

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



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see it as soon as possible.

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JULY 1948

ATTENTION ABROAD



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Navpers-O

NUMBER 377

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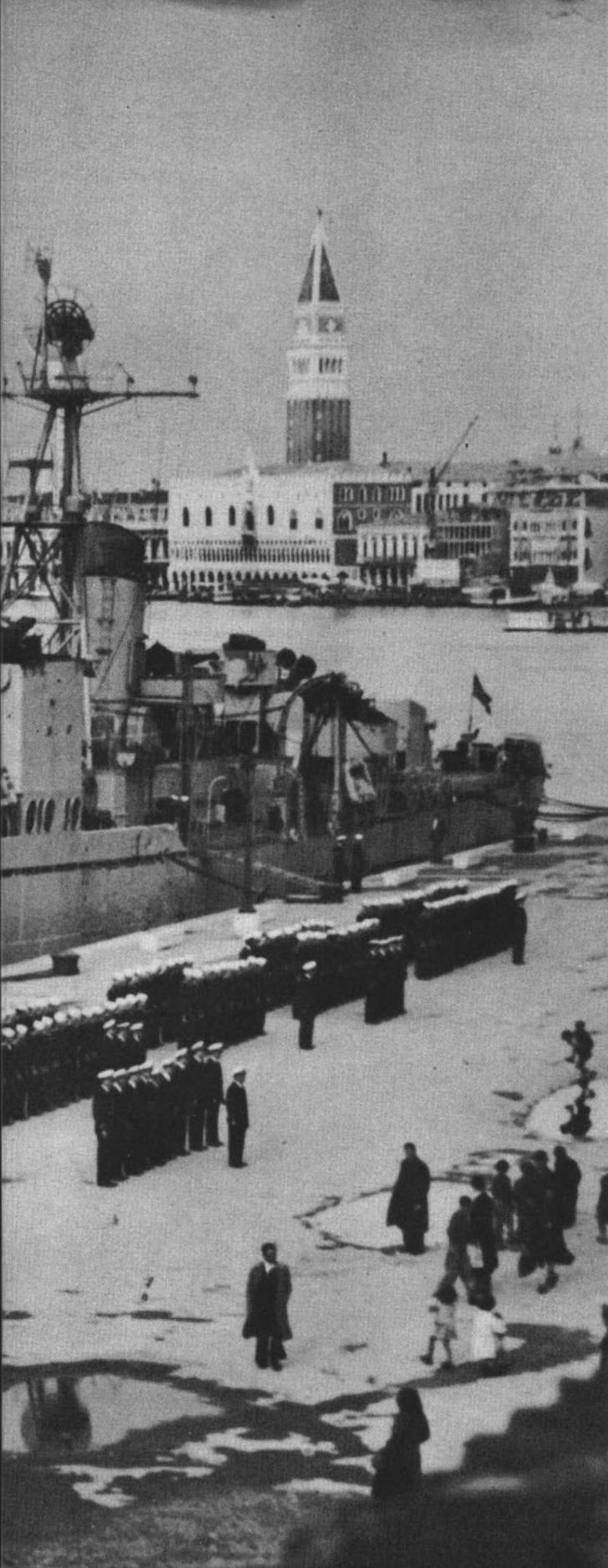
TABLE OF CONTENTS

	Page
Naval Duty in Germany	2
Sports for All Hands	4
All-Navy Sports	6
The Word	8
Fire Control Hits the Spot	10
Guided Missile Reserve	14
Legislative Roundup	17
Small Dominion Fleets Alert	18
The Rise of World Sea Power	22
ET Training	25
Letters to the Editor	26
End of a Colorful Career	30
Rules Governing Navy Flags	31
Armed Forces Industrial College	35
Today's Navy	36
Bulletin Board	44
Sound Effects on Personnel	46
Voting Information	47
LDO Classifications	48
Postgraduate Courses for Officers	50
Waves Part of Regular Navy	53
Shore Duty Requirements	54
Directives in Brief	58
Books: Novels and Sports	59
Decorations and Citations	60
Fantail Forum	64

• FRONT COVER: Missiles developed at the Naval Ordnance Test Station, Inyokern, Calif., are tested extensively on the open ranges of the Navy's desert station. A sailor loads a rocket under the wing of a plane.

• AT LEFT: Officers and enlisted men of USS Hanson (DD 832) line up near the radar picket destroyer, which represented the U.S. Navy in Venice. A part of the Mediterranean Fleet, the destroyer visited various ports in Greece, North Africa and Italy.

CREDITS: All photographs published in ALL HANDS are official U.S. Navy photographs unless otherwise designated: pp. 4-5 and inside back cover, U.S. Marine Corps; p. 14 and p. 30, upper, Press Association; pp. 18, 20-21, Royal Canadian Navy.





NAVAL DUTY

ADVANCED BASE at Bremerhaven (above) is one of three stations manned by Navy to support occupation forces. Below: Sailor snaps Russian in Berlin.

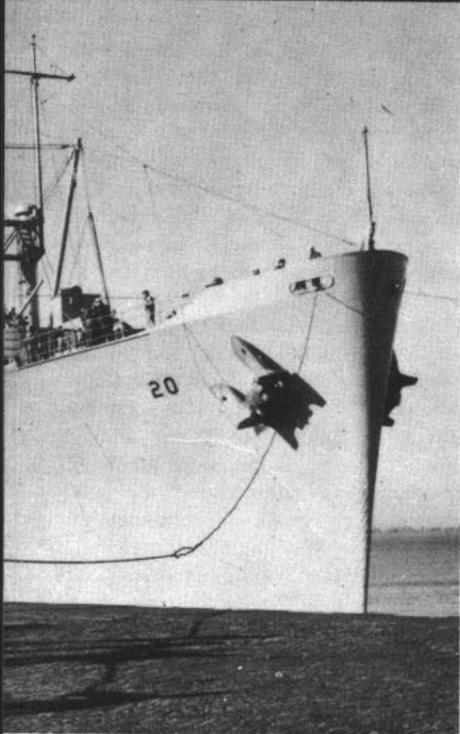


TOP: Drill is held for one of two battalions comprising Bremerhaven force.

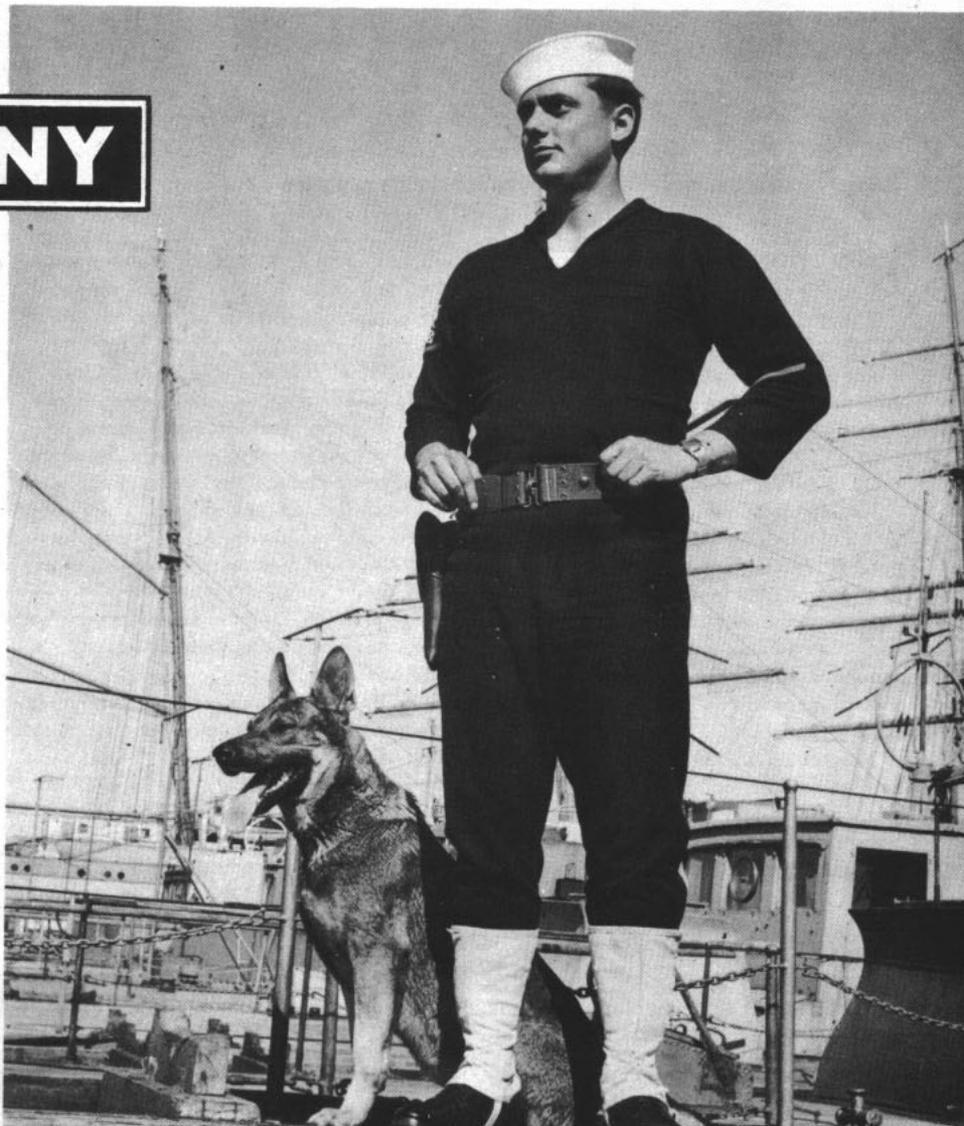


CRUISE on Weser River is enjoyed (above). Sailor and dog stand watch on board German boat (below). Navy has men at Bremerhaven, Berlin, Frankfurt.

IN GERMANY



BOTTOM: German dockworkers lend a hand as USS Hamul visits Bremerhaven.



SPORTS FOR



THRILLING plays (above) for spectators, and a chance for active participation (center) make the well-rounded Quantico sports program popular to all on the base.



HOW DOES Quantico turn out such crack teams?

That is the question harassed coaches all over the Navy are asking themselves after the Marines collected their third All-Navy championship trophy in less than two years of postwar All-Navy competition, a record which may be unequaled in the history of Navy sports.

During this period the leathernecks won the All-Navy basketball, football and baseball championships. During 1947 they compiled a record of 90 wins with only 18 losses against top-notch service and college competition in these three sports. Against Navy competition they massed a record of 30 victories against three defeats.

The reason wasn't because the Marines had more men to pick from than any other base. Figures show that the Marine base at Quantico, Va., has about 2,900 enlisted personnel and 950 officers stationed there. Several Navy activities have as much or more manpower.

Has Quantico scoured the Marine Corps and collected every outstanding athlete wearing the Marine uniform into its fold? Nothing could be farther from the

truth. Quantico selects its athletes from the men who happen to be stationed there, and none has been ordered in for athletic reasons.

The real reason behind the Marines' great team is Quantico's scientifically planned physical training and sports program which would put many big name colleges to shame. The Quantico special services division has set up a smooth-functioning athletic organization that could well be used as a model by other activities. Here's how it works.

Everyone on the base is encouraged to participate in some type of sports. A sergeant assigned to the special services division schedules the maze of intramural contests and keeps in close contact with the coaches of each intramural team, seeing that all arrangements are worked out and that contests come off as planned. These contests are closely scouted by the station team coaches and all likely talent is singled out. When a man is selected for the station team a note is sent his unit officer by the commanding general asking that the man's duty hours be assigned so that he may practice with the station team.

This does not mean the athlete will spend any less time performing his regular duties than other members of his unit. In fact, the ultimate result is that he usually is assigned guard duty at night to make up for time spent in practice, but the prestige of being a member of the station team is so great that no team members ever complain. Little time is spent during working hours for practice. The football team receives classroom instruction from 1200 to 1300 and works out from 1600 to 1730 daily during the season. The basketball team did all its practicing at night.

Coaches for the station teams are carefully chosen and trained for the job. For example, the Quantico football coach was sent up to Washington to study for a week under the Washington Redskins' coach during their spring practice. Just before the basketball season commenced the basketball coach spent a week of instruction under the coach of New York City College's team.

On the practice field the athletes are under rigid discipline. All the practice for the day is gone over beforehand on a blackboard and exactly what is expected

ALL HANDS

ALL HANDS



EQUIPMENT is important factor in sports competition, and Quantico has enough to completely outfit station and intramural teams. The gear is issued free to the men.

to be accomplished outlined. Quantico's coaches operate on a theory that major sports such as basketball and football are a changing game and that every new development in the game must be closely studied and applied. This is the payoff for the tutorage Quantico's mentors receive under nationally known coaches.

One of the major obstacles to afternoon practice for any service teams is that players are likely to miss evening chow. Quantico solved this problem by setting up a training table. Here the men are fed after practice, no matter what time it's over. The coaches think that psychologically the training table is one of the more important factors in training service athletes. It gives the men time to shower leisurely after a hard workout and they don't have to dash madly to the mess hall before it closes.

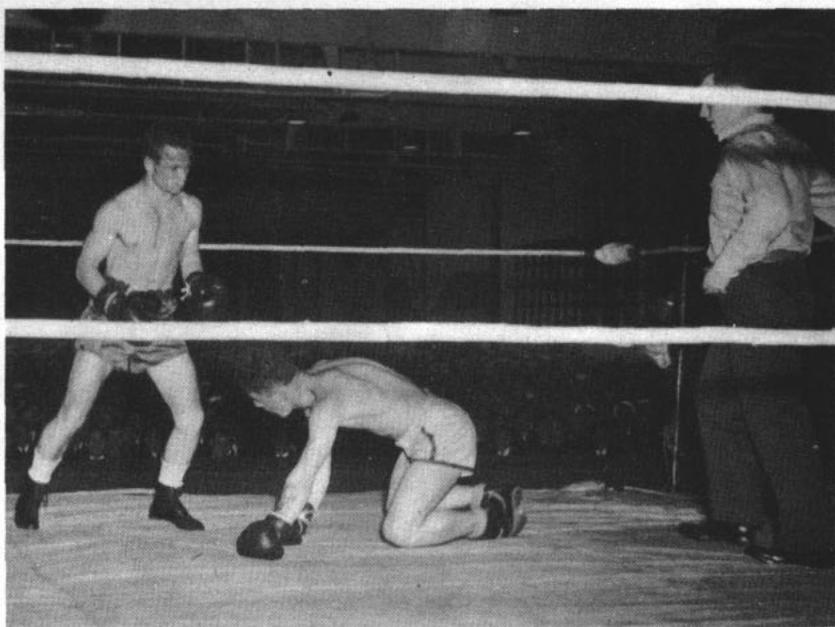
Equipment is another important factor to a winning team, and in this field Quantico really shines. In a storeroom that is used as a model for the entire Marine Corps is massed an impressive collection of athletic equipment. Hundreds of football, basketball and baseball uniforms complete in every detail,

row upon row of golf clubs, tennis racquets, basketballs, baseballs, baseball bats, gloves, handball equipment and just about any piece of sporting equipment that can be named—is stored here for issue to the men. The station teams are outfitted with the finest equipment obtainable and even the intramural teams are completely outfitted. Currently 15 intramural softball teams have been equipped right down to their shoe laces for competition.

Very little of this equipment is lost from season to season, which partly accounts for the size of this amazing collection. The gear is issued free to the men, and an excellent system of individual responsibility has been set up where each man must personally account for the equipment in his possession. If a piece of gear is damaged or destroyed the man must explain exactly how it happened, and if his own negligence caused it, he must replace the equipment out of his own pocket. "It's amazing how little equipment is lost under this system," said the warrant officer in charge of the storeroom. Quantico repairs and refurbishes much of its worn equipment in shops on the base operated by Marine personnel.

Probably not another service activity in the country has better recreation facilities than Quantico. The splendid facilities include a beautiful 18-hole golf course, a football stadium that holds 20,000 spectators, 12 tennis courts, three full-size swimming pools, 16 bowling alleys, many basketball and handball courts and several excellent softball and baseball diamonds. Twenty-nine sailboats and many rowboats and outboard motors are available for use on the Potomac river which flows by the base. All types of fishing tackle can be checked out and used at no cost to the individual who wants to fish.

During, before and after the regular season the Quantico teams tackle the toughest competition they can find. Besides playing the best service teams, in 1947 the football team took on such college competition as Washington and Lee University and Davis and Elkins College. The basketball team played such teams as Villanova, Duke, Maryland, V.M.I., George Washington University, Virginia, Duquesne and Long Island Universities. The baseball team played Michigan, Bucknell, Georgetown, West



POISED for the KO, Andrew Starkie stands over John L. Ferring. Six bouts were main attraction of a smoker held on board USS *Philippine Sea*.

Smoker On Board Carrier Slugging Success

The harbor of Gibraltar echoed with the sound of pounding leather as Navy and Marine crew members of USS *Philippine Sea* (CV 47) put on a top-notch boxing exhibition at a smoker held on the carrier's hangar deck.

Six bouts kept the fans yelling from the opening round to the final bell. It was sailor versus marine in most of the bouts, although in some instances men were matched against leatherpushers of their own service because opponents of a corresponding weight could not be found.

After the fights entertainment of a

different nature was presented. Several crooners warbled popular songs, a Marine sextet harmonized on several ballads and a guitarist and singer entertained with hillbilly ditties and folk songs. One sailor doffed his uniform temporarily for magician's garb and entertained the entire ship's company with sleight-of-hand tricks.

The entire show was considered a success by crew members as well as the recreation council which planned it. Future shows will fill off-duty hours during *Philippine Sea's* Mediterranean cruise.—F. Fiddler, SM1, USN.

Virginia, Washington and Lee and Davidson. Against such outstanding competition the Quantico Devil dogs managed to break even.

Travelling to play teams some distance from their home activity hampers many service teams from playing a wider field of competition. Quantico utilizes the facilities of the Marine airfield on the base where Marine pilots are trained. "The student pilots must get in a certain amount of flying time anyway," said the special services director, "so we have them transport our teams to the location where we're playing. Many other activities have the same facilities available

and could do the same thing with the proper cooperation."

Unusually large crowds turn out for home games and practically the entire base closely follows the Quantico team's records. Over 5,000 fans regularly turn out for football games on a base which has considerably less than that number of men assigned to it.

What are the most important factors in building up winning teams? "Training, good equipment and support from all hands," said the special services director. Will Quantico continue to capture All-Navy championships? "Naturally!" replied the Marines in chorus.

All-Navy Sports Rules

Rules governing participation of Navy personnel in the All-Navy sports program have been revised. New rules are as follows:

The Navy is divided into eight geographical area groups for athletic competition.

Group I—11th, 12th, 13th and 17th Naval Districts. (Commander Western Sea Frontier, coordinator).

Group II—All Pacific Fleet units on the West Coast.

Group V—All naval activities ashore and afloat in the Hawaiian area.

Group VII—All Naval activities ashore and afloat west of the Hawaiian Islands.

Group II—7th, 8th and 9th Naval Districts.

Group IV—1st, 3rd and 4th Naval Districts.

Group VI—5th, 6th, 10th and 15th Naval Districts, Potomac River Naval Command and Severn River Naval Command.

Group VIII—Atlantic Fleet units and shore based fleet units to include Atlantic Fleet units operating under Commander in Chief, Naval Forces, Eastern Atlantic and Mediterranean.

For purposes of the All-Navy Sports Program, the Pacific area is defined to include all Navy and Marine activities ashore and afloat in the 11th, 12th, 13th and 17th Naval Districts, Hawaiian (14th ND), Marianas, Western Pacific, Far Eastern and Philippine areas. The Hawaiian area includes the Hawaiian Islands, Johnston, Samoa and Midway Islands.

Head coaches of Navy teams will be commissioned officers. This does not prevent certain naval activities from using civilians employed the year round in positions within their recreation programs as assistant coaches. In competitions, however, Navy teams shall be represented by commissioned officers in dealing with officials and representatives of opponents.

Commands conducting eliminations will employ officials of a recognized official status. If circumstances preclude employment of professional officials, every effort will be made to qualify service personnel in this capacity prior to assignment of an All-Navy or Fleet championship contest.

Participation of officers is limited to not more than 50 per cent officers playing in the game at any one time. Officers and professionals are ineligible to com-

pete in boxing and wrestling. All warrant officers are considered as commissioned officers. Midshipmen and cadets in Naval Air Training Commands are not considered as officers in sports competition.

