWERS

Answers to Quiz on Page 43

1. (b) It is the tail of the famous **PBY-3, Catalina.**
2. (a) It was called **Dumbo, the flying elephant.**
3. (a) It is a **carpenter stopper.**
4. (c) It will stand fast until the cat is released.
5. (a) He is working on an **air plot table.**
6. (b) He is plotting the course of **planes.**

dive bomber, BomRon 10, USS *Intrepid*, East China Sea, 7 Apr 1945.

★ NICHOLS, Keith G., LCDR (then LT), USNR, Covins, Calif.: Target bearing transmitter and communications officer of a submarine, war patrol in Japanese waters of the Pacific.

★ PALMER, Wayne, LTJG, USNR, New Castle, Tex.: Member, UDT 17, Okinawa, 27 Mar to 1 Apr 1945.

★ REED, Kelly B., LT, USNR, Oklahoma City, Okla.: Torpedo data computer operator, USS *Sea Dog*, fourth war patrol, Japan Sea, 27 May to 5 July 1945

★ SAUNDERS, Richard H., LCDR (then LT), USNR, San Francisco, Calif.: CO, USS *LSM(R)* 190, Okinawa, 4 May 1945.

★ SCHNABLE, Lester J., CHCARP, USN, St. Louis, Mo.: Heroic action on board USS *Houston*, Formosa, 14 Oct 1944.

★ SCHWAB, Ernest L. Jr., LT, USN, New London, Conn.: Assistant approach officer, navigator, executive officer, USS *Darter*, fourth war patrol, Japanese waters, 1 Sept to 24 Oct 1944.

★ SHEAR, Harold E., LCDR (then LT), USN, Portland, Me.: Diving officer, USS *Sawfish*, eighth war patrol, Japanese waters, 9 Sept to 8 Nov 1944.

★ WULZEN, Don W., CDR, USN, Los Angeles, Calif.: CO, USS *Porterfield*, Japanese home waters, 10 Feb to 4 Mar 1945.

★ SINCOX, Edwin C., LTJG (then ENS), USNR, Tama, Iowa: Pilot of a dive bomber, BomRon 10, USS *Intrepid*, East China Sea, 7 Apr 1945.

★ SMITH, Daniel F. Jr., CDR, USN, New York City: CO Air Group 20, USS *Lexington*, South China Sea, 12 Jan 1943.

★ SNIDER, Lewis L., CDR (then LCDR), USN, Faulkton, S. D.: CO, USS *Selfridge*, TF 58, First Battle of the Philippine Sea, 19-20 June 1944.

★ SNOWDEN, Ernest M., CDR, USN, Beaufort, N. C.: CO, Air Group 16, USS *Lexington*, Marianas Islands, 11 to 25 June 1944.

★ SWANSON, Chandler W., CDR (then CLDR), USN, Montclair, N. J.: CO, TorpRon 84, USS *Bunker Hill*, Tokyo area of Japan, 16 and 17 Feb 1945.

★ WHITE, Bill J., LT (then LTJG), USNR, Earle, Ark.: Engineering officer,

USS *Franklin*, Kobe, Japan, 19 Mar 1945.
★ WHITE, Homer O. Jr., LT, USNR, Richmond, Va.: CO, USS *LCS(L)* 16, Okinawa, 4 May 1945.

★ WILLIAMS, Herbert L., LTJG (then ENS), USNR, Virginia Beach, Va.: Pilot, torpedo plane, CompRon 75, USS *Omanney Bay*, Battle off Samar, 25 Oct 1944.

★ WILLIAMSON, Harold E., LCDR (then LT), USN, Darwood, Md.: Diving officer, USS *Snapper*, eighth war patrol, Japanese waters, 19 Oct to 14 Dec 1943.

★ WOOD, Jack R., LTJG (then ENS), USNR, Farmersburg, Ind.: Heroic action as member, UDT, bombardment and assault, Pacific island, 17 to 21 July 1944.

★ WOOD, Perry S., LTJG, USNR, Berkeley, Calif.: Communications officer, USS *Spadefish*, second war patrol, Japanese waters, 23 Oct to 12 Dec 1944.