The size of squads in each sport will be limited as follows:

- **Basketball**—15 playing members, including coach and manager.
- **Football**—45 playing members, five additional members consisting of coaches and managers.
- **Baseball**—25 playing members, including coaches and managers.
- **Softball**—20 playing members, including coaches and managers.

The amounts to be spent for awards are to be limited to approximately \$10 for individual awards and \$50 for team awards. These restrictions do not apply to perpetual trophies established by fleet, type, and force commanders or district comandants.

Fleet championships should cover the same sports as those included in the All-Navy sports program. Eliminations by types followed by eliminations between types is considered the best method. Type championships should be permitted to augment from within ships of the type in Groups III and VIII. Fleet units in other groups will not be able to participate within fleet eliminations since the majority of such ships are in a rotational basis and the complications of trying to work those units into the Group III or VIII eliminations are not acceptable.

Naval Air Training activities, Marine Corps activities, Reserve Fleets and all other naval activities will compete in the naval district playoffs. NROTC and Naval Reserve units are excluded from participation. Units of the inactive fleet berthed at naval stations within naval districts will participate in the eliminaton tournaments sponsored by those naval districts. Fleet Marine Force units will be considered as shore based activities and will compete in their naval district playoffs unless otherwise authorized by the Com-mandant of the Marine Corps.

Augmentation is optional. Teams cannot shift from one group to another during a regular season. Augmentation cannot take place until the completion of a regular season as established by BuPers in the details governing the various sports, and teams will be augmented only from within the group entered at the beginning of a season.

SIDELINE STRATEGY

Despite the enchanting tales spun by salt-encrusted old timers about the golden era of sports in the Navy of the past, the fact is there has never been such Navy-wide enthusiasm for sports as there is right now. More sailors are playing or watching games than ever before.

☆☆☆

Officials have decided to hold the All-Navy golf tournament at Oakland, Calif., the week of 15 August. The 12 low scorers on this tournament will tangle with the Army and Air Forces' divot experts on 25-27 August in the annual inter-service golf tournament



on the famous Pebble Beach course near San Francisco.

☆☆☆

The Quantico Marine Devildogs, who last season walked off with the All-Navy baseball championship along with several other trophies look as if they are going to be the outfit to beat again this year. The Marine diamond stars are playing a terrific schedule this season against red-hot service and college competition and doing O.K.

☆☆☆

Former ALL HANDS scribe Frank Tuttle, ex-JO3, and Felix Grosso, JO2, USN, with Com 12 PIO, reported this incident while they were covering the All-Navy fist-cuffs affair at San Diego. It seems the tournament medical officer sent heavyweight contender Kirby Seals, SA, USN, to the local naval hospital for a physical checkup prior to his battle with heavyweight Jack Woods, AOC, USN. On the admittance slip the Doc wrote only one word "as reason for the exam: "fighting."

As Seals strolled from the hospital after the exam the long arm of the shore patrol plucked him and unceremoniously dumped him in the brig. Hours later he was re-

leased. The crimson-hued hospital corpsman who had sicked the SPs on Seals said he thought the boxer



had been in a street brawl when he saw "fighting" on the slip.

☆☆☆

Thirty-eight year old Cosme Buenavista, SDC, USN, wanted to be All-Navy flyweight champion. The wiry little chief steward had taught himself how to fight and battled his way through youngsters all the way to the All-Navy boxing semi-finals.

With over 19 years in the Navy, Buenavista was eagerly looking forward to going out on 20 as the undefeated flyweight champ. His dreams were rudely shattered by the talented fists of "Rocky" Kreiner, YN3, USN. Standing flat-footed in the middle of the ring and resembling an experienced street fighter, the aging chief steward was no match for his scientific and younger opponent.

☆☆☆

Tall, muscular Ensign Robert E. Cowell can swim faster on his back than most people can in any position. The backstroke star, who twice has won national AAU back-



stroke titles and was once named the outstanding swimmer in the nation, recently wind-milled off 100 yards in 59.8 seconds. Lieutenant (junior grade) Robert Tribble, another high-speed, flat-on-his-back stroker who once set an inter-collegiate backstroke record that still stands, will swim with Cowell in the meet being held at Detroit on 9-11 July to pick members of the U.S. Olympic team.—Red Smith, PNC, USN;

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **OBSERVATION** periods during which patients under treatment for venereal disease are held on board for observation must not be ordered as a form of punishment, BuPers Circ. Ltr. 76-48 (NDB, 30 Apr 1948) states in placing special emphasis on that point.

Medical officers may recommend the period for retaining the patient on board purely as a protective measure safeguarding the health of the patient and the public.

"Extreme care shall be exercised in administering this requirement," the directive states, "to insure that it is not utilized as a form of punishment."

• **RATING BADGES** designed for right-arm use, whether they are still in stock or already in service, are to be utilized in the new all-left system despite the fact that the eagle's head and certain specialty insignia will be facing the

wrong way. Right-arm crow's should be moved to the left sleeve as soon as practicable.

Other uniform questions clarified by BuPers are: length of time before new-style blues are required and number of stripes on cuffs of dress blue jumpers.

Because of the large supply of traditional Navy trousers and dress blue jumpers on hand, few if any of the newly designed blues will be issued for an indefinite time. In order that a normal period of service may be obtained from cuffed jumpers and 13-button trousers still to be issued, it is expected that their use will be optional for several years after the revised uniform begins to reach the fleet.

In the meantime, all dress blue jumpers will have three stripes on their cuffs. Men in the three lowest pay-grades will wear the appropriate number of stripes on their upper left sleeve to indicate their status.

Other information concerning uniform changes is given in ALL HANDS, March 1948, pp. 31-34 and May 1948, p. 33 and p. 47.

• **YEAR-LONG** aviation electronics courses commencing four times yearly in Memphis, Tenn., may be requested by naval aviation ground officers, naval aviators and Marine Corps officers.

Eligibility requirements specify a knowledge of mathematics necessary for mastery of technical courses of college level with a good background in radio theory and maintenance desired. An aviation background is not required of Marine Corps applicants.

Following the class convening 5 July 1948, the 52-week course opens on 4 Oct 1948, 17 Jan 1949, 18 Apr 1949, 18 July 1949 and 14 Oct 1949. Submitted through official channels, applications must reach the Chief of Naval Personnel (Attn: Pers-3116) at least two months prior to the convening date of the class desired.

Objective of the course, as listed in BuPers Circ. Ltr. 84-48 (NDB, 15 May

1948), is to qualify officers for the supervision of electronics maintenance personnel working with airborne electronics equipment and to train staff, station and squadron officers for duty in connection with that equipment.

The course consists of basic mathematics, physics, electricity and electronics essential to an understanding of the theory and operation of transmitters, receivers and special equipment consisting of Loran, high altitude, low altitude and toss-bombing gear. The course also includes instruction in personnel organization, security, records and other duties in connection with the administration of an airborne electronics unit.

• **QUESTIONS** about naval personnel wearing civilian clothes on duty in offices ashore are answered by a letter from the Secretary of the Navy to all ships and stations. The letter states that military personnel attached to the Navy Department, Pentagon, district commanders' offices or other similar offices will not be authorized to wear civilian clothes on duty under present circumstances. Article 1-3, U.S. Navy Uniform Regulations, 1947, will remain in effect under present plans.

The SecNav letter of 21 Apr 1948 is given as item 289, NDB, 30 Apr 1948.

• **NAVAL** personnel are cautioned in a letter from Chief of Naval Operations that discretion and responsible behavior are essential in regard to classified naval operations, material and developments.

The letter dated 19 Apr 1948 (item 297, NDB, 30 Apr 1948) points out that recent breaches of security indicate a serious lack of discretion on the part of many naval personnel and civilian employees of the naval establishment. Careless conversations and display of classified material in public are the most common causes of security violations.

The letter calls upon responsible officers and civilian employees to impress upon their subordinates the necessity of complying with security directives, Navy regulations and the provisions of the Espionage Act of 1917.

• **LATEST** word on specialty insignia under the new rating program shows the device revised for photographer's mate, aviation photographer's mate and machinery repairman.

In the photographer rates, the approved insignia has the space between the light

WHAT'S IN A NAME?

Poop Deck

The term "poop deck" is among the oldest of sea terms still in existence and dates back to the early Greek and Roman empires.

Those old salts were very superstitious and depended on their pagan gods for advice in many ways. They carried shrines



on a special deck in the stern of their vessels where they worshipped these gods. The shrines contained miniature images of the gods, called "pupi," from which we get the word "poop."

Poop deck today refers to the partial deck above the main deck on the stern of a vessel.



Aviation Photographer's Mate



Photographer's Mate



Machinery Repairman

rays filled in with white. The rays themselves are indicated by dark dotted lines. The micrometer in the machinery repairman's specialty mark has been turned so that the handle is pointing downward so that it parallels the left edge of the chevron.

In arriving at the final design, a more attractive and symbolic emblem for the PHs and AFs and a more symmetrical one for the MRs was attained. A complete lay-out of specialty devices was given in ALL HANDS, March 1948, pp. 32 and 33. The above modifications were made after publication.

• **NEARLY HALF** the regular Navy officers now on active duty are former enlisted men.

Figures show that 46 per cent of the 36,737 active regular Navy officers had former enlisted service. The tabulation does not include officers holding permanent commissions prior to December 1941, who had previous enlisted service, or Reserve officers with previous enlisted service who were permanently commissioned in the regular Navy during the transfer program.

The 16,915 officers with previous enlisted service include the following: 8,762 temporary officers, ensign or above, who hold permanent status as chief warrant, warrant officer or as enlisted men; 3,438 temporary chief warrant and warrant officers who hold a permanent status as enlisted men; 710 permanent chief warrant or warrant officers who hold a permanent status as such; 1,405 permanent USN, ensign or above, transferred from temporary status, and 2,600 permanent USN, ensign or above, who went from enlisted status to officer candidate schools and the Naval Academy

between December 1941 and August 1945.

This year the Navy will select 200 candidates from enlisted personnel on active duty for training in the Naval Reserve Officers Training Corps and eventual commissioning, which are not included in the tabulations. Three hundred and twenty regular and Reserve enlisted also are expected to be appointed to the Naval Academy by the Secretary of the Navy during 1948.

Many other enlisted and former enlisted personnel are in the process of being selected for permanent appointment as limited duty officers in ranks up to and including commander.

• **NAVAL** personnel convicted of felonies by general courts-martial may be discharged from the service and transferred to Federal prisons under a plan approved by SecNav and the Attorney General.

Because personnel convicted of felonies generally present special custody problems and are in need of individualized treatment programs not available in naval places of confinement, the Federal Bureau of Prisons has agreed to accept such prisoners for penal and corrective measures.

Naval personnel transferred to Federal custody will be subject to the rules and regulations governing all Federal prisoners, but will be entitled to annual clemency consideration by the Naval Sentence Review and Clemency Board.

• **FANCY** cocked hats and other frills handed down from the earliest days of the U.S. Navy will disappear from officers' full dress uniforms.

Epaulets, frock coat, full dress trousers, dress sword belt, dress white trousers, boat cloak and cocked hat, several of which were required wear by officers on liberty up to Civil War days and preserved in the present day dress uniform, have now been abolished.

While no definite decision has been made by Navy Department officials as to what the postwar dress uniforms will look like, the above items are definitely out.

Chances are, BuPers officials say, the new dress uniform will be very simple. Other branches of the armed services are considering adoption for mutual use an evening dress uniform greatly similar to the present Navy dress tails.

QUIZ AWEIGH

You may know the titles of all the latest "beep bop" tunes, but how about a few Navy terms? Check your score.

- 6.....Hurricane
5.....Gale
4.....Breeze
3.....Calm



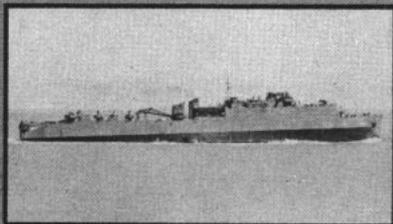
1. This giant flying boat is known as the (a) Skymaster (b) Mars (c) Coronado.

2. It is pictured in a take-off called (a) judo (b) juju (c) jato.



3. The man who wears the specialty mark at the left (above) (a) maintains electronic equipment (b) studies weather charts (c) repairs shipboard gyros.

4. The mark at the right designates (a) driver (b) engineman (c) machinery repairman.



5. Of importance to invasion tactics, this landing ship is (a) LSD (b) LSM (c) LST.

6. It is designed to (a) transport, launch and repair LCTs and LCMs (b) sweep mine fields (c) tend destroyers.

FIRE CONTROL HITS THE SPOT

THE NIGHT was black as a splash of india ink. Close inshore the combined force of U.S. Navy ships waited, almost motionless, in the quiet waters of Surigao Strait.

About 0300 the Japanese force of two battleships, one cruiser and four destroyers moved down the strait. On deck and inside gun turrets of U.S. vessels men tensed as electric motors started humming and big guns shifted silently, their muzzles turning toward the unseen enemy approaching in the darkness. Loudspeakers shattered the stillness: *Bogies 38,000 yards away. Commence tracking.*

As the Jap force drew nearer, fire control equipment on board U.S. Navy vessels performed mathematical miracles, plotting the enemy's course, speed and keeping the fleet's guns accurately trained on targets, many miles away. Then the PT boats and destroyers attacked, and when the Jap fleet was still about eight miles away the big guns of the Navy's heavy ships opened fire, scoring hits with deadly

accuracy. Fifty-three minutes later the Jap fleet of seven ships was in shambles, with only one cruiser and one destroyer still afloat.

The men who directed this devastating gunfire never laid eyes on the Jap ships.

This engagement, an example of the effectiveness of modern fire control, illustrates the amazing advances made in fire control during the last few years. For centuries cannon have been used in warfare, but prior to 1800 guns were not even equipped with sights.

Naval gunnery during that period literally followed to the letter the famous phrase, "don't shoot 'til you see the whites of their eyes."

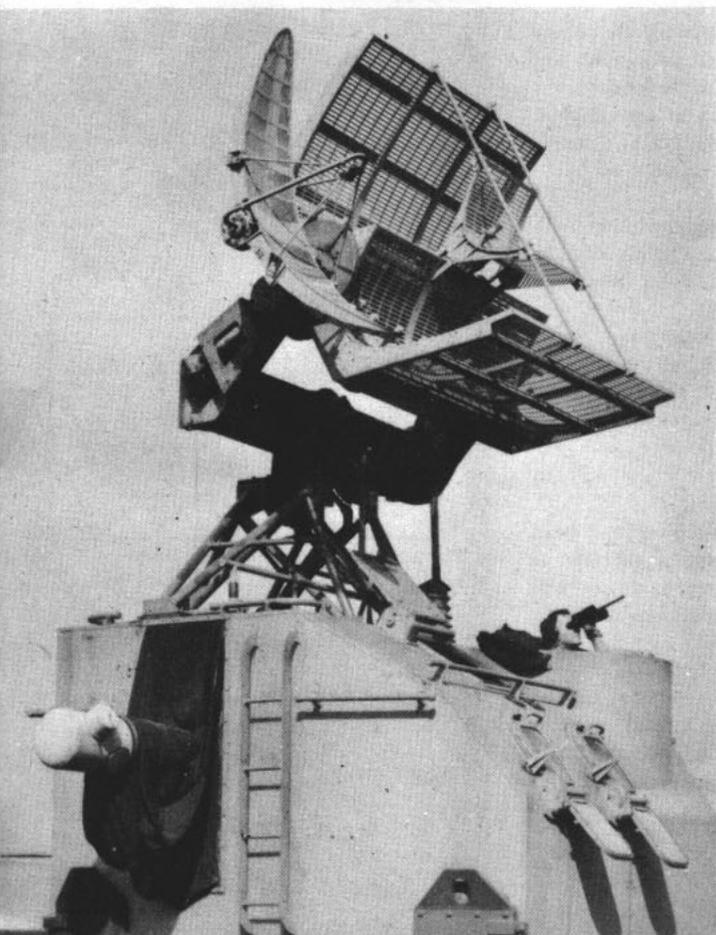
The strategy usually employed in early sea warfare was to get as close to the enemy vessel as possible, often yardarm to yardarm, and open fire "muzzle to muzzle." The bloody battle between the American Frigate *Chesapeake* and the British frigate *Shannon* was fought at a range of less than 50 yards. Practically

the entire engagement between *Monitor* and *Merrimac* was at a range of less than 100 yards.

In those days, gunners were often instructed to open fire at "pistol shot" or "half-pistol shot" ranges. These were distances of about 50 and 20 yards respectively. Aiming the gun was a simple operation. They simply pointed the cannon in the direction of the approaching enemy, the gunner then stooped down and "sighted along the line of metal," brought the top of the gun breach and the top of the muzzle in line with the point of aim, which caused the gun to be elevated by the amount of the taper of the gun from breach to muzzle—and let her go. When the smoke cleared the operation was repeated.

Practically no attempt was made to regulate the distance the projectile would travel. Powder charges were roughly estimated and the projectile might be one or several shots. Sometimes at very close quarters the gun barrel was completely

DEADLY salvos fired by Navy in World War II proved effectiveness of fire control gear. Left: 5-inch gun director.



filled with grape shot and the enemy vessel literally sprayed with metal.

The first gun sights introduced were merely fixed front and rear sight points so adjusted that the line of sight across their tips was parallel to the bore of the gun, somewhat similar to the fixed sights on a shotgun. Its only advantage was that it could be used as a guide in adjusting the elevation by sighting "fine" or "course" along the points of the sights. Even this extremely simple device was disliked by experienced naval leaders.

A French army officer first introduced an adjustable rear sight, and although adjustable sights were in use prior to 1852, as late as 1864 most gunners were still using the primitive method of sighting by the line of metal. Even by the end of the Civil War no real progress in fire control had been made, as the battle ranges were still so short there was no need for it.

Telescope sights were the next significant development in fire control. A telescopic sight had been used by the British Army as early as 1857, but it was quite awhile before the idea was adopted in naval gunnery. About 1896 Lieutenant (later Admiral) Bradley A. Fiske, USN,

Mathematical Miracles Performed by Navy's Modern Gunnery Gear

adapted telescope sights for attachment to the gun slide to compensate for speeds, drift and elevation in range. With adoption of gun sights that made reasonably accurate pointing of guns possible, fire control began to become a science.

In the closing years of the 19th century the fire control picture on board ship looked something like this: The gunnery officer, perched high on the fighting top or flying bridge, where he had an unobstructed view, was directly in charge of determining range to the target. There were no instruments for determining range to the target and gunnery officers used many different methods for figuring it out. Systems ranged from eye estimates to the angle of dip below the horizon and the preferred method of firing "ranging shots."

The gunnery officer told the turret and battery officers what range to set on the sight bars and what corrections to make. There were no voice tubes or telephones, so commands and data were shouted down, a job that required the gunnery officer to have a healthy set of lungs. After the opening fire the gunnery officer adjusted the range as necessary to bring the shells to the target but the individual turret officers adjusted the deflection of their own guns.

Many new fire control features were introduced between 1901-10. Among these were the coincidence type of range finder, rate of change of range projectors, range clocks, plotting and tracking boards, voice tubes and telephone communication. Many of these developments came from experimentation on board ship with homemade devices.

Someone figured out that voice tube communication could be achieved in revolving turrets by connecting the tube to the gun with flexible lengths of suction hose. The plotting board for keeping track of ranges was originally designed by a young officer and was an early step towards the modern plotting room.

About this time, the Navy began to realize the fire control setup on board its major warships was impractical. The old style battleships were literally covered with guns of several calibers. Main

batteries might include 12-inch guns in the center turrets, 8-inch guns in superimposed and waist turrets, while the secondary batteries included 3, 5, 6 or 7-inch guns. Only the 3-inch guns were designated to fire against torpedo craft; all other calibers opposed the enemy's main battery.