LEGION OF MERIT

Gold Star in lieu of third award:

★ LOOMIS, Donald W., CAPT, USN, Deer Park, Md.: Commander of a transport group in the assault and capture of an enemy-held island in the Pacific, 15 to 24 June 1944.

★ SORENSEN, Thor C., CAPT, USNR, Tuckahoe, N. Y.: CO, USS *Lyons*, prior to and during invasion of southern France, 15 Aug 1944.

Gold star in lieu of second award:

★ DAVIS, Ransom K., CAPT, USN, Arlington, Va.: Chief of staff, naval task force command, prior to and during invasion of southern France, August 1944.

★ LITCH, Ernest W., RADM (then CAPT), USN, Jacksonville, Fla.: CO, USS *Lexington*, Mindoro, Formosa and Luzon, 30 Nov 1944 to 25 Jan 1945.

★ OLDENDORF, Jesse B., VADM, USN, Downey, Calif.: Commander, fire support



Navy, News, Guam

"I should have known when they mentioned tin can duty."

★ DECORATIONS

Legion of Merit (Cont.)

group, Peleliu and Angaur islands, 12 to 30 Sept 1944.

★ SPELLMAN, Francis T., CAPT, USN, Dorchester, Mass.: CO, USS *Chester*, Pacific war area, 1 Jan to 16 July 1944.

★ WROTEN, Wiley L., CDR, USNR, New Orleans, La.: Untiring efforts while serving with a salvage group engaged in the clearing of the harbor of Cherbourg, France.

First award:

★ ALFKE, Charles J. Jr., LT, USNR, Pelham, N. Y.: Commander, LCM, flotilla, assaults on Cherbourg, France, June 1944.

★ AVERY, Myron H., CAPT, USNR, Tarrytown, N. Y.: Chief admiralty officer, JAG, 4 Sept 1942 to 2 Sept 1945.

★ BAUMAN, Lawrence E., LT (then GUN), USN, Chula Vista, Calif.: Gunner, USS *Petrof Bay*, Battle for Leyte Gulf, 25 Oct 1944.

★ CAMERON, Thomas S., CAPT (then CDR), USN, Lander, Wyo.: Commander of a convoy of 13 LCI(L)'s and escorts, TF 126, invasion of northern France.

★ CASSIDY, William F., CDR, USN, Coronado, Calif.: Gunnery officer, USS *Boise*, Battle of Surigao Strait, 25 Oct 1944.

★ CHAPMAN, Oscar K., CDR (then LCDR), USNR, Everett, Wash.: First lieutenant and damage control officer, USS *Santee*, Battle for Leyte Gulf, 25 Oct 1944.

★ CLIFTON, Joseph C., CAPT (then CDR), USN, Marion, Ky.: Air Group group commander, central Pacific, 29 Jan to 28 Feb 1944.

★ CONRAD, Charles, RADM, USN, Washington, D. C.: Chairman, interdepartmental committee for the voluntary payroll savings plan for the purchase of war savings bonds, 17 July 1941 to 13 July 1943.

★ CRAWFORD, David S., CAPT, USN, Scarsdale, N. Y.: Member of the staff, Com7thFleet, World War II.



Anchor, NavRecSta, Boston

"Operator, I'd like to find out about a mirage."

★ DAWSON, George E., LCDR, USN, Chicago, Ill.: Gunnery officer, USS *Sangamon*, SoWesPac, 20 Oct to 1 Nov 1944.

★ ELLIS, Norman W., CAPT, USN, St. Louis, Mo.: Force gunnery and training officer, ComFairPac, October 1943 to April 1944.

★ GIBSON, Ben W. Jr., LT, USNR, Atlanta, Ga.: Air combat intelligence officer, Leyte, Feb to 25 Dec 1944.

★ GRAFMUELLER, Albert M., LCDR, USNR, New York City: Logistics officer and staff tactical watch officer, Com2dCarTF, Pacific, 30 Oct 1944 to 24 Jan 1945.

★ GREENAWALT, William P., CDR, USNR, Chicago, Ill.: OinC, 81st CB, prior to and during invasion of France, June 1944.

★ GREGORY, James R., LT (then LTJG), USNR, Indianapolis, Ind.: CO, LCT units, Talasea, New Britain, Biak, Dutch New Guinea, 1944.