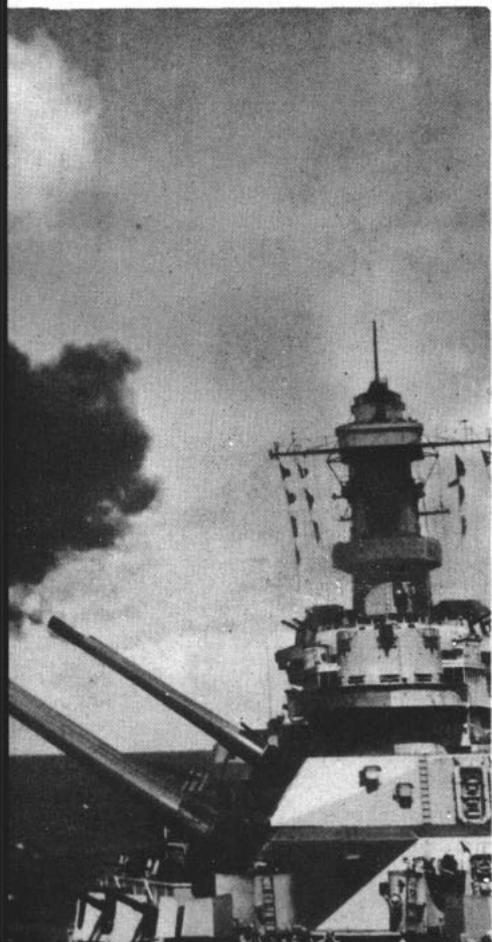
Control of as many as three different sizes of guns with their varying gun elevation, deflection, times of flight, etc., against a single target was a problem that drove gunnery officers wild. In the early 1900s a new dreadnaught appeared in which the main battery was designed to engage the major targets and the secondary battery was designed to engage torpedo craft. All guns of a battery were of a single caliber. It marked the appearance of the modern design warship.

One of the major developments in fire control took place when a system was introduced whereby the actual laying in elevation, training and firing of all the guns of a battery were controlled from a single advantageously located position. This method became known as "director fire," and was first introduced by the British. The U.S. Navy installed a system of director fire, considerably different from the British design, on the Navy's capital ships about 1915.

The U.S. Navy forged ahead in the fire control field with the introduction of the Ford rangekeeper. This instrument collected into one mechanical unit various function of the rate of change of rate projector, the rate clock, the plotting and tracking board and deflection computers, and handled automatically some parts of the problem of determining the range ballistic. When Navy battleships sailed overseas in 1917 to join the British Fleet, they had been equipped with director fire and with Ford rangekeepers.

When the Navy developed guns that would shoot over 20,000 yards it became necessary to figure out some method of fire control that would extend beyond the limits of the firing ship. Spotting, even from the highest position on a ship, was difficult and uncertain as the target approached the sea horizon.

During World War I, kite balloons were used as a higher spotting station. These balloons were towed by battleships at a height of from 1,000 to 3,000 feet and carried a spotter in telephone communication with the ship. The balloon was difficult to manage and limited the maneuverability of the ship. Soon the





ACCURACY of antiaircraft guns was greatly improved by developments in fire control equipment. Above: Crew members of *Wisconsin* operate 20-mm gun.

airplane replaced it, and today aircraft spotting plays an important part in fire control.

Between World War I and World War II, much of the existing fire control equipment was improved and other new equipment developed. Star shells were used for night firing and were effective up to 14,000 yards.

Development of radar and its application in coordination with fire control

equipment placed long range firing, particularly night firing, on an undreamed scale of accuracy. Success of U.S. ships in the many night engagements during World War II is to a great extent due to taking full advantage of the information supplied by their radar and fire control equipment.

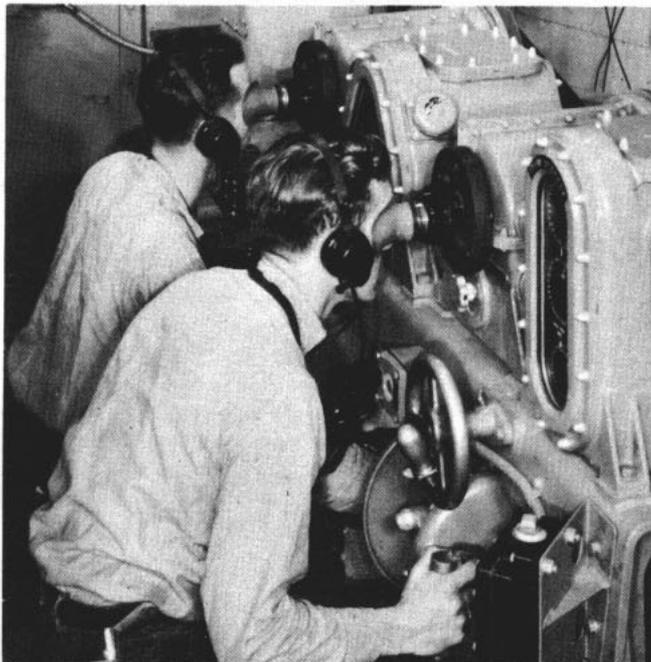
The rating of chief and first class fire controlman was established in the Navy on 1 July 1921. Several chief and first

class petty officers, mostly former gunner's mates and electricians mates, had their ratings changed to fire controlman that year. A second class petty officer rating in this branch was authorized in July 1924 and three years later the rating of FC3 was added.

With the control of guns becoming an increasingly important feature of naval gunnery, in 1924 the name and curriculum of the old Seaman Gunnery School at the Naval Gun Factory, Washington, D.C., was changed to the Advanced Fire Control School. The school opened with an officer-in-charge, two instructors, (a GMC and a EMC) and about 15 students.

The school grew by leaps and bounds. For many years both officers and enlisted personnel attended it, but the number of students grew so large that in 1944 a separate school was established for officers. In 1946 a second split took place, and the Fire Control Technician School was established. The latter school was set up with an intense one-year course, designed to produce fire control maintenance men. Graduates of the Advanced Fire Control School retain or strike for the rating of fire controlman under the new rating structure while graduates of the Fire Control Technician School become fire control technicians (FT).

Currently the course at the Advanced Fire Control School is of 33 weeks' duration. Students range from CPOs to



TRAINING in all types of equipment used in Navy gun directors is given at fire control schools at Washington, D. C.

seamen fire controlmen strikers. All take the same course. Some civilian navy yard ordnance workers also are given the course along with the sailors. At present the school is turning out about 26 graduates per month and is staffed with 28 instructors (21 FCCs, four ICCs, two EMCs, one ET1).

Covering 1,386 hours of instruction, the current curriculum at the school is divided into 12 basic subjects. Students study basic mathematics for 42 hours, basic electronics and electricity for 294 hours, basic fire control for 187 hours and the fuse setting indicator regulator for 23 hours. Two hundred and 10 hours are spent learning the power drives, 84 hours on gun directors, 84 hours on the stable element and 168 hours on computers and rangekeepers. Men receive 168 hours of instruction on the gun fire control system, 42 hours instruction on radar familiarization, 15 hours on parallax correctors and relay transmitters and 69 hours of instruction in battery alignment.

The future of fire control, with its wide field of possible application, is fascinating. The degree of its importance in connection with weapons of the future can only be guessed at, but there is no doubt it will play an important role.

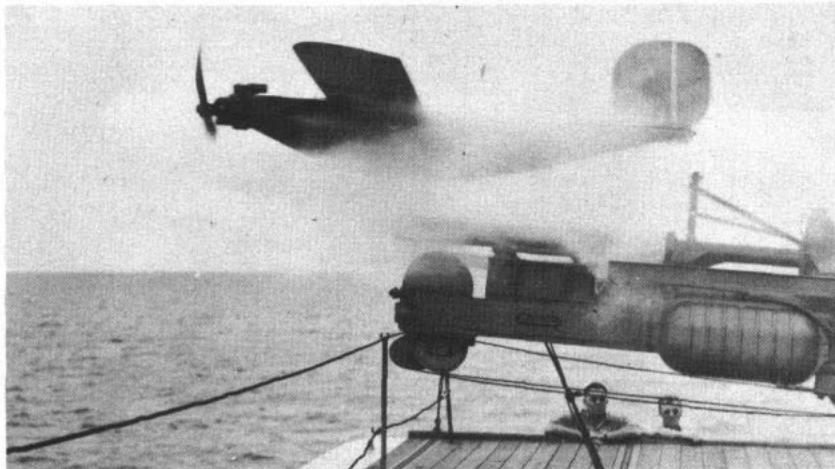
For instance, if at some future date an enemy launched an atomic rocket at the U.S., it is possible that fire control equipment, on board a ship patrolling miles offshore, will have been perfected to the point where it will automatically detect the rocket while it is still thousands of miles away, fire a counter-rocket from the ship that will unerringly "seek out" the oncoming missile and detonate it while still far from the shore.

In the field of submarine warfare the picture is no less interesting.

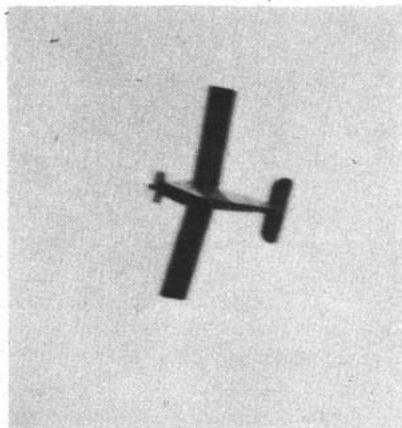
Navy fire control experts say that even with the presently developed anti-submarine equipment, a submarine has little chance of escaping a direct hit from the first laid pattern of depth charges if the equipment is used properly. And on the other side of the picture, what about jet-powered, fantastically high-speed submarines with atomic torpedoes that always find the target in somewhat the same manner as a tack is attracted to a magnet?

The idea may have its comic strip aspects for the present, but don't be surprised if such weapons are standard equipment in the Navy of tomorrow.—Earl Smith, PNC, USN.

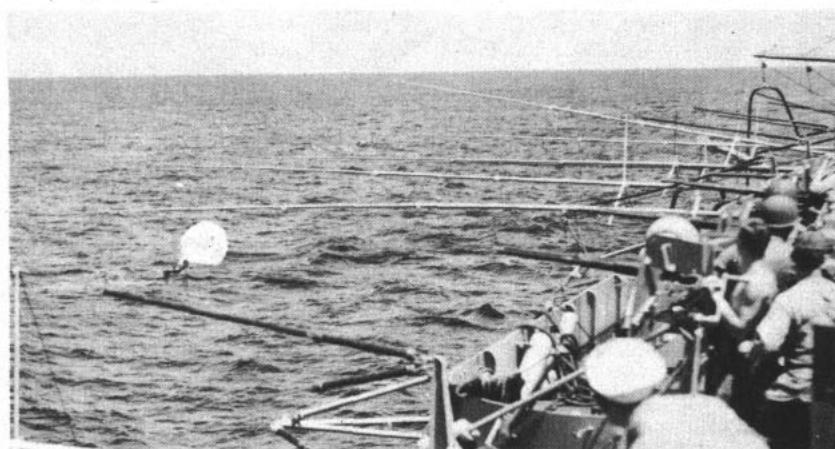
Push Button Targets Aid Ship Gunnery



CATAPULTED from a mobile catapult, radio controled drone leaves mother ship. Once in the air, drone is controlled by armchair pilot on board ship.

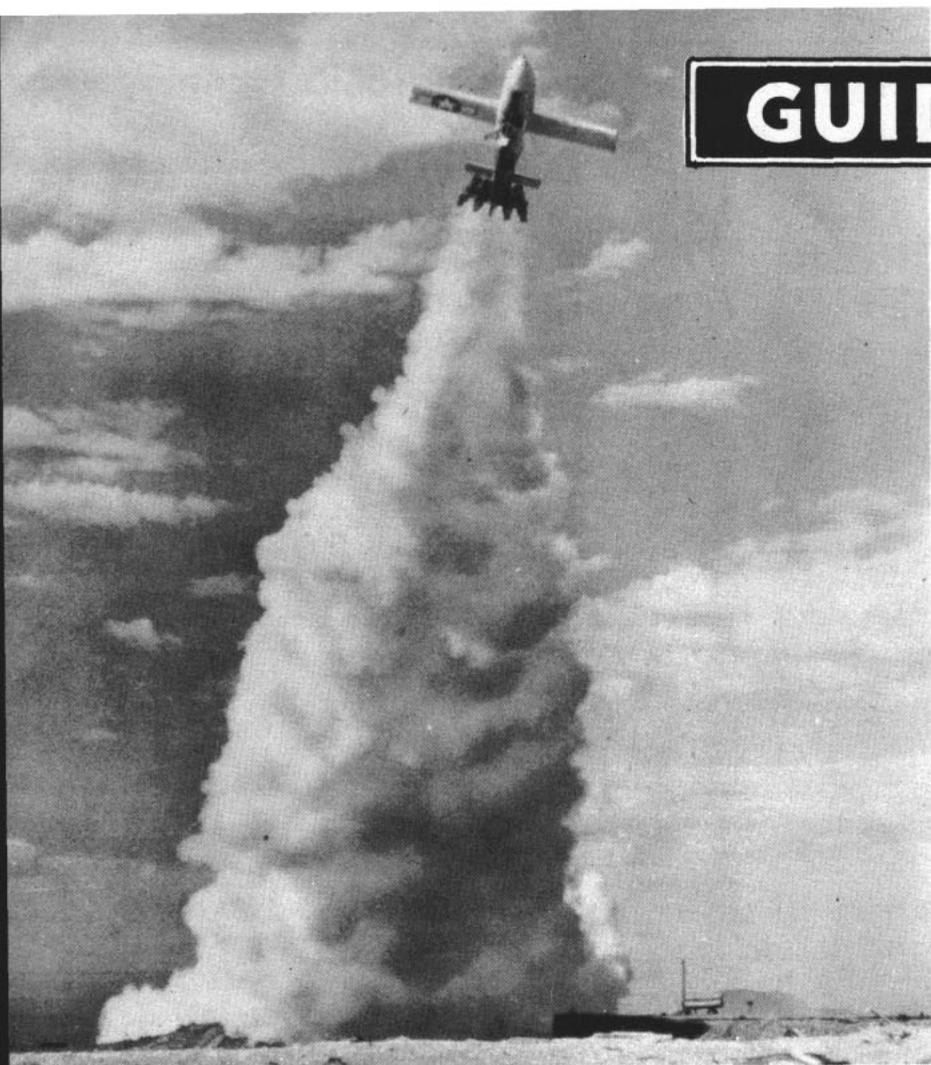


AIRBORNE drone (left) performs same maneuvers as a full size fighter plane. Gunnery completed, a chute released by the drone (right) brings it down.



RECOVERY of plane from the water is made by mother ship. After necessary cleaning and overhaul target drone is ready for its next gunnery mission.

GUIDED MISSILE



TAKEOFF of the 'Loon,' Navy version of famed German V-1 buzz bomb, illustrates field of study and training of Naval Reserve Pilotless Aircraft Unit W-1.

THE ERA of pilotless aircraft and guided missiles, foreshadowed in World War I, became a reality in World War II when planes and bombs were developed to operate with mechanical brains by means of television, radio, radar, magnetic and sound devices.

A common interest in this comparatively new field, which has important peacetime as well as war uses, has brought together a group of specialists who have formed the Naval Reserve's Pilotless Aircraft Unit W-1, first of its kind in the country.

Meeting at the Reserve Training Center in the Naval Gun Factory, Washington, D. C., the 30 officers of this unit are keeping up with the constantly changing techniques and improvements in the world of the guided missile, preparing

themselves for their potential role in the event of mobilization.

The unit is typical of the Naval Reserve's program of establishing volunteer and organized groups to aid Reservists to keep up with their wartime specialties, extending from general seamanship and ship maintenance to law, medicine, electronics and naval intelligence.

The volunteer group is studying a syllabus beginning with the first engineering developments in guided missiles and covering operational procedures, power plants and current use of pilotless aircraft in the Fleet.

Volunteer Pilotless Aircraft Unit W-1 confines its activities to classroom study, lectures and research. Participation in the actual operation of pilotless aircraft is provided during annual training at the

Naval Air Missile Test Center, Point Mugu, Calif., one of the stations carrying on experimental work in this field for the armed services.

A textbook is being prepared by the office of the Chief of Naval Operations to assist Reservists training in the field of pilotless aircraft and guided missiles.

Organized in January of this year, the Reserve unit began a study of history of pilotless aircraft which goes back to World War I. The first modern "guided missile" was a conventional aircraft equipped with remote controls and capable of carrying a bomb load, but this craft never saw actual war service.

During World War II battle-scarred B-17s were launched as radio-controlled missiles against enemy targets. Hitler's scientists invented numerous guided missiles, of which the V-1 "buzz-bomb" and the V-2 long-range rocket became most famous.

A guided missile is defined as one which carries within itself the "means to control its flight." Pilotless aircraft differ from guided missiles in that they are equipped with airfoils (wing, aileron or rudder surface) for sustained flights.

The program syllabus followed by the Reserve unit during its training sessions covers the various engine principles involved in guided missiles. According to naval experts, two general classes of "reaction motor" propulsion are used in the modern guided missile.

First is the true rocket motor, which carries its own oxygen, enabling it to fly beyond the earth's atmospheric layer. It uses either dry or liquid fuel. Second is the thermal air engine, which utilizes a stream of air to provide the necessary oxygen.

A typical liquid fuel rocket burns an aniline compound and nitro-sulfuric acid mixture, gasoline or alcohol, alternating with liquid oxygen.

The rocket type of motor, which was used in the German V-2 long-range bomb, will probably be used in most long-range rockets in the future because of the power it generates — four times greater than gunpowder.

Airstream or thermal air engines have an advantage over the true rocket in that the size and weight of the missile can

RESERVE

be reduced since it need not carry its own oxygen supply. It is at a disadvantage because it can operate only within the limits of the earth's atmosphere.

The "flying stovepipe," one of the Navy's most recently developed missiles, is a type of thermal air engine called ram jet. The simplest of airstream engines, it consists of a duct open at both ends with no moving parts. Fine jets of fuel are injected under pressure into the tube. The fuel is ignited with air entering the nose and compressed by the shape of the forward part of the duct.

Flying far into the supersonic range on its first test flight, the "flying stovepipe" delivered about 25 times the power available from the best aircraft reciprocating engine.

A second type of thermal air engine is represented in the Navy's Skystreak, a piloted aircraft which recently set a world speed record. The turbo-jet, the principle on which its engine operates, may be applied to guided missiles. In the turbo-jet the air needed for combustion is forced into the combustion chamber by a rotary compressor that is driven by a gas turbine. The turbine is mounted on the same shaft as the compressor and is activated by the gases resulting from the explosion, forming a continuous propelling jet.

The intense heat produced by these engines and the high rotational speed of the turbine and compressors, some of which have a velocity of nearly 1,000 miles per hour, have required the development of new alloys which can stand the heat and stress.

Members of the Reserve unit study the principles of foreign guided missiles, such as the German V-1 bomb, which also uses a type of thermal air engine. This intermittent duct engine is like a long cylinder fitted with a screen at one end and a number of small check valves. Combustible air is rammed into the cylinder through these valves by the forward motion of the bomb, and the explosion which follows slams the valves shut. The low pressure produced within the cylinder by the explosion, combined with the pressure of the air outside, opens the valves again, allowing air to enter and cause another explosion. The



CLASSROOM study, lectures and research prepare members of the Reserve unit for actual operation of pilotless aircraft during their annual training periods.

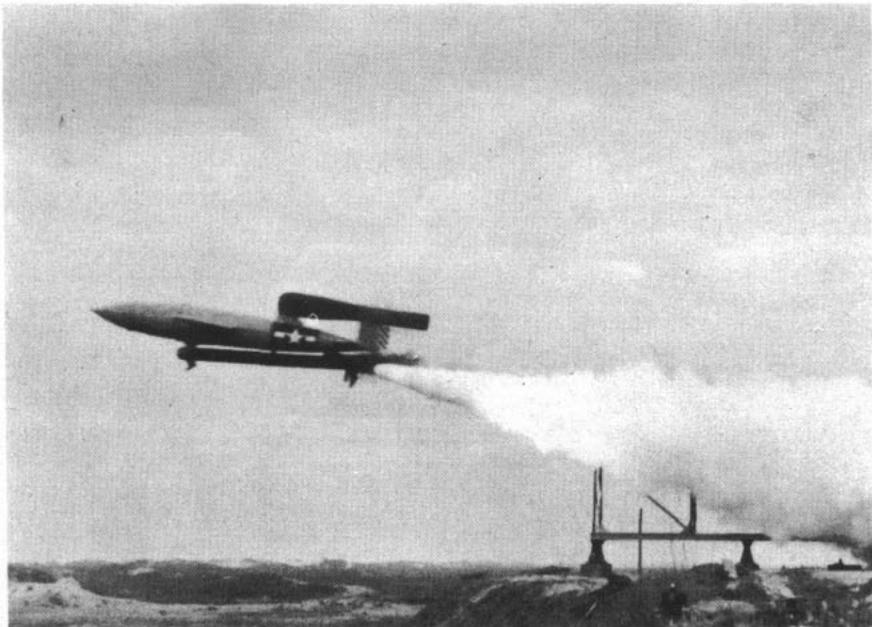
explosive propulsion process is constantly repeated.

Mock-ups, models of guided missiles, and various training aids are being provided by the Navy to aid in instruction of members of the Reserve unit. Civilian scientists and research personnel conduct lectures and show special films on experimental work now being done.

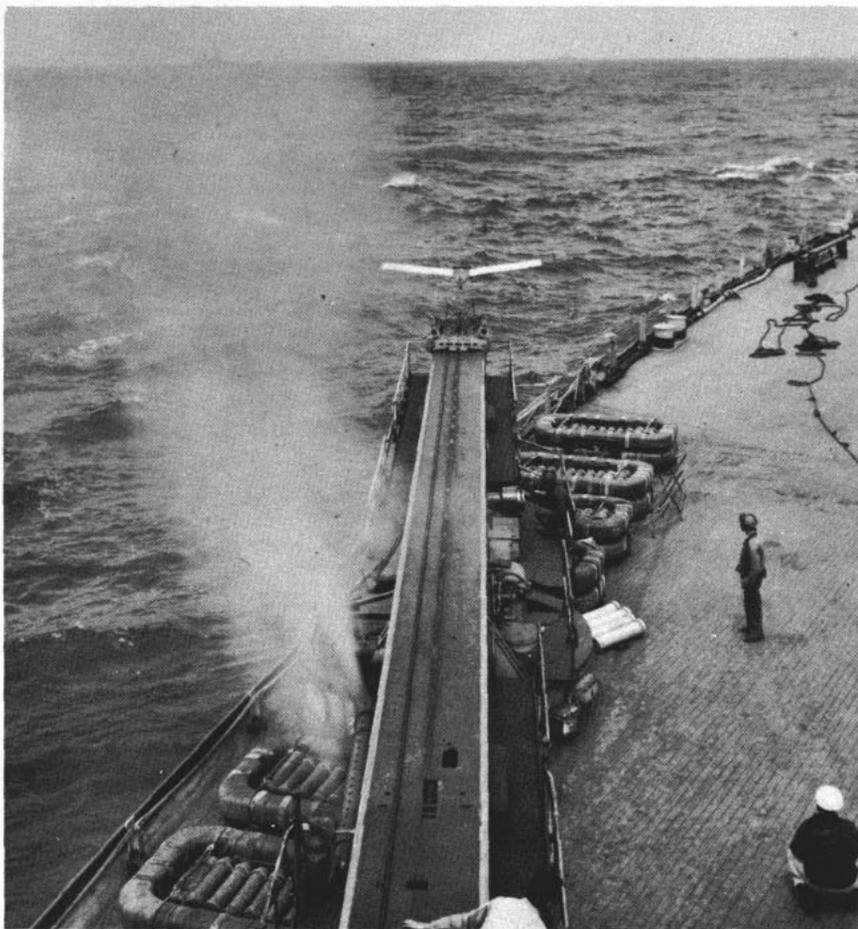
A long list of strangely named craft tells the history of guided missiles and

pilotless aircraft in the United States. The Azon, one of the first, derived its name from the words "azimuth only," which denotes its characteristics. Equipped with radio controlled fins, it was launched from a parent plane which could steer it to left or right as it fell, but there were no controls governing the missile's range.

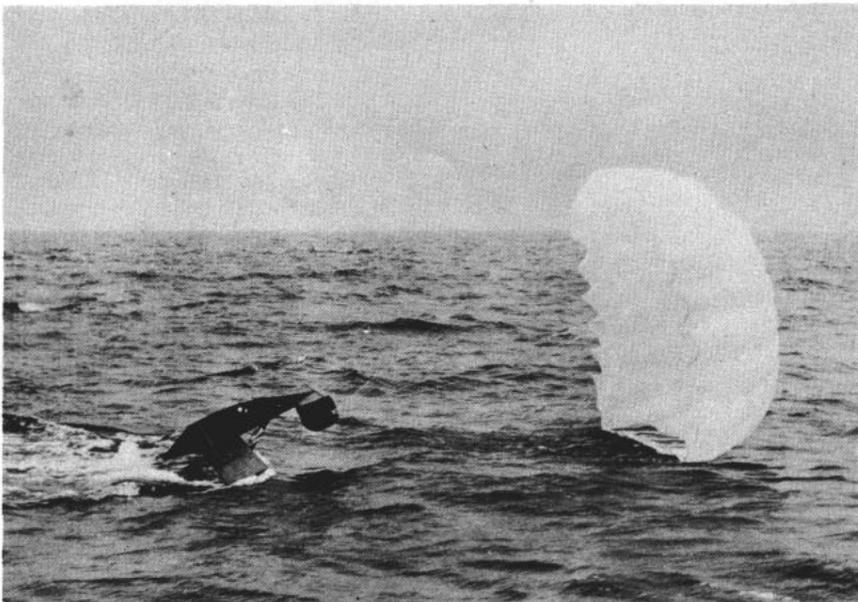
Azon earned early fame during the war by destroying bridges in Burma held by the Japanese, which repeated



LAUNCHING of guided missiles is an important phase of annual training given the pilotless aircraft unit at Naval Air Missile Test Center, Pt. Mugu, Calif.



CATAPULTING of radio-controlled target drones from ships at sea is included in training schedule of Reservists who are studying the field of pilotless aircraft.



RECOVERY of target drone after antiaircraft practice also comes in for study by the unit. Radio control shuts off the drone's engine, releases parachute.

bombings by ordinary means had failed to destroy.

Following came the Razon, similar to the Azon, for which both range and azimuth could be controlled.

Some guided missiles have been designed to be steered toward a source of heat, such as the funnel of a ship. The Felix was one of this type, while the Roc was a homing missile equipped with a small television set by means of which a pilot in the launching aircraft could guide the bomb by remote control.

The various guidance techniques of missiles and aircraft are studied by Pilotless Aircraft Unit W-1, beginning with ground control by radio, radar, visual and other means, mid-course guidance, and homing methods.

Radar-guided glider bombs developed in the United States, known as Bats, were the first fully automatic guided missiles to be used successfully in combat by any nation. They had a long range which permitted the launching aircraft to stay out of the range of antiaircraft fire. Seeking out their selected targets despite evasive maneuvers, the Bats scored a number of hits on Japanese shipping.

The first jet-propelled, radio-controlled, pilotless aircraft to make a successful flight in the United States was the Gorgon. It was one of the trio of guided missiles, now obsolete, which included the Glomb and the Gargoyle, a rocket-powered bomb controlled by radio.

Improving on missiles and pilotless aircraft during the war, the Navy has made public some of its more recent developments, including the Bumblebee, powered by a ram jet engine; the Loon, a refined German V-1 buzz bomb; and the KDs, pilotless aircraft powered by jet or gasoline engines.

Included in Unit W-1's training syllabus is the study of the target drone, used by the Navy in gunnery practice, and methods of recovering these pilotless aircraft at sea.

Guided missiles may serve a peacetime purpose. Airmail of the future may be carried in long-range missiles. Rockets equipped with scientific apparatus can probe beyond the blanket of the earth's atmosphere to obtain data of cosmic rays and other phenomena.

The members of Pilotless Aircraft Unit W-1, forming the nucleus of a Reserve group which is continuing its specialized training in civilian life, will fit into a hard-to-fill niche in the Navy in the event of mobilization.

Here's a Roundup of Legislation Affecting Naval Personnel

The tempo of Congressional action on many legislative proposals and bills of interest to naval personnel increased as the end of the second session of the 80th Congress neared.

In next month's issue, ALL HANDS will present a complete resume of naval legislation acted upon during this session.

In addition to legislation making the Waves a permanent part of the Navy (see p. 37), the following bills became law after being passed by Congress and signed by the President:

Medical Treatment—Public Law 511 (H.R. 1275): provides for reimbursement of persons on active duty in the Navy for the cost of emergency or necessary medical services from civilian sources, including medical services necessary while on authorized liberty or leave. Reimbursement will be made only if no medical service was available from a Federal source.

Salvage Facilities—Public Law 513 (H.R. 4490): Authorizes the Secretary of the Navy to provide salvage facilities to both public and private vessels, to acquire and transfer necessary vessels and equipment, and to advance to private salvage companies necessary funds for the immediate financing of salvage operations.

Nurses' Retirement—Public Law 517 (H.R. 4090): equalizes retirements benefits among members of the Nurse Corps of the Army and the Navy, and other actions.

Mustering-Out Pay—Public Law 539 (H.R. 5805): extends the time within which application for mustering-out pay may be made by veterans. The new deadline is 3 Feb 1950. (See p. 45).

Burial Eligibility—Public Law 526 (S. 1620): establishes eligibility for burial in national cemeteries of veterans and various relatives.

Canadian Midshipmen—Public Law 564 (S. 1723, H.R. 4341): authorizes the appointment of midshipman at the Naval Academy from Canada.

Legislative proposals in various stages of Congressional action are:

Security Measure—S. 2680: Reported with amendment; to prevent disclosures of information concerning cryptographic systems of the U.S.

Duty Recall—H.R. 6743: Introduced; to provide for the recall of officers to active duty for purposes of rehospitalization and evaluation.

Reserve Benefits—H.R. 6744: Introduced; to provide benefits for members of the Reserve components of the armed forces who suffer disability or death from injuries incurred while engaging in active duty training for periods of less than 30 days or while engaged in inactive duty training.

Enlisted Pilots—H.R. 3312, S. 1216: Passed Senate, awaiting House action: to repeal the part of the Act of 24 June 1926 relating to percentages of enlisted aviation pilots in time of peace.

Enlisted Retirement—S. 2139, H.R. 5344: Passed by House, favorably reported to full Senate armed services committee; to amend Act of 24 July 1941, as amended by Public Law 305, to enable retired enlisted men and warrant officers to elect appointment in the highest temporary rank in which they served satisfactorily, or retired pay of enlisted or warrant grade, and to prohibit retroactive checkage of retired pay.

Reserve Compensation—S. 2760: Introduced; to amend Public Law 604, 79th Congress, to authorize receipt of pension, disability compensation and other payment, by members of Reserve components while receiving drill pay.

Per Diem Pay—H.R. 5393, S. 2174: Favorably reported by subcommittee to full Senate Services Committee; to amend Pay Adjustment Act to provide for readjustment of per diem allowances. Cleared by the Bureau of the Budget with amendment providing per diem not to exceed \$8 for both officers and men.

Reserve Retirement—H.R. 2744: Passed House, Senate armed services committee considering an amended form; to provide for the non-disability retirement of Reserves.

Administrative Amendment—S. 1338, H.R. 3687: Introduced; to amend the Articles for the Government of the Navy.

Free Postage—S.J. Res. 193: Passed by Senate; to grant free postage to members of the armed services while confined for treatment in a military or naval hospital.

Filipino Midshipmen—S. 2729: Introduced; to authorize the course of instruction at the U.S. Naval Academy to be given to not exceeding four persons at a time from the Republic of the Philippines.

Title Changes—H.R. 6648: Introduced; to change the titles of the Secretaries of the Army, Navy and Air Force

to Under Secretaries of Defense for the Army, Navy, and Air Force, respectively, and for other purposes.

NOK Travel—S. 2596: Introduced; to grant travel and subsistence allowance to the next of kin attending group burials of remains of known individuals returned to the U.S. for interment.

Foreign Instruction—H.R. 6546: Introduced; to authorize the President to permit nationals of other nations to receive instruction and training in schools, training establishments, units and other installations maintained or administered by the Army, Navy, Air Force or Coast Guard.

Record Review—H.R. 6269: Introduced; to provide for review of military and naval records in World War I and to issue decorations, medals and awards in deserving cases.

Retired Advancement—S. 2525: Introduced; to provide for the advancement of one grade on the retired list of certain officers who were decorated and recommended for promotion during World War II but who have not attained the rank to which recommended.

Income Taxes—H.R. 6710 and H.R. 6712: Introduced; to provide for extension of military exemption from income tax for an additional year.

Longevity Pay—H.R. 4498, S. 1790: S. 1790 passed Senate, favorably reported by House armed services committee; to allow credit for service performed before reaching 18 years of age for longevity pay.

Navy Saves Money

The Navy has saved millions of dollars since the close of World War II from plane-scraping operations at naval air stations.

An example of the scrap recovery work being done by the various air stations can be found at NAS Alameda, Calif. Scrap aluminum from obsolete and wrecked aircraft here is fed into a gas-heated furnace from which it issues in 30-pound ingots ready for sale. A five-man crew performs the entire operation. The \$7,391 furnace pays for itself twice a month.

An innovation in this smelting process has been introduced at NAS Norfolk, Va. It is a modern, electrically operated "guillotine," whose huge blade shears aircraft into easily-handled sections.

NAVIES OF THE WORLD



SCENES of life in Canadian navy show chief in engine room of cruiser (above); left: warrant officer instructs recruit in use of bosn's pipe. Below, left: Trainees learn tricks of radar plotting; right: chief supervises gunnery training.



SMALL DOMINION FLEETS ALERT

PASSED by the Parliament of the United Kingdom in 1931, the Statute of Westminster affirmed that the dominions of Canada, Australia, New Zealand and South Africa are completely independent countries with full powers over external and internal affairs. Nevertheless, 1939 and the following war years saw the dominions shepherding their convoys and fighting their sea battles in close cooperation with each other and the mother country.

Today the dominions are returning some ships to England and putting others in a reserve status. With demobilization, vastly expanded personnel figures have leveled off. Ships in full commission are actively engaged in cruises and maneuvers, however, and others are ready for quick reactivation.

CANADA: It is believed that no navy in modern times has expanded at a rate equal to the growth of the Royal Canadian Navy between September 1939 and the end of World War II. In the autumn of 1939 it consisted of 15 ships and about 1,700 men. On 31 Mar 1945 it totaled 370 combat vessels, 550 auxiliaries and 95,000 men.

When the war ended, Canada is said to have had the third largest and strongest navy among the United Nations. Figures on important units of its navy of today follow, with an aircraft carrier in top listing:

- *Magnificent*—14,000 tons standard displacement, speed 25 knots, armament (aside from planes) twenty-four 2-pounders and nineteen 40-mm AAs, commissioned 9 Apr 1948. This ship is on loan to Canada by the Royal Navy. Another carrier, *Warrior*, was returned to England in exchange for the newer *Magnificent*.

On active duty at present is one cruiser:

- *Ontario* — 8,000 tons, speed 31.5 knots, main armament nine 6-inch guns and ten 4-inch dual purpose guns, completed in 1945. Presented to Royal Canadian Navy by England. Another cruiser, *Uganda*, with specifications similar to those of *Ontario* has been placed in reserve. Both these ships carry six 21-inch torpedo tubes.

Destroyers in full commission include:

- *Crescent* — 1,710 tons, speed 34 knots, main armament four 4.5-inch dual

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

purpose guns and four 21-inch torpedo tubes, presented to R. C. N. in 1945.

- *Cayuga*, *Nootka* and *Haida*—1,927 tons, speed 36.5 knots, main armament eight 4-inch dual-purpose guns and four 21-inch torpedo tubes. *Cayuga* and *Nootka* were built in Halifax. Building in Halifax at present is another ship of this class, *Atabaskan*. An earlier ship of that name was a war loss. *Haida* was built by Vickers-Armstrong on the river Tyne in Scotland.

Frigates:

- *Atigonish* and *St. Stephen*—1,145 tons, speed 20 knots, main armament two 4-inch dual-purpose guns, ten 20-mm AAs, commissioned since January, 1947.

Minesweepers:

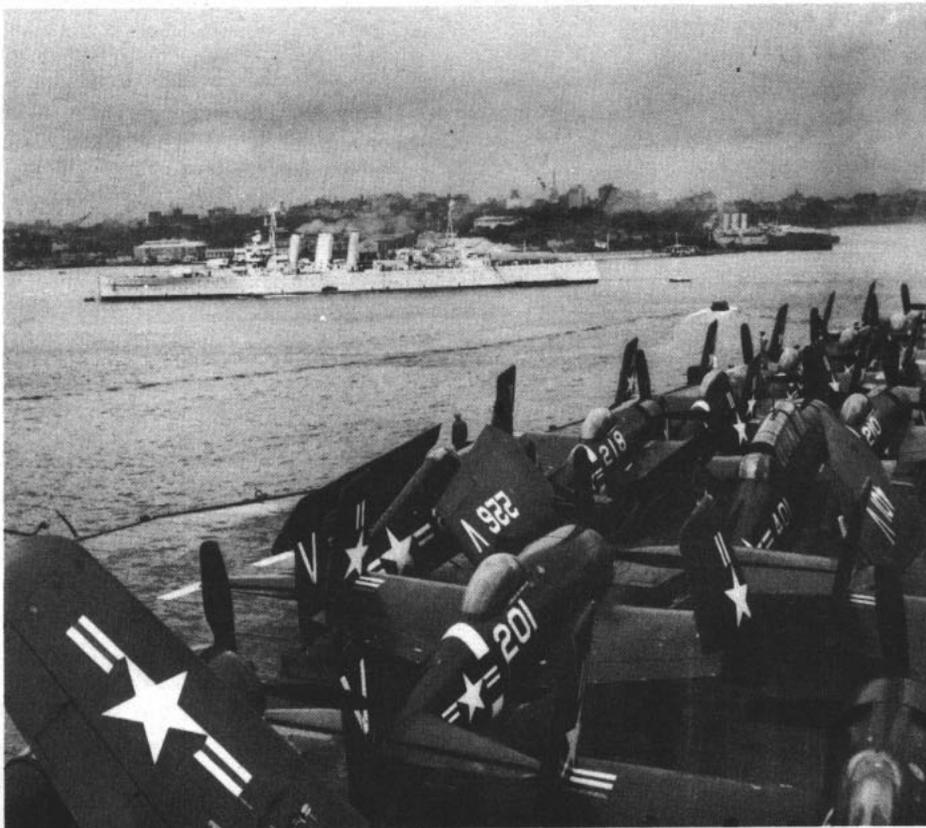
- *New Liskeard*—950 tons, speed 15 knots, main armament one 4-inch dual

purpose gun, four 20-mm Oerlikons, 1 hedgehog. *New Liskeard* was built after 1 Jan 1944 and has been employed as a seagoing training ship.

In addition, the R. C. N. has minelayers, survey ships, motor minesweepers, coastal craft and other miscellaneous small craft. Many tugs, salvage vessels and harbor craft are manned entirely by civilian crews.

Headquarters of the Royal Canadian Navy is in Ottawa.

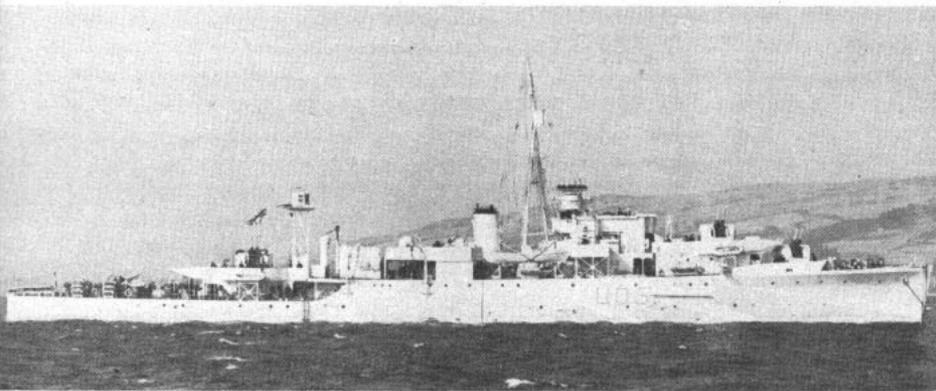
- **AUSTRALIA:** This dominion declared war on Germany on 3 Sept 1939, on Italy 11 June 1940 and on Japan 8 Dec 1941. The Royal Australian Navy compiled a particularly glorious record in the Mediterranean until the latter part of 1941, when the larger units were called home because of the threat of war in the Pacific. In the war with Japan, the men and ships of this comparatively small fleet fought with great effectiveness. In spite of losses, Australia's navy grew rapidly during the war. In addition to



GALLANT 'Aussie' cruiser *Australia* is seen from carrier USS *Valley Forge* in Sydney Harbor. The vessel displaces 10,000 tons, has a speed of 31.5 knots.