★ HEAN, John H., CAPT (then CDR), USN, Long Beach, Calif.: Tactical navigation and gunnery officer, staff of Com2dCarTF, Pacific war area, 18 Aug 1944 to 25 Jan 1945.

★ HERRING, Lee A., CAPT (then CDR), USN, Long Island, N. Y.: Commander of a beach assault group, prior to and during invasion of southern France, Aug 1944.

★ HODGES, George S., CDR (then LCDR), USNR, Pontiac, Mich.: CO, U. S. naval seaplane bases at Palm Island and Los Negros, Philippines, and New Guinea, Aug 1943 to Oct 1944.

★ HUNDT, Lester T., CAPT, USN, Berwyn, Pa.: CO, USS *Monterey*, POA, 29 Nov 1943 to 22 Feb 1944.

★ JACKSON, Thomas J., LT (then LTJG), USNR, Baton Rouge, La.: Operations officer of the escort sweeper group, 8th-Fleet, Mediterranean area, Oct 1944.

★ KINCAID, Earle H., CDR, USN, Washington, D. C.: CO, naval advanced base at Bougainville, 9 Nov 1944 to 1 Mar 1945.

★ KINGMAN, Howard F., VADM, USN, Los Angeles, Calif.: CO, fire support section, Roi, Namur, Kwajalein, Eniwetok, World War II.

★ KINSELLA, William T., CDR, USN, New London, Conn.: CO, USS *Ray*, seventh war patrol, Yellow Sea Area, 30 Apr to 16 June 1945.

★ KLEIN, Edward C. Jr., CDR (then LCDR), USNR, Newark, N. J.: Heroic action while serving with an amphibious force in operations against the Japanese in Dutch New Guinea, April and July 1944.

★ LYNN, Vernon R. Y., LCDR, USNR, New York City: ComLCTFlot 17, Cherbourg, France, June 1944.

★ McCRORY, Woodrow W., CDR (then LCDR), USN, Carlisle, Pa.: CO, USS *Parche*, sixth war patrol, Japanese waters, 25 May to 28 June 1945.

★ McMILLIN, George J., CAPT, USN, Washington, D. C.: Governor of Guam,

1940 until the Japanese invasion of the islands in December 1941.

★ MICHAEL, Fred B., CDR, USN, Canoga Park, Calif.: CO, USS *McCord*, POA, 18 to 29 Oct 1944.

★ O'REAR, George M., CAPT, USN, Washington, D. C.: CO, USS *Arkansas*, Iwo Jima, 16 Feb to 7 Mar 1945 and Okinawa, 25 Mar to 30 Apr 1945.

★ RAKOV, Daniel, LCDR, MC, USNR, Maybrook, N. J.: SMO, USS *Suwannee*, Leyte, 25 to 28 Oct 1944.

★ RAY, Herbert J., COMO (then CAPT), USN, Piedmont, Calif.: Chief-of-Staff, 16th ND, assaults by the Japanese in 1942.

★ REDMAN, John R., CAPT, USN, Washington, D. C.: Communications officer on staff of CinCPac, 31 Oct 1943 to 25 Jan 1945.

★ RIGGS, Whitaker F. Jr., CAPT (then CDR), USN, Covington, La.: Executive officer, USS *New Orleans*, Guadalcanal, night of 30 Nov 1942.

★ ROSENBLATT, Herman S., LCDR (then LT), USNR, New York City: Tactical and air combat intelligence officer, staff of a fast ComCarTF, 13 Apr to 9 Aug 1944.

★ ROUTZAHN, Milton M., LT, USN, San Diego, Calif.: OD, USS *Santee*, Battle for Leyte Gulf, 25 Oct 1944.

★ SCHAEFFER, Valentine H., CAPT, USN, Washington, D. C.: CO, USS *Bataan*, occupation of the Marianas, strike against the Bonins, and the Battle of the Philippine Sea.

★ SHACKLETTE, Cripps B., CDR, USNR, Shively, Ky.: SMO USS *Santee*, Philippine Islands, 25 to 28 Oct 1944.

★ SHERMAN, Edwin F. Jr., LT, USNR, Providence, R. I.: Commander of a mine-sweeping unit, amphibious invasion of southern France, 15 to 19 Aug 1944.

★ SISSON, Charles A., LT, USNR, Clarksdale, Miss.: Flag secretary and tactical watch officer, staff of Com2dCarTF, POA, 18 Aug 1944 to 25 Jan 1945.

★ SPENCER, Douglas A., CAPT, USN, Washington, D. C.: CO, USS *Wichita*, Japanese-controlled waters, 13 to 17 Oct 1944.

★ SPRAGUE, Albert T. Jr., COMO (then CAPT), USN, Burlingame, Calif.: CO, USS *Raleigh*, Kurile Islands, 4 Feb 1944.

★ STEELE, George W. Jr., CAPT, USN, Santa Barbara, Calif.: Organizer in the establishment of naval aviation pre-flight schools, 10 to 27 Apr 1942; CO of various pre-flight schools from 30 Apr 1942 to 1 Apr 1944.

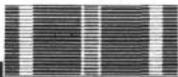
★ STEVENSON, William A., CDR (then LCDR), USN, Eugene, Ore.: CO, USS *Aspro*, during war patrol in Japanese waters.

★ THACH, John S., CAPT (then CDR), USN, Jacksonville, Fla.: Operations officer on the staff of Com2dCarTF, POA, 18 Aug 1944 to 25 Jan 1945.

★ TOMPKINS, Rutledge B., CAPT, USN, Washington, D. C.: Chief of staff, CTF,

prior to and during the invasion of southern France, August 1944.

★ WINN, Walter C., CAPT (then CDR), USN, LaJolla, Calif.: CO, USS *Wadleigh*, Palau Islands, 16 Sept 1944.



DISTINGUISHED FLYING CROSS

Gold star in lieu of fifth award:

★ FRANGER, Marvin J., LCDR (then LTJG), USN, Tivoli, Tex.: Pilot, FitRon 9, USS *Essex*, Marshall Islands, 29 Jan 1944.

Gold star in lieu of fourth award:

★ GORDINIER, Harold R., LTJG, USN, Des Moines, Iowa: Pilot of dive bomber, BomRon 84, USS *Bunker Hill*, Kure Harbor, Japan, 19 Mar 1945.

Gold Star in lieu of third award:

★ BYRNES, Matthew S. Jr., LT, USNR, Rensselaer, Ind.: Pilot attached to BomFitRon 12, USS *Randolph*, Japanese Empire and adjacent islands, 16 Feb to 14 May 1945.

★ MILTON, Charles B., LT, USNR, Jasper, Fla.: Pilot, FitRon 15, USS *Essex*, Ormoc Bay, Leyte, 11 Nov 1944.

★ ROBINSON, Gerald P., LT, USNR, Loxley, Ala.: Pilot, TorpRon 45, USS *San Jacinto*, East China Sea, 24 Mar 1945.

★ TRULY, Everette G. Jr., LT, USNR, Fayette, Miss.: Pilot, TorpRon 40, USS *Suwannee*, Nansei Shoto area, 5 May to 9 June 1945.

Gold star in lieu of second award:

★ BARINGER, Ronald B., LTJG (then ENS), USNR, Defiance, Ohio: Pilot of torpedo plane, CompRon 20, USS *Kadashan Bay*, Battle off Samar, 25 Oct 1944.

★ BAYERS, Edward H., LCDR, USN, St. Louis, Mo.: Pilot, FitRon 11, USS *Hornet*, French Indochina, 12 Jan 1945.

★ COOPER, James S., LCDR (then LT), USN, Elizabeth City, N. C.: Pilot of a dive bomber, BomRon 20, USS *Enterprise*, Philippine Islands, 11 Nov 1944.

★ FARNSWORTH, Robert A. Jr., LTJG (then ENS), USNR, Pascagoula, Miss.: Pilot, FitRon 19, USS *Lexington*, Philippine Islands, 6 Nov 1944.

★ FOSTER, Albert D., LT, USNR, Waltham, Mass.: Pilot of a fighter plane, CompRon 85, USS *Lunga Point*, Okinawa, 6 Apr 1945.

★ FRINK, Robert A., LT (then LTJG), USNR, Washington, Iowa: Pilot, FitRon 1, USS *Yorktown*, First Battle of the Philippine Sea, 20 June 1944.