CANADIAN light cruiser *Ontario* displaces 8,000 tons, was completed in 1945.



INDIAN sloop *Cauvery* is similar to HMS *Chanticleer* (above), lost in the war.



TYPICAL of Canadian frigates, HMS *Loch Alvie* served with Canada during war.

ships that it received from Britain, the R. A. N. was augmented by a large number of ships and patrol boats built in Australian yards.

Now in full commission are:

One cruiser:

- *Australia*—10,000 tons, speed 31.5 knots, main armament six 8-inch 50 caliber guns and eight 4-inch dual-purpose guns, completed in 1928. Two other cruisers, *Hobart* and *Shropshire* have been "reduced to reserve."

Five destroyers:

- *Quiberon* and *Quickmatch*—1,705 tons, speed not available, main armament four 4.7-inch guns and eight 21-inch torpedo tubes, completed in 1942.

- *Arunta*, *Warramunga* and *Bataan*—1,927 tons, speed 36.5 knots, main armament eight 4-inch guns and four 21-inch torpedo tubes, all completed since 1940.

Frigates:

- *Condamine*, *Murchison*, *Shoalhaven*—1,544 tons, speed 20 knots, four 4-inch dual-purpose guns, 1 hedgehog and 4 antisubmarine howitzers. These ships were built in Australia and completed since 1943.

- *Culgoa* and *Gascoyne*—1,420 tons, speed 20 knots, main armament two 4-inch dual-purpose guns, 6 to 20 machine guns and four antisubmarine howitzers, completed since 1943.

Three destroyers, six frigates, a number of training ships and many minesweepers are in reserve.

- **SOUTH AFRICA:** Almost obscured by the sweeping events occurring among larger navies was the part played by the Union of South Africa in World War II. One of the many small engagements that led to victory was the sinking of an enemy submarine by the South African frigate *Natal* in the North Sea in 1945.

In active service at present are four frigates, two minesweepers and one "controlled minelayer." The minelayer, *Spin-drift*, is an ex-German trawler which displaces 926 tons. The frigates, all modern ships, approximate other late dominion frigates in specifications.

- **NEW ZEALAND:** Kingpin of the New Zealand fleet is the cruiser *Bellona*. Another ship of similar characteristics, *Black Prince*, is in reserve. Both of these ships are on loan to New Zealand by Great Britain, who pays for their annual maintenance.

- *Bellona*—5,700 tons, speed 33 knots, main armament eight 5.25-inch dual-pur-

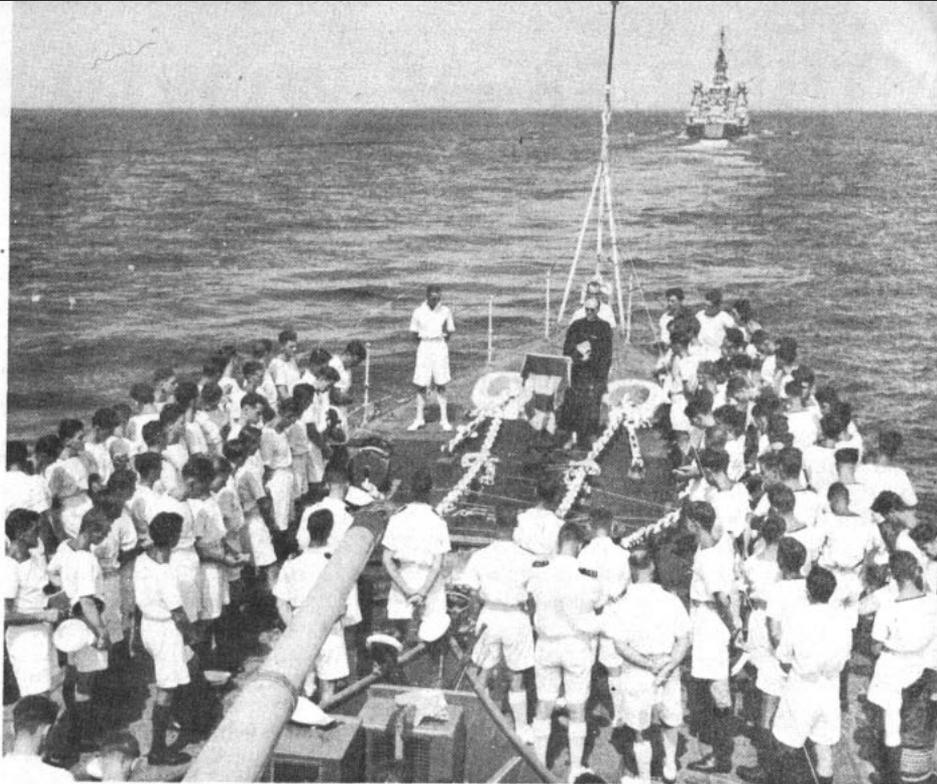
pose guns and six 21-inch torpedo tubes, completed in 1943.

The corvette *Arbutus* in active service and *Arabis* in reserve, in addition to trawlers and coastal craft, round out New Zealand's small navy. During World War II, New Zealand's ships were manned largely by British navy personnel.

INDIA: With headquarters in New Delhi, the Royal Indian Navy boasts a surprisingly impressive small fleet of ships. In active service are a light cruiser, four frigates and three minesweepers, almost all of recent construction. There are a large number of ships in reserve.

The cruiser, recently acquired from England, is the *Achilles*—a light cruiser of the Leander class. It was completed in 1933. The Royal Indian Navy's personnel strength at the beginning of 1947 was 1,000 officers and 10,000 enlisted men.

Also in India, but separate from the Royal Indian Navy is the Royal Pakistan Navy with headquarters at Karachi. This navy boasts five frigates, one of which is used for boys' training. Also in the active fleet are two minesweepers, *Baluchistan* and *Oudb*.—H. O. Austin, MEC, USN.



CHURCH service is held at sea on board Canadian destroyer *Crescent*, while dead ahead can be seen Canada's cruiser *Ontario*, a present from England.



DECK HOCKEY is played on board carrier by Canadian sailors. Canada has one carrier, *Magnificent*, loaned by Britain.

THE RISE OF WORLD SEA POWER

BATTLE activities of men facing the enemy are all too often regarded by them only in the narrow light of a job well done—something to tell the boys, but little else.

Perhaps it was pure spunk or plain nerve—anything but full realization of the action's broad significance—that made privateer Captain Sam Reid, with 90 men and a tiny ship, take on a whole British squadron.

Stopping in the Azores for fuel during the War of 1812, Reid's 14-gun *General Armstrong* was bottled in by a British invasion fleet led by a 16-gun brig, a 38-gun frigate and a 74-gun battleship. Reid laughed at British Commodore Lloyd's order to surrender.

Since the port was neutral, the British commander waited until midnight and then dispatched four tenders to quietly polish off the sassy American.

The tenders were blasted out of the water by the waiting Americans in the course of a few minutes and the British set out to do the job right. Four hundred men packed into boats and rowed with muffled oars to the privateer.

This time it was hand-to-hand battle with cutlass, pike and knife—90 Americans against 400. Water around *General Armstrong* was streaked with blood and littered with British dead when the few remaining boarders retreated after an hour. American dead numbered two.

Dawn was near and the brig *Carnation*, 18 guns, was sent in to obliterate the privateer. Their aim was too high and British shells set the town on fire. Mid-morning found the English ship a blazing hulk, her mainmast toppled and her decks in shambles. Capsized tenders, wrecked barges and bodies jammed the bay.

Infuriated, Commodore Lloyd sent in the frigate *Rota* and the battleship *Plantagenet*—122 guns against 14. The privateer gave up the battle only when

two more British vessels stood into the harbor.

General Armstrong's swivel gun pointed into a hatch and blew a hole in the bottom. The ship went down without striking her colors, and Sam Reid and his boys rowed ashore where the captain interned himself in an Azores castle to become a naval legend.

The 350 British casualties necessitated a wait for reinforcements before pushing on to New Orleans, allowing American forces to reach the city barely in time.

Loss of nine lives on board *General Armstrong* in the Azores had cost the New Louisiana, for historians believe New Orleans and surrounding territory would have fallen if the British timetable

Editor's note—From the Battle of Salamis, 480 B.C., to the Battle of Lepanto, 1571 A.D., is the scope of this article, the first of two installments briefly sketching the important role of sea power from ancient times down to the present. Last installment will appear in a future issue. *

had been maintained. Andrew Jackson and his defenders would not have been there to meet the enemy assault.

Sam Reid could not have foreseen the outcome of his courageous stand, as in many other instances in naval warfare.

How does this tie in with sea power? Since sea power is the ability to control the sea for one's own use while denying it to the enemy, a tiny obstacle such as that of *General Armstrong* may have great effect on the prosecution of a war.

The U.S. actually had many ships during the War of 1812. Outnumbered and outgunned in a comparison of total strength, American naval forces nevertheless were strong enough to contest British control of the seas with formidable effect.

The peace ending the War of 1812 had already been signed before the Battle

of New Orleans, and therefore *General Armstrong's* stand had nothing to do with the terms of the treaty. It is mentioned here because it illustrates the broad significance it might have had on the outcome of the war.

Other sea battles have caused the rise and fall of great nations. As Sir Walter Raleigh said, "whosoever commands the sea, commands the trade; whosoever commands the trade of the world, commands the riches of the world and consequently the world itself."

Rear Admiral A. T. Mahan, USN, wrote with considerable foresight at the turn of the present century that a great sea power throughout history has always defeated a great land power.

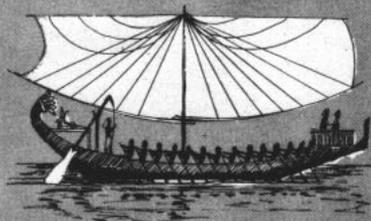
Back in 480 B.C. King Xerxes of Persia gathered about 760 small but formidable ships and 200,000 to 300,000 infantrymen to crush the Greek forces under the great Athenian leader Themistocles.

Ships of those days were called triremes and were about 150 feet in length. Hard working oarsmen could row the craft at emergency speed of up to 15 knots and easily maintain a cruising speed of seven to nine knots.

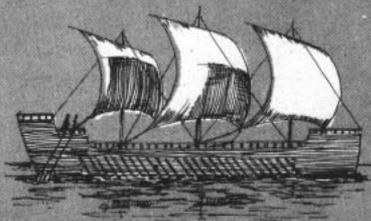
Chief armament was one or more timbers projecting forward under water and tipped with bronze beaks for ramming, although a few ship's company were armed with bows and arrows and other missile throwing devices.

Navigation was unknown at the time, and the Persian fleet crept toward the enemy with shoreline constantly in sight. A fierce storm dashed many of the vessels on the rocks and other disasters decreased the number of ships to 350 by the time they faced the Greek forces at Salamis, a short distance from Athens.

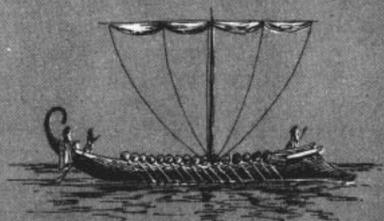
The Greek vessels backed water into a narrow strait little over a mile wide, so that only about 100 of the enemy could



EGYPTIAN SHIP 1600 B.C.



GREEK GALLEY 450 B.C.



PHOENICIAN GALLEY 450 B.C.

come through in line abreast. The celebrated Greek poet Aeschylus, who took part in the battle, describes the scene:

*"... and first the mighty flood
Of Persian host held out. But when
the ships*

*Were crowded in the straits, nor could
they give*

*Help to each other, they with
mutual shocks,*

*With beaks of bronze, went crash-
ing each the other,
Shivering the rowers' benches. And the
ships*

*Of Hellas, with maneuvering not
unskillful*

Charged circling round them."

The Persians lost half their vessels and a large number were captured, while Greek losses amounted to only 40 sunk and a like number disabled. Xerxes and the bulk of his army retreated by land and under the impact of famine, disease and guerilla warfare, reached their homelands a broken and demoralized remnant.

Athens, the leading naval power among the Greeks who fought at Salamis, was now supreme on the sea. She assumed leadership over many other cities and communities, building up her navy and extending trade to nearly all of the Mediterranean. Prosperous and powerful, the city blossomed forth in the Golden Age of Athens, with great achievements in philosophy, science and the arts.

Two disastrous naval defeats near the end of the century restricted Athenian trade areas and sea power fell into decay. Athens and all of southern Greece later was conquered by Macedonians advancing over land.

One of these naval defeats was suffered at the hands of the Carthaginians, who had met and repulsed the westward tide of Athenian colonization in a battle off Sicily. Even before the Battle of Salamis, Carthage had become a naval power in the western Mediterranean.

Two centuries passed between the victory at Salamis and the Punic Wars, a

History's Pages Reveal Control of the Seas Key to Nation's Power

second great conflict between alien races for Mediterranean control. Controlling all of the Italian peninsula in the 3rd century B.C., Romans took their next expansive move onto Sicily which began a series of three wars spread over more than 100 years.

The Carthaginians were more powerful and experienced on the sea than the Romans, who in the first war lost four great fleets in storms. The Romans, however, built up and perfected their fleets. Invention of their "corvus," a swinging gangway for boarding, contributed greatly to their first great victory off Mylae, Sicily.

Superiority in hand-to-hand fighting won a second battle off Economus, Sicily, in 256 B.C. Nearly 300,000 men of both nations participated, the largest assembly of ships and men ever to meet at sea prior to World War II.

Despite heavy losses in battles which followed, the Romans destroyed Carthaginian sea forces in the first war. In the second Punic War, the great Carthaginian general, Hannibal, who employed elephants to cross the Alps and campaigned for 16 years in Italy, was cut off from supplies and reinforcements from the mother country over the sea route.

After finally defeating Hannibal, the Romans invaded Carthage and northern Africa through use of their newly acquired naval superiority.

After the assassination of Julius Caesar in 44 B.C., Rome split into two great factions striving for governmental control. One was led by Marc Antony, a popular hero and great military leader, and another group surrounded Caesar's nephew Octavius.

Having married the fabulous Cleopatra,

the Greek princess who ruled Egypt, Antony extended his sea forces over the western Mediterranean, while those of Octavius held sway in the eastern part.

Octavius appointed a noteworthy admiral, Agrippa, to take command of his vessels, which closed in on Antony's at Actium, Greece, in the year 31 B.C. Cleopatra herself shared a command in the battle but when Egyptian ships unfurled their purple sails and deserted the Romans serving under Antony, both Antony and Cleopatra left the battle and the Romans went over to Octavius.

Invasion by Octavius of Egypt the following year resulted in destruction of Antony's remaining sea and land forces, and Antony and Cleopatra committed suicide. For four centuries thereafter, the Mediterranean was known to the Romans as Mare Nostrum (our sea). The wealth flowing in from the subjugation of Egypt lifted Octavius to a popularity which rendered easy his assumption of supreme power as Caesar Augustus, first of the Roman emperors.

Naval control of the Mediterranean declined with the slow crumbling of the empire and in 445 A.D. the piratical fleet of the Vandals anchored in the Tiber and pillaged Rome for 14 days.

More than 100 years earlier, the Emperor Constantine had shifted his capital from Rome to Byzantium, which then became Constantinople. It was to become Europe's eastern frontier.

Followers of Mohammed, who died in 632, carved out a vast empire in the next hundred years and made two great assaults against the Christian bastion of Constantinople. The terrifying new weapon of Greek fire—"a flaming substance of pitch, sulphur and nitre—" drove off the Saracens both times.

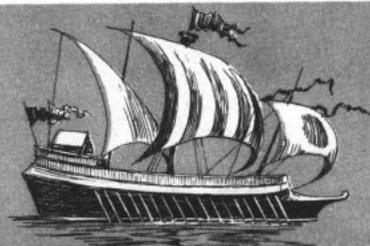
In the second battle, the Saracens employed 1,800 vessels and an army of 180,000 but when it was over, Leo III had won what is called the greatest success in Roman history by destroying first the ships manned by Egyptians and



ROMAN TRIREME 100 A.D.



VIKING SHIP 1000 A.D.



VENETIAN ARGOSY 1200 A.D.

African peoples, dubious converts to Islam, and then the Saracen fleet.

Out of the original armada of 1,800 vessels, only five, it is said, returned to Syria and only a sixth of the 180,000 troops survived. It was a victory of inestimable value to Europe, for the weak eastern peoples would have been subjected to Islam, although that subjection became an actuality 700 years later.

Weakened by internal dissension and greed of its officials, Constantinople allowed its navy and trade to weaken, depending more and more on Italian maritime cities like Venice and Genoa for trade transport and even its sea protection.

When Venice, aided by other misguided Christian forces of the Fourth Crusade, turned against Constantinople in 1204, the death blow of the empire sounded. Although the empire returned to Byzantine rule later, its power was a thing of the past.

The second great uprising of the Moslems under Mohammed II overcame a pitiful stand of 8,000 men led by the last Emperor Constantine in 1453. Their fortifications were crushed by Turkish siege artillery of 200 cannon, the largest of which was a 46-inch mortar which could throw a 1,200-pound stone ball onto the city.

Merchants and seamen of the Republic of Venice had slowly assumed full control of Constantinople's sea forces and at the close of the 12th century there were 18,000 Venetian traders residing in that city. By 1400 Venice was at the height of prosperity with more than 3,000 Venetian ships bringing their wares through the city bound for other European countries. In the city's population of 200,000, there were 38,000 seamen and another 6,000 worked in their vast shipyard.

At the other end of the Mediterranean, however, the Ottoman Turks took over and extended the Saracen Empire with great land armies and fleets manned by

Egyptians, Syrians and other subject peoples.

With Turkish sea power cutting Venice's life blood of trade—the transport of spices, silks, drugs, cloths and other Oriental products—it was inevitable that a struggle for supremacy should develop.

Turkish naval forces suffered no decisive defeat for a whole century before the famous battle of Lepanto in 1571. By then the issue had become a deeper one than supremacy of the trade routes—religious faith, Christian against Moslem, inspired the fighters of that battle.

Through the efforts of Pope Pius V, a naval force of Spanish, Papal and Venetian galleys combined to oppose the Turks. The choice of supreme commander fell upon Don Juan of Austria, the illegitimate son of Charles V.

The Christian force consisted of 13,000 seamen, 43,000 rowers and about 29,000 soldiers. More than 200 galleys were supplemented by six Venetian galleasses, each with 180 cannon and 500 arquebusiers. More strongly built and larger than galleys, they depended largely on sails but at Lepanto they were towed into action.

Against this force were 208 Turkish galleys, 60 galliots and other smaller types under the command of Ali Pasha. While the Turks were about equal in the number of fighting vessels, they were decidedly inferior in the number of troops on board, which came to about 25,000, and also in the number and size of artillery.

As the two forces met in the Gulf of Corinth or Lepanto, Don Juan hoisted at the stern of his flagship *Reale* the great white banner of the Holy League with the figure of Christ on the cross. From the Turkish flagship arose another white standard emblazoned in gold with texts from the Koran.

The flagships steered directly toward each other and there was time for only

three discharges of cannon before the opponents closed. The Turkish vessel sunk her ram into *Reale* and Spanish infantry and Turkish janissaries clashed in bitter hand to hand fighting. *Reale* was nearly overcome but the flagship of the Papal commander jammed alongside and saved the day. A fierce counter-attack swept the length of Ali Pasha's galley and the Turkish commander in chief was killed along with every one of the 400 men on board.

When the Turks saw Don Juan hoist the league banner to the masthead of the captured vessel, the spirit of the Turks was broken and the Christian forces redoubled their efforts. After two hours, the Christian left and center emerged victorious.

The Christian right had a more difficult time and the Knights of Malta lost their flagship and many other vessels. Uluch Ali, commander of the Turkish left, withdrew with 35 galleys and the fighting ended at evening.