★ HICKS, George L., CDR (then LCDR), USNR, Oakland, Calif.: Pilot, BomRon 109, vicinity of Truk, 3 June 1944.

★ HOOVER, Fred D. Jr., LT, USNR, Gladstone, Mich.: Pilot, TorpRon 2, USS *Hornet*, action against the Japanese in the vicinity of the Philippines.

★ HOWISON, William W., LTJG, USNR, Fresno, Calif.: Copilot, PatBomRon 123, off coasts of Tsushima and Goto Retto, 4 June 1945.

★ MCGRATH, John J. Jr., LTJG, USNR, Lead, S. D.: Pilot, TorpRon 40, USS *Suwannee*, Nansei Shoto area, 6 May to 14 June 1945.

★ MCKIRCHY, Donald, LTJG, USNR, Fort Dodge, Iowa: Pilot, PatBomRon 118, vicinity of Korea, 15 May and 24 and 26 June 1945.

★ REILLY, Robert C., LTJG, USNR, Glendale, Calif.: Pilot, CompRon 85, USS *Lunga Point*, Okinawa, 8 Apr 1945.

★ SINNOTT, William A., LTJG (then ENS), USNR, Dorchester, Mass.: Pilot, FitRon 24, USS *Santee*, Ryukyu Islands, 15 May to 14 June 1945.

★ SPEAR, Moncrieff J., LTJG, USNR, White Plains, N. Y.: Pilot, CompRon 9, USS *Natoma Bay*, Nansei Shoto area, 25 Mar to 20 June 1945.

★ SULLIVAN, George R., LCDR (then LT), USNR, Monticello, Ind.: Pilot and flight leader, CompRon 5, USS *Kitkun Bay*, Battle off Samar, 24 and 25 Oct 1944.

★ WADSWORTH, Thomas J., LTJG, USNR, Washington, D. C.: Pilot, CompRon 9, USS *Natoma Bay*, Nansei Shoto area, 25 Mar to 20 June 1945.

★ WHITE, Charleton, LT, USNR, San Francisco, Calif.: Pilot, FitRon 15, USS *Essex*, near Ormoc Bay, Leyte, 11 Nov 1944.

First award:

★ ATTEBURY, Earle R., LT, USNR, Stanfield, Ohio: Pilot, CompRon 84, USS *Makin Island*, Iwo Jima, 15 Feb to 9 Mar 1945.

★ BACHMAN, Robert T., LTJG (then ENS), USNR, Peekskill, N. Y.: Pilot, CompRon 96, Ryukyu Islands, 4 Apr 1945.

★ BACHMEIER, James F., LT, USNR, St. Paul, Minn.: CO of a patrol bomber, Solomon Islands, 15 Sept to 25 Nov 1945.

★ BANKS, John L., LT (then LTJG), USNR, St. Louis, Mo.: Pilot of a plane in Air Group 2, USS *Hornet*, Bonin Islands, 12 and 24 June 1944.

★ BARLOW, Jerry M., LCDR (then LT), USN, Everett, Wash.: Patrol plane commander, PatBomRon 106, Japanese homeland, 23 Apr 1945.

★ BARR, Charles E., Ens, USNR, Natick, Mass.: Pilot, BomFitRon 12, USS *Randolph*, vicinity of Japanese Empire and adjacent islands, 16 Feb to 25 May 1945.

★ BEGIN, Phillip J., LTJG (then ENS), USNR, Wollaston, Mass.: Pilot, BomFitRon 12, USS *Randolph*, Japanese Empire and adjacent islands, 16 Feb to 25 May 1945.

★ BIXLER, Jene M., LTJG, USNR, Kenton, Ohio: Pilot, CompRon 98, USS *Tulagi*, Ryukyu Islands, 24 May 1945.

★ BLAIR, William K., LT, USNR, Coronado, Calif.: Pilot and flight leader, Air Group 2, USS *Hornet*, Marianas Islands, 13 June 1944.

★ BOE, Robert O., LCDR (then LT), USNR, Decorah, Iowa: Pilot, CompRon 96, Ryukyu Islands, 2 June 1945.

★ BROWNSCOMBE, Harry T., LT (then LTJG), USNR, Aliquippa, Pa.: Pilot, Air Group 8, USS *Bunker Hill*, Guam, 19 June 1944.

★ BRUSSO, Robert L., ENS, USNR, Oxnard, Calif.: Pilot, CompRon 83, USS *Sargent Bay*, Ryukyu Islands, 23 Feb to 1 May 1945.

★ BUNCH, Charles W., ENS, USNR, Hart, Mich.: Pilot, CompRon 83, USS *Sargent Bay*, Volcanos and Ryukyus, 17 Feb to 9 May 1945.

★ BUTTLE, Thomas G., LTJG, USNR, Elyria, Ohio: Pilot, CompRon 5, USS *Kitkun Bay*, Battle off Samar, 25 Oct 1944.

★ CADLE, John W. Jr., LTJG (then ENS), USN, Dixon, Ill.: Pilot, one of two fighter planes, attack on German submarine, French West Africa, 4 June 1944.

★ CAMP, Thomas E., LTJG, USNR, Rome, Ga.: Pilot, CompRon 83, USS *Sargent Bay*, Volcano and Ryukyu Islands, 16 Feb to 2 Apr 1945.

Retroactive Feature of Medals Clarified

Clarification of cases in which the recommended award of the Medal of Honor, the Distinguished Service Medal or the Navy Cross was not fully sufficient for the award of any of those medals but which may be considered for the award of the Silver Star Medal or the Navy and Marine Corps Medal is offered as a supplement to the article on decorations, medals and ribbons which appeared in ALL HANDS, July 1947.

The clarification follows:

"Also in cases of persons now in the naval service for whom the award of the Medal of Honor, the Distinguished Service Medal or Navy Cross has been recommended in full compliance with then existing regulations, but on account of services which, though insufficient to justify fully the award of the Medal of Honor, the Distinguished Service Medal, or the Navy Cross, appears to have been such as to justify the award of the Silver Star Medal, or the Navy and Marine Corps Medal hereinbefore provided, such cases may be considered and acted upon under the provisions of this Act authorizing the award of the Silver Star Medal or the Navy and Marine Corps Medal, notwithstanding that said services may have been rendered more than five years before said cases shall have been considered as authorized by this proviso, but all consideration or any action upon any of said cases shall be based exclusively upon official records now on file in the Navy Department."

FANTAIL FORUM

Question: Do you believe enlistments of less than four years benefit the Navy?

(Interviews at NS Green Cove Springs, and NAS, Jacksonville, Fla.)



Gene Whitlock, S1, Worland, Wyo.: While longer hitches are more beneficial to the Navy, shorter enlistments are also helpful because they build up a reserve of Navy-trained citizens who will be ready to serve their country in national emergency.



Richard DeBruyn, S1 (PHOM), Grand Rapids, Mich.: No. It takes too much time to square a boot away. Too much time has passed for the Navy to get any practical use out of the man as compared with the time and money spent in training him.



Michael Hernandez, AOM2, Kansas City, Mo.: I do not believe that men entering the Navy for less than four years are a help to the Navy. In this short space of time, the Navy could not possibly get back any benefit from its teaching.



Frank E. Bass, SC3, Birmingham, Ala.: No. The Navy will not begin to receive dividends of the man's enlistment until two years have gone by. Four-year enlistments are the best, in my opinion.



Herbert A. Sprague, Y2, Abington, Mass.: No. Men entering the Navy on first enlistments for less than four years do not normally intend to make much of themselves — they are merely biding their time.



Michael A. Esposito, PHM3, Philadelphia, Pa.: I do not believe that enlistments of less than four years are beneficial to the Navy, because the Navy does not have enough time to reap the greatest harvest.



George Travis, S1, Philadelphia, Pa.: Unlike four-year enlistments, short enlistments will not encourage a man to reenlist. Longer enlistments result in more career men for the Navy.



Larry M. Allred, Y2, Mebane, N. C.: No, because the Navy is not able to have a stable personnel situation on which to base future operations, and with which to prepare specialized personnel.



John P. Murray, Y1, Hamilton, Ohio: Short enlistments are not beneficial to the Navy, mainly because the recruit does not have the opportunity to form a definite opinion about the Navy.