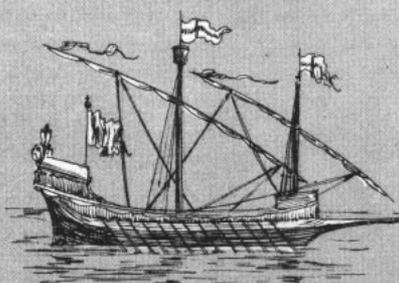
Little quarter had been given on either side and an estimated 30,000 Turks were killed, wounded or captured while the Christian loss was placed at 7,500 men.

A celebrated Spanish writer summed up the effects of the battle in which "the world and all the nations were disabused of the error that the Turks were invincible at sea." Both the Turks and Venice declined as sea powers and trade diverted from the Mediterranean caused the Venetian Republic to fall into the rank of a petty state whose existence ended in the Revolutionary War.

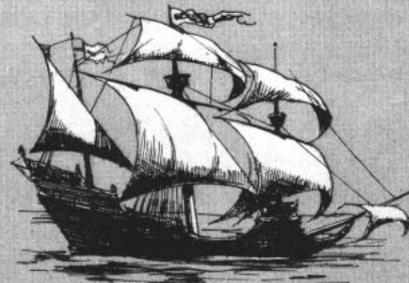
With the opening of other ocean routes, more direct and less costly than those through the Mediterranean, together with the discovery of America, a rivalry in world trade and colonial expansion set in which has continued increasingly down to the present time, forming a dominant element in the foreign policies of maritime nations and a primary motive for the possession and use of navies.



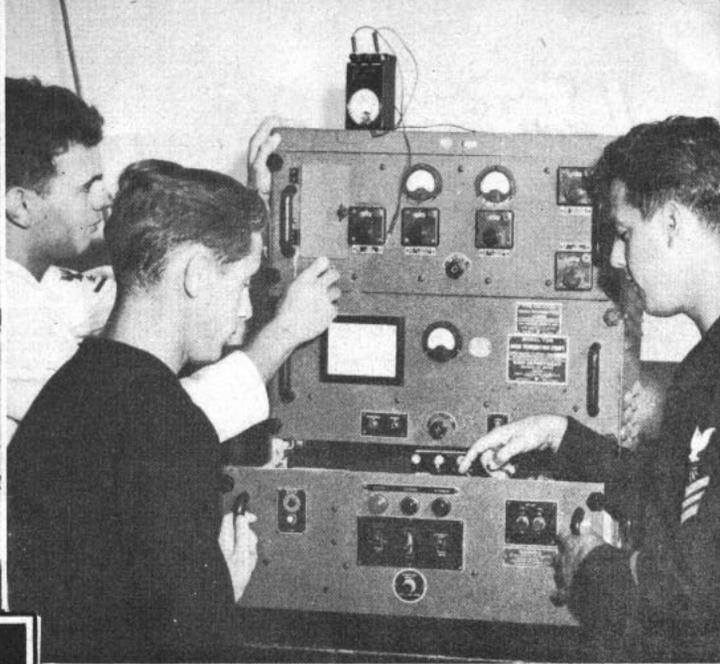
PORTUGUESE CARAVEL 1450 A.D.



VENETIAN GALLEY 1570 A.D.

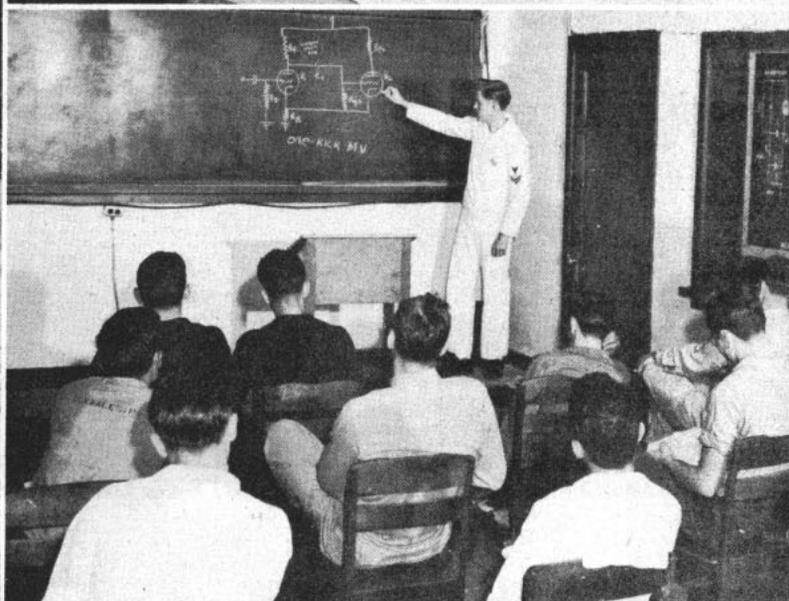
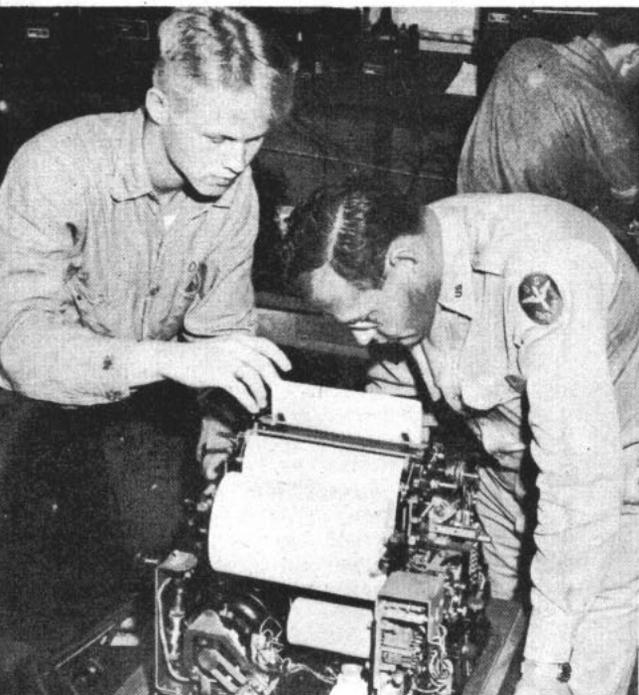
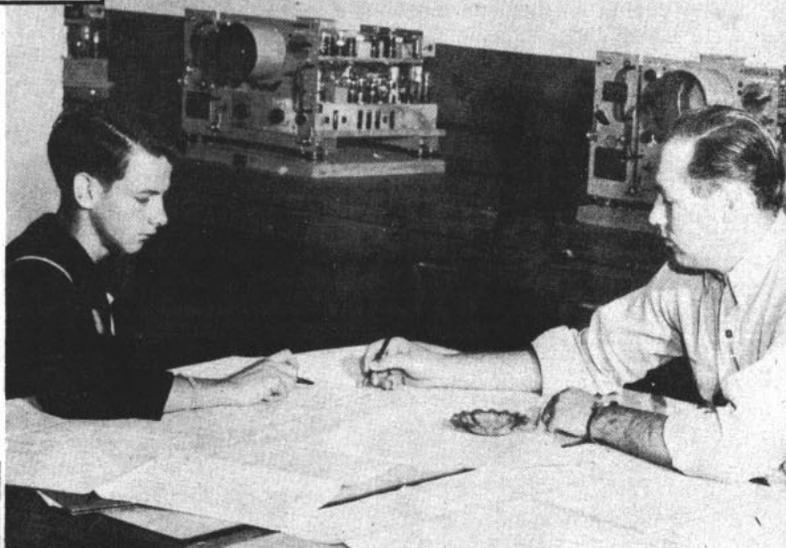


SPANISH GALLEON 1570 A.D.



ET TRAINING

INTENSIVE electronics training is given men of the Pacific command at Electronics Technicians School, Pearl Harbor, T.H. Classes are formed from all branches of armed forces and civilian shipyard workers. Above, left: Students learn assembly and repair. Above, right: Instructor explains complex system of voice radio set to students. Right: Theory of Loran is explained to student. Below, left: Technician gives student the inside dope on a radio-teletype. Below, right: Instructor explains a diagram to the class.



LETTERS TO THE EDITOR

Service Pay Commission

SIR: It would be appreciated if you would list the chairman and members of the Advisory Commission on Service Pay, the civilian board now studying the pay system of the armed forces.—H. T., CY, USN.

• *Chairman is Charles T. Hook, president of a large steel mill. Other members are Keith S. McHugh, telephone company vice president; Lawrence H. Whiting, furniture company president; and Rev. John J. Cavanaugh, university president. Latest move of the board was appointment of a legal subcommittee to study present and proposed laws and regulations affecting promotions and attrition of officers and men.—Ed.*

Reduction and Advancement

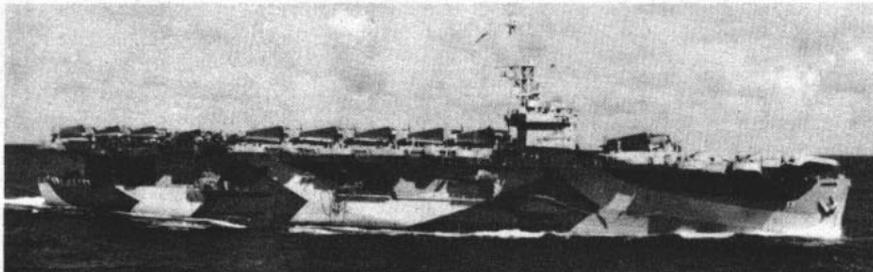
SIR: When reduction in rating is effected as punishment by a deck court, (1) how many months must be served before the person receiving the punishment may be considered for advancement to pay grade 2? (2) What are the required average marks during this time for proficiency and conduct?—E.E.G., SK2, USN.

• (1) 12 months. (2) *The same marks as those for a person advanced to pay grade 2, beginning with the date of the offense for which the individual concerned was reduced to pay grade 3. Subparagraph 2(b) of enclosure (A) to BuPers Circ Ltr 191-46 (Corrected).—Ed.*

Two PUC's for Fanshaw Bay

SIR: Did USS Fanshaw Bay (CVE 70) receive two Presidential Unit Citations?—W. F. H., CMOMM, USN.

• *Yes. The escort carrier Fanshaw Bay was first awarded the PUC for heroic service on 25 Oct 1944. She received a second award for heroic service for the period 15 June 1944 to 27 July 1945.—Ed.*



USS FANSHAW BAY—Fighting carrier twice awarded Presidential Unit Citation.

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

Taluga, Tulagi — No Tulaga

SIR: Has there ever been a ship named USS Tulaga? We know there is one named USS Taluga but were arguing over the name Tulaga.—A. C., S1, USN.

• *No. The Navy has had ships named USS Taluga (AO 62) and USS Tulagi (CVE 72) but there is no record of a USS Tulaga. The tanker Taluga was named for a river in the north western part of Florida. The carrier Tulagi was named for the island of Tulagi in the Solomons where the Japanese suffered shipping losses during our carrier raids on 4 May 1942. Succeeding battles in the vicinity of this island were the turning point in the Pacific war. Tulagi was stricken from the Navy list on 8 May 1946.—Ed.*

Reserve Time Counts

SIR: I enlisted on active duty in the Naval Reserve on 14 June 1943 and was discharged as a yeoman second class on 18 May 1946. I reenlisted in the regular Navy 88 days later as a Y2. (1) Does my time in the Reserve count toward continuous service? (2) Does my Reserve time in rate count towards advancement?—E.S.S., Y2, USN.

• (1) *Yes. All active federal service counts for transfer to Fleet Reserve.* (2) *Yes. Your two periods of active service were not interrupted by more than three months. Refer to enclosure (a) of BuPers Circ. Ltr. 191-46 (AS&SL, July-December 1946).—Ed.*

Advancement in Rating

SIR: In ALL HANDS, February 1948, I read an article on rates open for advancement. Nowhere in this article was the rating AMM1 mentioned. I wonder if this was an error in printing or whether this rating is closed? I was sent to my present duty as an instructor for gasoline handling. Will I be able to keep my present rate and Navy job code number?—R. P., AMM2, USN.

• *All advancement to pay grade 2 rates is controlled by quarterly quotas assigned fleet service force commanders and district commandants. Recently no quota has been assigned for advancement to AMM1, now AD1 under the new rating structure. This rate is still in excess and is closed.*

You will be assigned a job code number in keeping with your duties. However, this does not require that your rate be changed.—Ed.

Insular Force Transfer

SIR: I have been a member of the Insular Force since 1941, and on 5 Dec 1946 I became a naturalized American citizen. Is it possible to effect a transfer to the regular Navy?—C. E., RM2.

• *Transfers from the Insular Force to the regular Navy are not permitted. However, as a U.S. citizen you are eligible to submit application for enlistment in the regular Navy. Application must be submitted at a regular recruiting station within continental United States. Acceptance is dependent on your ability to meet all qualifications, including age requirements—minimum 17 years, maximum under 31 years.—Ed.*

Through Panama Canal

SIR: (1) Do we have any ships which are unable to pass through the Panama Canal? (2) I would also like to know how many battle stars USS Yorktown (CV 10) rates and whether she rates two stars on the Philippine Liberation ribbon.—E. E. P., RM2, USN.

• (1) *None of the Midway class carriers is able to traverse the Panama Canal, nor can the battleships Tennessee, California and West Virginia. The carrier Saratoga, now at the bottom of Bikini lagoon, was unable to pass through the canal after being modernized.* (2) *USS Yorktown (CV 10) is entitled to 11 battle stars and the Philippine Liberation ribbon with one star.—Ed.*

Flagship at Surigao

SIR: In your article "Yesterday's Ships Today," March 1948, you state that the battleship USS *Mississippi* (BB 41), was U.S. flagship during the historic Battle of Surigao Strait. It is my belief that Vice Admiral (then Rear Admiral) J. B. Oldendorf on board USS *Louisville* (CA 28) was in charge of the Leyte operations and the Battle of Surigao Strait.—E. I. S., LTJG, USN.

• *Vice Admiral (then Rear Admiral) J. B. Oldendorf was the officer in tactical command at the Battle of Surigao Strait. He was on board the heavy cruiser USS Louisville, his flagship at the time. However the battleship Mississippi was also a flagship. She flew the flag of Vice Admiral (then Rear Admiral) G. L. Weyer who was ComBatDiv 3.*

There may be several flagships in a given force or operation, but only one of them carries the officer in tactical command.—Ed.

PUC, NUC for Pacific Duty?

SIR: Did the U.S. Navy Malaria Control Unit or the Military Government Hospital (G6-G3) receive the Presidential Unit Citation or Navy Unit Commendation for their services in the Pacific theater?—V. V. B., PHM1, USN.

• *The Malaria and Epidemic Disease Control Unit was awarded the Navy Unit Commendation for the period 1 July 1942 to 1 Jan 1944. There is no record of the U.S. Navy Malaria Control Unit or Military Government Hospital receiving either the PUC or NUC.*—Ed.

Commissions for POWs

SIR: I was a prisoner of war 40 months and on 2 Apr 1947, I was recommended for a commission. However, before I could get the necessary papers filled out I was transferred. I was in transit until 10 Sept 1947 and upon reporting on board my new ship I found that another law had been passed on promotions and that I was not eligible for a commission. Is there any provision in the law that



USS LOUISVILLE—Flagship of U. S. naval forces in the Battle of Surigao Strait.

would cover a case like mine?—E. E. M., EMC, USN.

• *Not at present. The law under which returned prisoners of war were authorized temporary appointments was suspended by the new promotions law, Public Law 381, 80th Congress. At such time a future directive should invite recommendations for either temporary or permanent appointment of enlisted personnel to warrant or commissioned rank, you may be recommended by your commanding officer for consideration.*—Ed.

53rd Seabees

SIR: I would like the following information on the 53rd Seabees: (1) Did they receive the Presidential Unit Citation or Navy Unit Commendation for participation in the Treasury-Bougainville or Marianas operations? They were attached to the 1st Provisional Marine Brigade during the latter operation. (2) How many stars do they rate on the Asiatic-Pacific ribbon? (3) Can a man who served four years in the MarCor and who now is in the Navy, wear a hashmark for that service?—E. E. S., PHM1, USN.

• *(1) The 53rd Seabees are not entitled to the PUC or NUC. The 1st Provisional Marine Brigade received the NUC for the Guam operation but the 53rd was not included. (2) Two stars on the Asiatic-Pacific ribbon. (3) Yes. See Uniform Regulations, Article 9-80.*—Ed.

All Hands 'Letters' Section Grows in Answer to Demand

The flow of letters to a magazine is a lot like a crate of eggs: they're good only as long as you use 'em.

That's what ALL HANDS is doing.

The heavy volume of mail received daily by the magazine, primarily from men making serious, sincere inquiries, indicates the demand for a larger "Letters to the Editor" section. In response, the section this month grows to four pages in an effort to "pass the word."

In addition to letters used in this sec-

tion, other mail addressed to ALL HANDS is forwarded to cognizant activities for their information and action. This encourages a broader understanding of your problems.

Although no personal replies can be made, your letters do not drop into a void—they are passed along.

The mail address: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Department, Washington 25, D. C.

Cancelling Agreement

SIR: Several months ago while on shore duty I signed an agreement to extend my enlistment for two years. Recently I was transferred to a ship for duty and now I would like to get out of the agreement. If this is possible I intend to continue my schooling. How should I go about cancelling the agreement?—H. R., S2, USN.

• *If you have received any benefits as a result of your agreement to extend such as shore duty, school, etc., your agreement may not be cancelled. Otherwise, refer to BuPers Manual, Article D-1006(3).*—Ed.

AK School Quotas

SIR: I would like information as to who issues quotas for aviation storekeeper's school for the 14th Naval District. Also, are SK3s eligible and if so what are the requirements?—B. D. J., S1, USN.

• *BuPers issues the quotas. No quotas are available at present for aviation storekeeper's school. Candidates for this school are all selected recruits who are graduates of aviation fundamentals school.*—Ed.

Examination for 1A

SIR: I would like some information concerning examinations for chief aviation storekeeper (AKC). I have all my requirements for the rate but have been unable to get any information on the examinations.—B. J. A., AK1, USN.

• *No date has as yet been set for service-wide pay grade 1A examinations for calendar year 1948. Information will be published throughout the Navy when the date is set.*—Ed.

Time for Advancement

SIR: I was discharged from the Navy as COX and reenlisted under broken service as S1. (1) How long am I required to serve as S1 before I become eligible again for advancement to COX, or new BM3, providing that rate is open?—J. G. S., S1, USN.

• *Six months. See enclosure (a) to BuPers Circ. Ltr. 191-46 (Corrected).*—Ed.

Naval Pensions

SIR: Is there any pending or forthcoming legislation to help those enlisted men who receive medical discharges because of a disability, after serving 15-18 years in the service?—T. F. S., Y1, USN.

• Section 4757, Revised Statutes, provides in effect that any disabled person who has served in the Navy or MarCor as an enlisted man or an appointed petty officer, or both for not less than 10 years, and not been discharged for misconduct, may apply to SecNav for a naval pension. SecNav is authorized to convene a board of not less than three naval officers, one a surgeon, to examine the condition of the applicant and recommend a suitable amount for his relief for a specific time. Upon approval by SecNav and certification thereof to Commissioner of Pensions the amount shall be paid in the same manner as is provided for the payment to persons disabled by long service in the Navy. No allowance shall exceed the rate of pension for full disability corresponding to the grade of the applicant nor, if in addition to a pension, exceed one-fourth the rate of such pension. Application forms may be obtained from BuPers.

In event application is approved and in the meantime applicant has applied to the Veterans Administration for a pension, he may choose whichever pension he prefers. Persons not having the required service may apply to VA for a pension as provided by law.

No information is available as to possible new legislation in this regard.—Ed.

About Tin Can Gyatt

SIR: I have never seen anything in ALL HANDS about USS Gyatt. Will you please tell me something of the history and activities of this destroyer?—C. B. J., SN, USN.

• Built by the Federal Shipbuilding and Drydock Co., USS Gyatt (DD 712) was commissioned at Port Newark, N. J., on 2 July 1945. She was honored by being named for Private Edward Earl Gyatt, USMC, who was awarded the Silver Star

Crow Can Face Either Way

SIR: Your cover on the May 1948 issue pictures a jumper with a BM1 rating badge on the left sleeve—as it should be according to new uniform regulations—but the eagle is facing aft. Shouldn't it be facing forward?—M. S. I., BMC, USNR.

• Normally, yes. However, this arrangement is acceptable. (See item on uniforms, p. 8 this issue).—Ed.