ALL HANDS

THE BUERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB., cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

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.

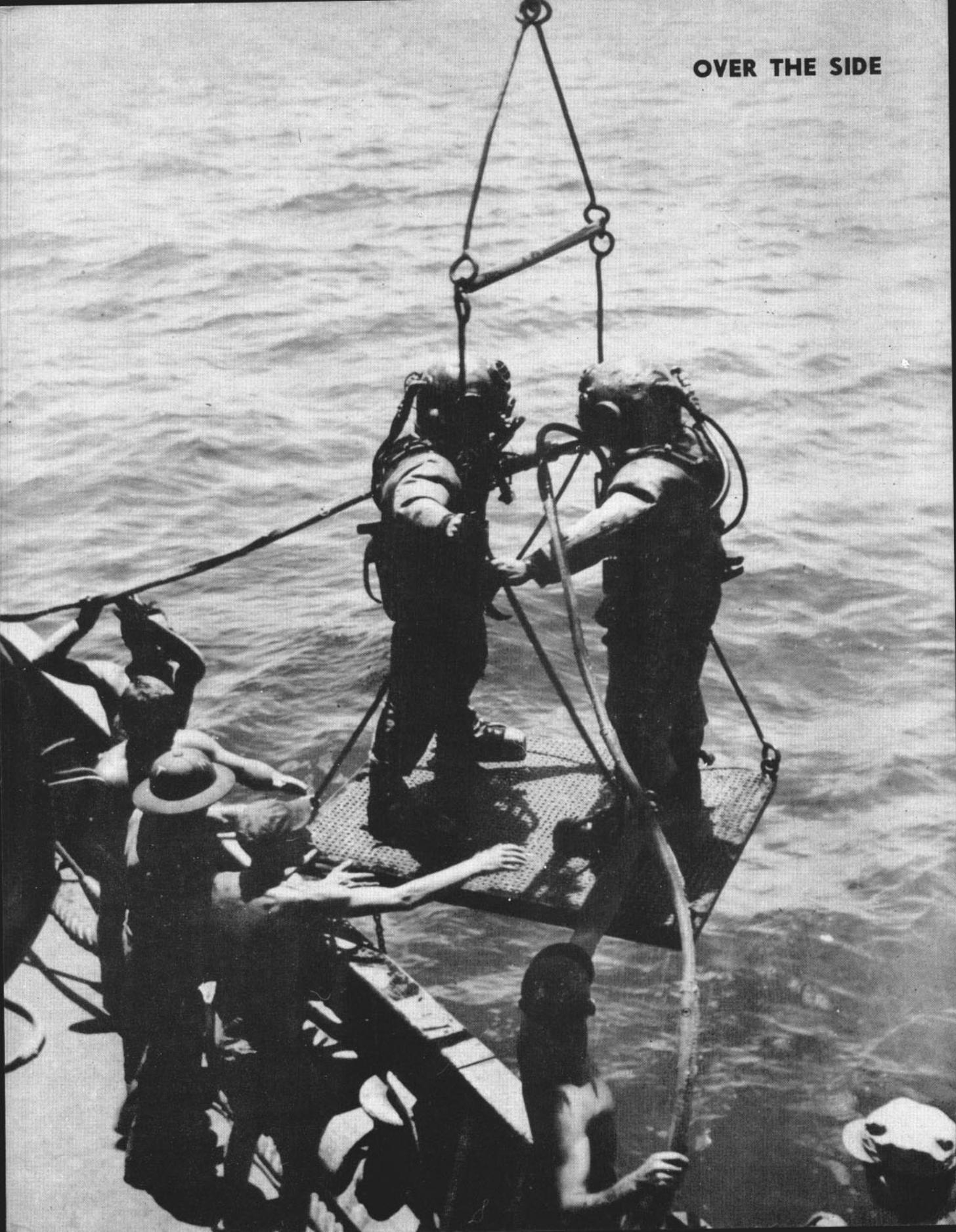
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● **AT RIGHT:** Two divers in Uncle Sam's Navy prepare for an expedition to Davy Jones' locker. ➔

ALL HANDS

OVER THE SIDE



1948

ALL HANDS

1948

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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