Medal posthumously for his gallantry in action on the island of Tulagi.

Since her commissioning this 2,400-ton destroyer has visited many ports in the U.S., and has made good-will cruises to South America and Europe, covering many thousands of miles.—Ed.

War-Depleted Families

SIR: While serving in the Navy during World War II, I received word that my two brothers were killed while on duty in the Army Air Force. Shortly afterwards I was assigned to permanent shore duty and remained on shore duty until I received my discharge when the war ended. In the event that I am called back will I be given permanent shore duty again or will I get sea duty?—L. J. M., ARM1, USNR.

• During the war the Navy Department adopted a policy of returning sons of war-depleted families to the continental limits of the U.S. This policy was promulgated substantially as follows: "In recognition of the sacrifice and contribution made by a family which has lost two or more sons who were members of the armed forces, consideration will be given to the return to, or the retention in, the continental limits of the U.S., of all remaining members of the immediate family serving in the Navy, Marine Corps, or Coast Guard, except when engaged in nonhazardous duties overseas."

Having served its purpose, this policy has now been cancelled. In the event of another national emergency, such a policy may again be promulgated.—Ed.

Reserves on Active Duty

SIR: According to Alnav 163-47, Reserve line officers on active duty except those with electronics experience were to have been separated by 1 Oct 1947. Has there been any other information on when the shortage of electronics officers will be overcome to a great enough degree to permit their separation?—F. J. K., ENS, USNR.

• Alnav 11-48 (NDB, 15 Feb 1948) states: "Personnel plans for fiscal year 1949 are based on the continued voluntary retention throughout that fiscal year of Reserve and temporary officers and Warrant officers now on active duty who applied for and were retained for fiscal 1948. Officers concerned not desiring retention on active duty after 30 June 1948 shall submit a request for release effective on or before that date to reach Bureau of Naval Personnel (Attn: Pers 310) prior to 1 April 1948."

The provisions of this Alnav apply to Reserve officers with electronics experience unless, in order to become eligible to attend a course of instruction ashore of five months duration or longer, they have indicated their agreement to serve for a certain period of time. If such an agreement was made they will be expected to serve throughout that period if their services are needed.—Ed.

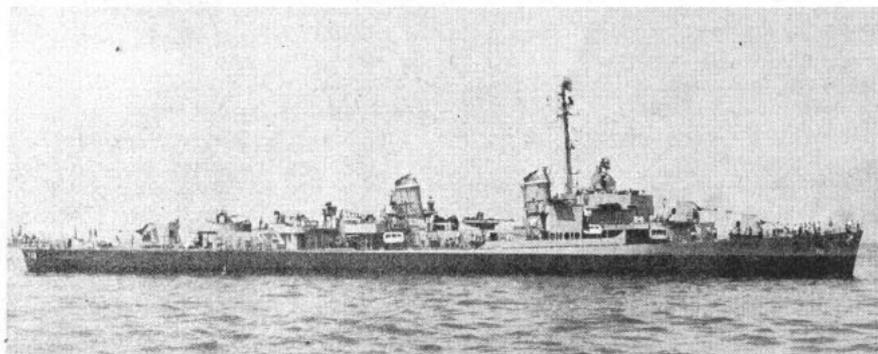
Inactive Duty Counts

SIR: In June 1941, I was awarded a reserve commission as a second lieutenant in the Army Reserve. The next month I went to the Naval Academy from which I was later graduated. Does the time that I held this commission in the inactive reserve count for pay purposes even though I became a midshipman and can I, as a result, have my date of rank for pay purposes back dated to June 1941?—G. M. C., ENS, USN.

• Service in either the regular or reserve components of the armed forces, whether on active or inactive duty and exclusive of midshipman or cadet time, counts for longevity pay purposes.

The pay entry date and the date of rank are not coincident in that the latter is the date which reflects an officer's precedence relative to other officers of the respective service, and not necessarily when pay commences. In this case service as a second lieutenant in the Reserve Corps of the Army from date of appointment until the date prior to date of appointment as midshipman, USN, may be counted in the computation of service for pay purposes.

To effect the adjustment of a pay entry base it is necessary to request the Chief of Naval Personnel to furnish a statement of service or a pay entry base. The individual should state in his request that he has had previous Army service.—Ed.



USS GYATT—Destroyer named for a Marine hero who gave his life on Tulagi.

Black Cat Command

SIR: I would like the following information concerning Patrol Squadron 12, the original Black Cat command: (1) Was a squadron history published? (2) How many battle stars does the squadron rate? (3) Did this squadron receive the Navy Unit Commendation and the Presidential Unit Citation? —L. L. S., ACRM, USN.

• (1) For information regarding the squadron history it is suggested that you write LCDR A. F. Hewitt, USNR, 945 East Maplewood Road, Lake Forest, Ill. (2) VP12 is entitled to four engagement stars on the Asiatic-Pacific Area ribbon. (3) There is no record of this squadron receiving the NUC. It was awarded the PUC for action in the most forward area of the South Pacific during the period 24 Nov 1942 to 1 June 1943. For more information about the famous Black Cats see ALL HANDS, November 1947, p. 14. —Ed.

A-Bomb Information

SIR: Can you tell me the names of the first ships to enter the lagoon at Bikini after the A-bomb tests were completed? —S. E. M., COX, USN.

• Due to the nature of this question you should address another letter directly to Armed Forces, Special Weapons Project, Box 2610, Washington, D. C.—Ed.

GCM Probation

SIR: I have two questions which I would like answered. (1) Can a man with a general court-martial have his probation dropped; if so, in what cases? (2) Is it true that a year's probation is automatically dropped to six months even though the probation isn't terminated? —P. K. M., S2, USN.

• (1) A GCM prisoner restored to duty on probation can have his probationary period "dropped" only by SecNav as a mitigating action to the approved sentence of the general court-martial. Art. 476, Naval Courts and Boards, empowers the CO of the man concerned to terminate the probationary period for unsatisfactory conduct, but does not authorize mitigation or reduction in the probationary period to be served. Art. 476 provides in part: "The period during which a sentence is held in abeyance is a probationary period and the commanding officer may execute the sentence at any time during such period if he deems the probationer's conduct warrants such action.... If the man serves his probationary period as herein specified, the remission of the sentence becomes unconditional without further action."

(2) Alnav 436-46 (NDB, 15 Aug 1946) is quoted in part: "Enlisted personnel in a disciplinary status shall not be



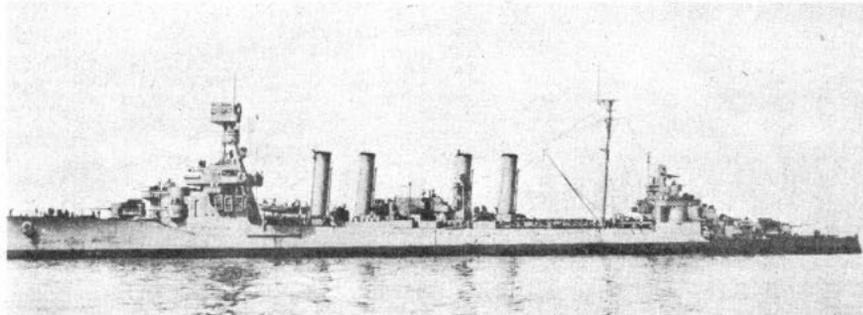
BLACK CAT — Night-prowling PB4Ys brought bad luck to Nips during war.

separated until disciplinary measures have been completed. Enlisted personnel restored to active duty on probation after disciplinary measures shall not be separated if violation of the probation would result in a bad-conduct or dishonorable discharge (1) until the expiration of the prescribed probationary period if the probationary period is for less than six months or (2) until the expiration of six months of the prescribed probationary period if the period is for six months or more." If, then, your enlistment has expired, you will be eligible for discharge after you have satisfactorily completed six months of your 12 months probation.—Ed.

Marblehead's Service

SIR: According to NavPers bulletin 15,787, of 15 Jan 1948, only ships or men in the China area prior to 1945 are eligible for the China Service Medal. (1) Is USS Marblehead (CL 12) entitled to this medal? (2) Has Marblehead received any citation for her Pacific service? (3) How many battle stars does she rate for World War II? —L. C. G., CBM, USN.

• Requirements for the China Service Medal have been extended for service in China after 2 Sept 1945 to a date to be determined later. (1) Records show that the light cruiser Marblehead is not eligible for the China Service or Navy Occupation Service Medals. (2) SecNav approved the award of a Navy Unit Commendation to USS Marblehead on 13 Apr 1948. This award was for her service in Makassar and Lombok Straits, Borneo, on 4 Feb 1942. (3) She is entitled to one bronze star on the Asiatic-Pacific Area ribbon and one star on the European-African-Middle Eastern Area ribbon.—Ed.



USS MARBLEHEAD—Reported sunk by Japs, reappeared to fight again in Europe.

Last Call for Pipes

SIR: I would like to get into what promises to be a first class argument between the champions of the terms "boatswain's pipe" and "boatswain's call." I agree with Noah Webster in favoring "call," and offer the following evidence to back up this view: The authoritative *Mariner's Dictionary, or American Seaman's Vocabulary of Technical Terms and Sea Phrases*, published in Washington in 1805 and used as a naval text for many years, defines "call" as: "a silver whistle or pipe of a particular construction, used by the boatswain and his mates to summon the sailors to their duty, and direct them in the different employments of the ship; as the call can be sounded to various strains, each of them is appropriated to some particular exercise, such as hoisting, heaving, lowering, veering away, belaying, letting go a tacklefall and sweeping. All of which are attentively observed by sailors, as the beat of the drum is by soldiers."

Nowhere does this vocabulary list the term "pipe" or "boatswain's pipe." It looks like Lovette, Knight and the *Bluejacket's Manual* might be wrong after all. —J.C.P., LCDR, USN.

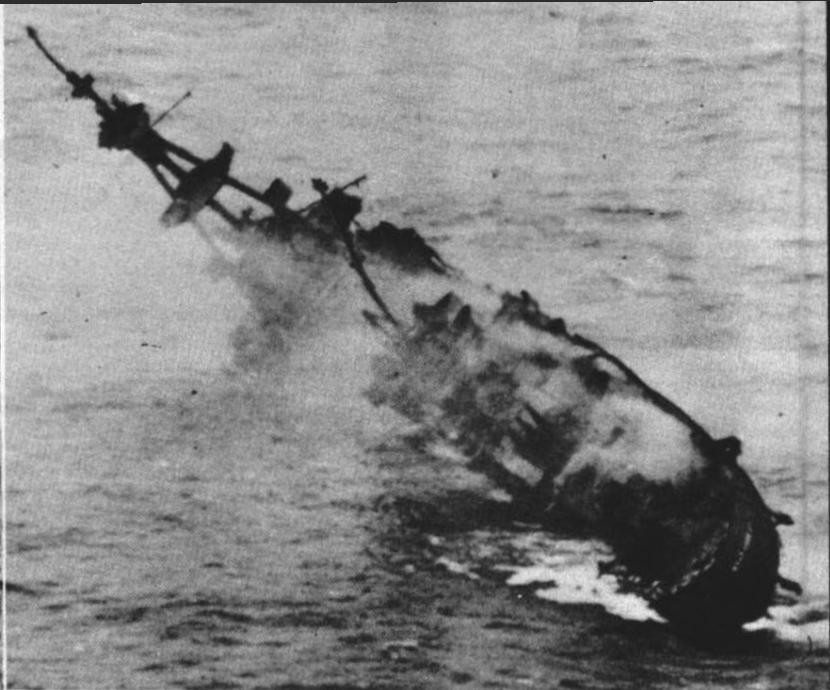
• Along with Knight, Lovette, and the *Bluejacket's Manual* will be *A Glossary of Sea Terms by Bradford*, *Naval Terms & Definitions by Soule*, and *Seamanship NavPers 16118*, as they too list it as "boatswain's pipe."

Maybe later books have picked up a new term—possibly slang, as in other instances of American usage—and made it standard.—Ed.

About Midway Armament

SIR: How many 5-inch 54 caliber gun mounts do Midway class carriers have on their flight deck level and superstructure? —B. G. L., QM3, USN.

• There are no 5-inch 54 caliber gun mounts on the flight deck level or superstructure of Midway class carriers. Midway (CVB 41) and Franklin D. Roosevelt (CVB 42) have one 40-mm quadruple gun mount on the flight deck level forward of the superstructure. This is the only gun mount at flight deck level or above.—Ed.



SALUTE to a gallant warrior is given by crew of USS *Nereus* (left) as the cruiser *Salt Lake City* (above) slips beneath the surface.

END OF A COLORFUL CAREER

AFTER an impressive "committal ceremony" which followed a series of bombardment exercises, the well-known heavy cruiser *Salt Lake City* (CA 25) was sunk in deep water off the coast of California.

Before receiving two final torpedo blows, the cruiser was fired upon from various distances by cruiser and destroyer guns. *Helldiver*, *Bearcat* and *Corsair* carrier planes launched bombing attacks

on the ship after gunnery practice was ended. Taking part in the operations were three aircraft carriers, three cruisers, eight destroyers and eight submarines. The coup de grace was delivered by the submarines *Entemedor* (SS 340) and *Blenny* (SS 324) which fired two torpedoes into the ship.

In the committal observance which took place aboard the submarine tender *Nereus* (AS 17), the officiating chaplain

said, ". . . a ship is not just a steel hull. The spirits, personalities, the effortful lives and suffering . . . of her crew are all part of a ship." At the close of the ceremony, "taps" was played by the ship's bugler and a three volley salute was fired.

Salt Lake City was obsolete and was used in the Atomic Bomb project. As she disappeared beneath the sea, *Salt Lake City* ended a colorful career of almost 19 years' duration. Her shells are believed to be the first to land on Japanese soil in World War II, on 1 Feb 1942. In all, *Salt Lake City* made at least 150 eight-inch shell hits on enemy vessels. Because of her sweeping lines, she sometimes was called "Swayback Maru." Her outstanding fighting record in WW II won her the more attractive nickname, "The one-ship fleet."

Salt Lake City was awarded the Navy Unit Commendation for outstanding performance during the naval engagement of Komandorski Island which occurred 26 Mar 1943. Eleven engagement stars were authorized for action in which she was involved in the Aleutians, the Gilbert and Marshall Islands, Iwo Jima, Leyte, Okinawa, Guadalcanal, the Japanese homeland, and other Pacific areas.



ONE-SHIP FLEET was nickname given USS *Salt Lake City* for her outstanding World War II record. Crew fondly called her 'Swayback Maru' because of shape.

RULES GOVERNING NAVY FLAGS

EVER since John Paul Jones sailed his ship *Ranger* into Quiberon Bay, France, to receive the first salute of an American flag by a foreign power, the U.S. Navy and the national ensign have grown hand in hand.

On that occasion 170 years ago, the American colonies were in the midst of the Revolutionary War and *Ranger* was one of the few ships flying the new flag.

After lengthy negotiations by note, Captain Jones finally accepted the French admiral's proposal that *Ranger* honor the foreign vessel with a 13-gun salute, after which the Frenchman would fire a nine-gun salute for the Americans.

Since that time the national ensign has added, one by one, 35 stars to its original 13 while the Navy adopted many flags of its own. All have extensive rules and regulations for display and use, many of which are not generally known by naval personnel.

National Ensign—In addition to being displayed by ships and stations from 0800 to sunset, the U.S. flag should be flown outside those periods on special occasions:

- Ships entering port at night should hoist the ensign at daylight for a short period to enable port authorities and other vessels to determine her nationality. It is customary for other ships to show their colors in return.

- Upon anchoring or getting under way in sufficient light to be seen, the national ensign should be displayed at the gaff.

- "Under no circumstances shall an action be commenced or battle fought without display of the national ensign," states chapter V, 1920 Navy Regs.

In addition to being displayed on shore from 0800 to sunset, the ensign may fly at marine barracks, naval hospitals and outlying reservations within station limits, at the discretion of the base commandant.

Boats belonging to naval vessels should display the national ensign:

- When away from the ship between 0800 and sunset in a foreign port.

- In a home port when boarding a foreign vessel.

- When waterborne while the parent vessel is dressed or full dressed.

- In a home port when any officer or official is embarked officially; or when any flag officer, unit commander, com-

manding officer or chief of staff in uniform is embarked in a boat assigned for his personal use or the personal use of a junior or belonging to a ship within his command.

- At other times prescribed by the senior officer present.

Custom dictates that when under way, the normal point of display is at the gaff, while the flagstaff is the point of display at anchor. Prior to 0800 or after sunset, the flag should be hoisted at the gaff.

Upon receiving a salute by dipping of the flag from a vessel registered by a nation formally recognized by the U.S., the Navy ship must return the compliment dip by dip.

The ensign should be dipped as follows:

- Hauled down slowly to about halfway between the top of the hoist and deck or other structure and held at the dip for a short interval.

- Two-blocked smartly without waiting for the other vessel to two-block.

Proper Definitions Given for U.S. Flags

Considerable confusion exists in the use of various terms for the Stars and Stripes.

Here are the proper definitions:

- The flag of the United States of America, referred to as the national flag, is also known as the national ensign, national color and national standard. The term "national flag" is applicable regardless of size or manner of display, but the other terms have certain well defined usages of long standing within the armed services.

- "National ensign" is used by the Navy in a general manner although it actually indicates the national flag flown by airships, ships and boats.

- "National color" pertains to flags carried by dismounted units of the landing force and is stubbier than the national ensign. Its dimensions are 6.50 feet in length by 5.15 feet, while an ensign with the same hoist would be 9.75 feet in length.

- "National standard," 4.0 feet by 3.0 feet, is carried by mounted, mechanized and motorized units.

No Navy vessel dips her ensign unless in returning the compliment. Of the colors carried by a naval force on shore, only the battalion or regimental colors should be dipped in rendering or acknowledging a salute.

For all occasions of hoisting, lowering or half-masting the colors on ship or station, the motions of the senior officer present must be followed except when answering dips.

Union Jack—That part of the national ensign signifying union of the 48 states, the Union Jack flies from the jack staff from 0800 to sunset when the ship is at anchor. Displayed at other points, it has many other meanings:

- When flown from the bow of a boat, it represents a diplomatic official of the U.S. is embarked to pay an official visit. It also signifies embarkation in a Navy boat of the naval governor of Guam or American Samoa when flown within the limits of his government.

- Displayed at the fore, the jack is a signal for a pilot.

President's Flag—First authorized in 1882 for use on Navy ships, the Presidential flag was changed in 1916 by President Wilson and in 1945 by President Truman.

Naval vessels hoist the President's flag at the main the moment he reaches the deck and is kept flying until his departure, when it is hauled down with the last gun of the salute. A Navy boat in which the President is embarked flies the flag in the bow unless he directs otherwise.

Secretary of Defense—Newest of the flags flown by the Navy, the flag for the Secretary of Defense is hoisted at the main during his visit to ships and shore stations and is hauled down with the last gun of the salute. The flag is also flown in the bow of a Navy boat in which the Secretary of Defense is embarked.

Elements of the flag have a symbolic meaning. The American bald eagle represents the U.S. and its military establishment. In facing to the right, the field of honor is indicated. The eagle is defending the U.S., represented by the shield of 13 pieces, which are joined together by the blue chief representing Congress. The three arrows are collectively symbolic of the three component parts

of the national military establishment.

Secretary of the Navy—Displayed at the main during a visit of the Secretary of the Navy, his flag is hauled down at the sounding of the last gun of the salute. It is displayed in the bow of any naval boat in which he is the senior official embarked, unless he directs otherwise.

Yacht Ensign—Design of the present yacht ensign dates back to 1849, following passage by Congress during the previous year of a law establishing license and flags for private yachts to enable them to proceed from port to port in the U.S. without entering or clearing at the customs house.

In 1939 SecNav approved an opinion by the Navy's judge advocate general that a ship of the Navy should return the dip of a yacht ensign made by a yacht. The opinion also declared it proper for naval personnel to salute the yacht ensign when boarding or leaving a yacht.

Under Secretary of the Navy—When the first Under Secretary took office in

1940, the position ranked next to the Secretary of the Navy. Since color of background indicates seniority—blue to red to white, in that order—the Under Secretary's flag was established with red background and white design. Previous to this the red flag had been used by the Assistant Secretary.

The Under Secretary's flag flies at the main from the moment he reaches the deck during a visit until the last gun of the salute is sounded. A Navy boat in which he is the senior official flies his flag in the bow unless directed otherwise by him.

Assistant Secretary of the Navy for Air—Since this official is senior to the Assistant Secretary, his flag should be white with blue design. Because the office remained unfilled from 1932 to 1941, however, the white flag with blue design was assigned to the Assistant Secretary of the Navy, who had possessed it before the air office was established. In 1941 when the position was filled by an ap-

pointment, the flag was determined as white with red design.

Conditions for displaying the flag are the same as for the flag of the Under Secretary.

Assistant Secretary of the Navy—This white flag with blue design is flown at the same places and under the same conditions as the flag for the Under Secretary of the Navy. The flag authorized for this official in 1892 is the same as that in use today.

Personal Flags for fleet admiral, admiral, vice admiral, rear admiral and commodore—Except for the fleet admiral's flag which was established with the rank in 1944, these flags for admirals and the broad pennant for commodore were formulated in 1866 and have remained in effect until the present except for the period from 1870 to 1876 when the flags corresponded somewhat to the field of the national ensign.

When the active rank of commodore was abolished 3 Mar 1899, use of the commodore's broad pennant was discontinued but remained in existence. When the rank was again reactivated in 1943, the old broad pennant was again brought into use.

The personal flag of a flag officer is hoisted when he assumes command and is kept flying until he relinquishes command. It is never displayed from more than one ship at the same time.

Broad Command—This pennant is flown at the starboard yardarm of a naval vessel at anchor to represent an officer below flag rank who is temporarily exercising by virtue of seniority the command of a force, squadron, flotilla or battleship or cruiser division during the absence of the regularly assigned commander. It is flown at the aftertruck of a naval vessel, replacing the commission pennant, or in the bow of a naval boat on an official occasion to represent an officer of the rank of captain or commander who has been regularly assigned to command a force, squadron, flotilla, or battleship or cruiser division.

Burgee Command—Hoisted at the starboard after yardarm of a naval vessel at anchor, this pennant represents an officer below flag rank who is temporarily exercising by virtue of seniority the command of a division (except battleship and cruiser divisions) during the absence of the regularly assigned division commander. Replacing the commission pennant at the aftertruck of a naval vessel

Here's Correct Use of Various Staff Ornaments



Colors and Guidon



Spread Eagle



Halberd



Ball



Star



Flat Truck

Some of the most common errors in flag display occur in the use of various staff ornaments.

When the national colors, battalion colors or guidons are displayed, the colors and guidon ornament should top the staff.

Other staff ornaments are used with personal flags and correspond in broad categories with the gun salute rated by the individual. These staff ornaments are as follows:

- The spread eagle adorns the staff from which is flown the personal flag or pennant of an officer or official who rates a 19-gun salute or better. This includes many individuals, among whom are the President, the Secretaries of Defense, Army, Navy and Air Force, a General of the Armies or an Admiral of the Navy. (John J. Pershing, who still holds the rank, was the only man appointed as General of the Armies;

George Dewey was the only appointee to Admiral of the Navy.)

- A flag or general officer whose official salute is less than 19 guns or a civil official whose salute is 11 or more guns but less than 19 guns is denoted by a halberd accompanying his personal flag. Included in this group are the Under and Assistant Secretaries of the Army, Navy and Air Force, naval or military governors, and all flag rank or general officers of the armed forces.

- A ball tops the staff of personal flags for captains in the Navy, for career ministers, consuls and other diplomatic officials.

- Staff device for an officer of the rank of commander in the Navy is a star.

- Navy officers below rank of commander, mayors of cities and other civil officials not rating higher honors use the flat truck as staff device.

or in the bow of a naval boat on an official occasion, the burgee command pennant denotes the regularly assigned division commander, the division not being of battleships or cruisers.

Both the broad and burgee command pennants are classified as personal command pennants, denoting an officer of less than flag rank in command of ships or aircraft.

Prior to 1941, the number of the division or squadron was shown on the broad and burgee command pennants but change number 20 to the 1920 Navy Regulations eliminated these numbers.

The pennant for the senior officer present—SOPUS—will be abolished as a personal pennant by new Navy Regulation, but it will continue to be used in signaling.

Unit Citation—Awarded for outstanding performance in action on or after 16 Oct 1941, the Presidential Unit Citation pennant receives a blue star on the gold part of the pennant for each citation after the first.

It flies from the foretruck of a vessel at anchor from sunrise to sunset.

Battle Efficiency—One of the most coveted awards of the peacetime Navy, the Battle Efficiency pennant is awarded with prize money to the highest 10 per cent of competing units in each administrative command. Competition closed on 1 July for both the Battle Efficiency awards and the Marjorie Sterrett Battle-ship Fund award.

*First appearance of the black ball on the red field dates back to the 1907 signal book, but not until 1917 did it become known as a battle efficiency pennant.

At anchor, the winning vessels display the pennant at the fore.

Church Pennant—Like many other naval customs, the church pennant was probably handed down from the British Navy, which used it also as a signal for man overboard if displayed from the ensign staff. American vessels began use of the church pennant at an early, untraceable date.

Signifying divine services being conducted at sea by a naval chaplain for naval personnel, the church pennant is the only flag which may be flown over the national ensign. Flying of the church pennant on shore stations, since it does not fall within these requirements, is not authorized by law.

Battalion Flags—Used by naval land-

U.S. Ships Once Used Foreign Flags for Signals

Before the national ensign came into use during the Revolutionary War, recognition between American vessels was a major problem. How it was solved is an interesting story.

The Stars and Stripes became official in 1778 but for a long time there were never enough to go around. American vessels at sea usually flew personally designed colors, resulting in great confusion much to the enjoyment of enemy English ships.

John Paul Jones solved the recognition problem in his original signal order of 1778:

"The ship asking will hoist a Dutch flag at a yardarm and fire one cannon one minute later.

"The ship replying will fire one shot and one minute later will hoist an English flag at a mast.

"Whereupon the asking ship will lower the Dutch flag and hoist a French flag at the same place."

ing forces, the red battalion flag signifies artillery and the blue denotes infantry units. The Secretary of the Navy approved the use of lettering on the battalion flags on 20 May 1946. The name of the battalion may be shown on the field above the white diamond, and the location of the unit, if appropriate, may appear on the field below the white diamond.

Navy Guidons—Naval units of less than battalion strength are identified by Navy guidons during parades, with the name of the unit appearing in white letters. The blue guidon is used by infantry or aviation units, and the red guidon by artillery or machine gun groups.

Marine Corps Standard—Representing a command authorized to display the standard, this flag is normally used during ceremonial occasions. It accompanies and is stationed on the left of the national color.

Proper Salutes to Flag When You're in Civvies

Now that civilian clothes may be worn in off-duty hours, chances are that you flub the dub when it comes to saluting the national color.

If you're wearing a hat with your civvy get-up, you probably know it should be removed with your right hand and held over the left chest, with your hand over your heart.

But if you're not wearing some type of headdress, place your right hand over your heart anyway. Women should salute in the same manner.

Don't merely stand at attention.

If you do, says Public Law 829 of the 77th Congress, you're honoring the American flag in a manner reserved for aliens.

Personal Flags for the Commandant of the Marine Corps and for lieutenant general, major general and brigadier general—Each of the four types of personal flags for these officers comes in four sizes for post, field, boat and automobile use.

The post flag is displayed from a staff in the vicinity of the headquarters of a general officer commanding a station, and is normally flown only when the station commander is aboard.

The field flag is the equivalent of a post flag, and is displayed in the vicinity of the headquarters of a general officer commanding an encamped force.

Flown from the staff on the bow of a small boat, the boat flag designates a general officer embarked on an official mission.

Used only for official occasions, the automobile flag is flown from a staff affixed to the right forward part of the automobile.

Dress Guidons—Marine Corps markers used on the parade field, dress guidons indicate the line of troops and the line of march for ceremonies.

Organization Guidons—Representing a command of company or equivalent size, the organization guidon is normally displayed during ceremonial occasions or on other occasions prescribed by the commanding officer. It accompanies the company commander.

Yacht Pennant—This Naval Reserve flag is flown at the foretruck of yachts and other vessels owned or commanded by Naval Reserve officers and designated by the Navy as suitable for service as a naval auxiliary in wartime. No lettering on the pennant is authorized.

Distinguishing Pennant—A personal pennant, the yacht owner's distinguishing pennant designates an individual who

furnishes the Navy a yacht or other craft for use as a naval auxiliary during the war.

Merchant Marine Naval Reserve—This flag is flown at the main truck by a seagoing merchant vessel documented under the laws of the U.S. and designated by the Navy as suitable for service as a naval auxiliary in time of war. Vessels displaying the flag are manned by a Naval Reserve master or commanding officer, with not less than half of the other officers also Naval Reservists. A house flag designating the commercial owners may be flown beneath it, but the Merchant Marine Naval Reserve flag never is hoisted in place of the national ensign.

NROTC Flag—Used as identification in parades, this battalion flag has lettering surcharged on the face.

Organized Unit—This flag identifies Organized Naval Reserve units of brigade or battalion strength.

Naval Reserve Guidons—Infantry and aviation units of the Naval Reserve carry the blue guidon in formal ceremonies and parades, while artillery and machine gun units (there are none in the present Naval Reserve establishment) would display the red guidon.

Bureau Flags—Only BuOrd's flag dates back more than seven years, with BuShips, BuSanda and the Medical Department adding flags since that time, Bureau flags are few in number and with limited use. BuPers, BuAer and BuDocks have no flags.

• **Medical Department**—This flag is technically not a bureau flag, since it represents a greater number of activities than it would under BuMed. The five devices, beginning from the top, represent the Medical Corps, Dental Corps, Medical Service Corps, Nurse Corps and Hospital Corps. The flag was approved on 31 Mar 1948.

• **Bureau of Ordnance**—A "distinctive Navy ordnance" flag was authorized in 1918 to be flown over all BuOrd industrial plants and private industrial concerns producing Navy ordnance with at least 50 per cent of their manufacturing capacity. The old BuOrd seal—two Dahlgren guns crossed on a Navy anchor—appears in the center.

• **Bureau of Ships**—Dating from 1941 the BuShips flag shows the prow of a Navy ship cutting through the seas which, with the chain and rope, is designed to represent naval ship construction.

• **Bureau of Supplies and Accounts**—Approved in 1946, this flag contains keys and leaf with acorn familiar in designating Supplies and Accounts activities. It is flown at Navy purchasing offices and other appropriate places.

Commission Pennant—Earliest days of the U.S. Navy saw extensive use of the commission pennant. Until 1933, they came in sizes ranging from 70 feet in length, with as many as 13 stars, down to four feet in length with seven stars. In modern times the increasing number of guns and other equipment topside made the longer lengths undesirable, and in 1933 only the two smallest sizes were approved for Navy use. Those selected had only seven stars and the 13-star pennant disappeared from vessels of the U.S. Navy.

The commission pennant is flown night and day at the after masthead by all ships in the Navy in commission, unless replaced by the flag or pennant of an officer in command. It is flown in the bow of a boat in which is embarked officially the commanding officer of a

ship or station not entitled to fly a personal flag or command pennant; in this case, the ensign is flown on the staff at the stern.

Homeward Bound Pennant—Traditional usage of this pennant calls for its display by a vessel which has been on foreign duty continuously for one year or more. Hoisted upon getting underway for the U.S., the pennant remains on display until sunset of the day of arrival.

The first white star represents the first year of continuous duty in foreign waters outside the continental limits of the U.S., and additional stars are added for each six months following. Overall length is normally one foot for each officer and man on board who has been on duty outside the U.S. in excess of one year. When this results in an exceedingly long pennant, its length should be kept within practical limits.

Upon arrival in a U.S. port, the blue portion containing the stars is presented to the commanding officer, and the remainder is divided equally among officers and men of the ship's company.

Carrier Planes Get 80% of Air Victories

Carrier-borne aircraft accounted for 12,268 of the 15,401 Japanese planes destroyed by U.S. Navy and Fleet Marine Force airplanes during World War II, a recent compilation shows. This figure shows carrier planes as responsible for 80 per cent of air combat victories against Japan.

These facts are among those compiled by naval intelligence officers, based on carefully-checked reports by U.S. Navy and Fleet Marine Force pilots. All figures given are planes destroyed by planes, not those destroyed by anti-aircraft gunnery, suicide crashes and similar means.

The U.S. Navy lost 897 planes, including Fleet Marine Force aircraft. This number, compared to Japanese losses, averages about one to 18. Ninety-three per cent of the Japanese planes destroyed were land-based and seven per cent were carrier-based. Of U.S. Navy fighter plane losses, 325 were land-based and 338 carrier-based.

During the Philippine Islands, Okinawa and Japanese homeland campaigns, U.S. carrier aircraft losses were 217 against 4,419 for Japan. That ratio is

one to 20.3. Some other noteworthy figures:

• Of the planes destroyed by U.S. carrier aircraft, 72 per cent were destroyed in the Japanese inner zone—Japan, the Ryukyus, Formosa, the Philippines.

• Losses of Navy and Fleet Marine Force single-engine dive bombers and torpedo bombers during 1944 and 1945 were 38 during 103,793 sorties. This averages one plane lost to enemy interceptors in each 2,731 sorties.

• Eighty-four per cent of Japan's plane losses were incurred in 1944 and 1945. During October 1944 alone, U.S. carrier aircraft destroyed 1,851 Japanese planes.

• Twenty-three U.S. Navy Liberator and Privateer long range patrol planes were lost in shooting down 304 Japanese planes, making a ratio of one to 13.

Figures on U.S. losses include planes later scrapped because of damage sustained in action against enemy planes—even when the planes were able to return home. They also include all missing planes where cause of loss is not known.

ECONOMICS STUDIES

IN THE DAYS of the Carthaginians, one can imagine that warships did not make very great demands upon a nation's industrial strength. Once a ship was completed, its principal requirements seem to have been food for its crew, a supply of fire-brands and arrows, some sail cloth and a few spare oars. No complex machinery, no communication equipment, no huge supply of ordnance and no fuel except for cooking were needed. With most cruising being coastwise, frequent trips ashore could be made to replenish the most essential supplies.

Similarly, ancient armies—living largely "off the country" and replenishing their supplies from the woods and fields of the countryside—were not greatly concerned with military procurement, industrial mobilization or supply.

But as warfare expanded from local scrimmages to world-wide conflagrations, the problems of economics and supply multiplied many-fold. In World War I the influence of finance and industry on military operations was brought home strongly to the U.S.

In October 1923 the Assistant Secretary of War recommended that a special course be instituted for training officers in military procurement and industrial mobilization planning. The Army Industrial College was formally established in February 1924. The first course was of five months' duration. In 1925, naval officers were admitted as students and as members of the faculty.

By agreement between the Army and Navy, in April 1946 the school was renamed "The Industrial College of the Armed Forces" and placed under the joint control of the Under Secretary of

War and the Assistant Secretary of the Navy. Later in 1946 it was moved to what is now Ft. Leslie J. McNair in Washington, where it is adjacent to the new National War College.

After the Industrial College was re-organized internally in May 1947, the eight branches of the Department of Instruction led studies in:

- Technological progress—how research and development affects weapons, aircraft and ships and creates new problems for planners and supply personnel.

- Requirements—what, when and how much the armed forces need in war and how these are coordinated with civilian war needs.

- Production—the problems posed by all-out war production, including allocation of facilities and materials, priorities, standard specifications, inspection and scheduling.

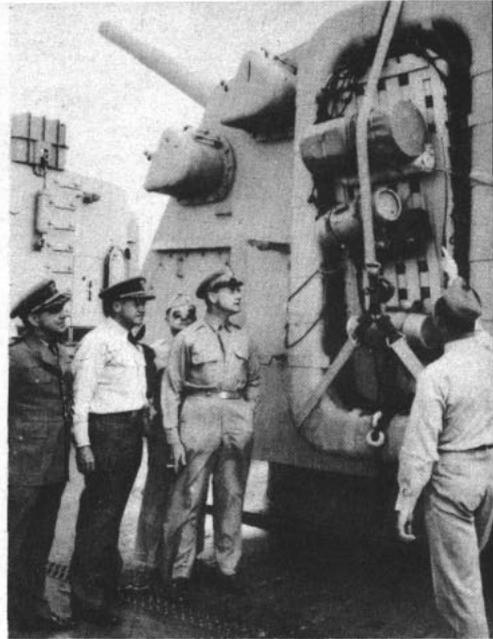
- Purchase—policies and methods for procurement, including contract preparation and negotiation, joint procurement, and the best ways to save time, manpower and government funds.

- Manpower—thorough study of manpower totals needed by the services and for maintaining the civilian economy, and policies for selective service, personnel placement, social problems in wartime and labor and industrial relations.

- Contributory factors takes up transportation, storage and distribution.

- Economic potential—foreign resources in materials and production in relation to those of the U.S.

- The mobilization branch directs study in the wartime emergency agencies and sponsors a master economic plan



STUDENTS of Industrial College of the Armed Forces discuss procurement problems during a visit to a ship.

which the student body prepares as an exercise.

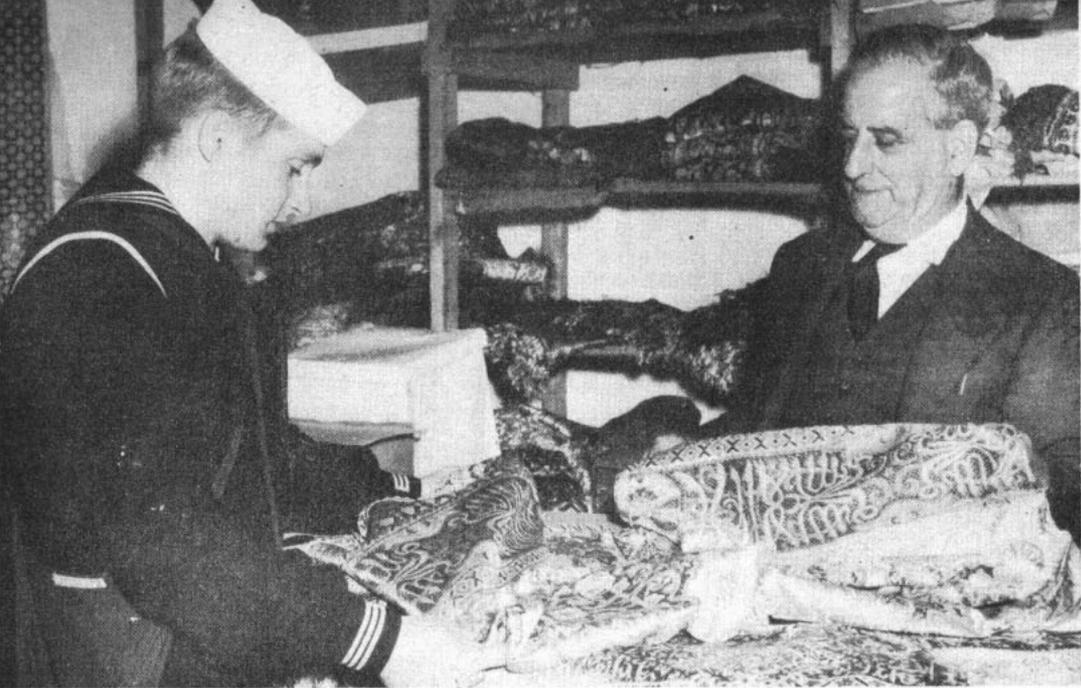
Thirty-five Navy students are authorized in a class of 115. The Navy group is composed of approximately 50 per cent line officers and Marines, 20 per cent engineering duty only officers, and 30 per cent staff corps officers. Students must be captains or commanders with 15 to 20 years' service.

The Industrial College of the Armed Forces is the one institution in the U.S. which teaches the manner in which the great productive capacity of the country may best be coupled to the naval, military and air effort in case of war.

Commandant of the College at present is Major General Arthur W. Vanaman, USA. Deputy commandant is Captain J. M. Worthington, USN.



SEMINARS provide the basis for most of the study at the Industrial College. There are no set courses or examinations.



TODAY'S NAVY

Women to Be Part of Regular Navy, Marines; 11,000 Waves Maximum Authorized by Law

6,500 for Two Years

Legislation that authorizes enlistment and appointment of women as members of the regular Navy, Marine Corps, Army and Air Force has been passed and made law.

Building up gradually from a small initial number, women in the regular Navy are not to exceed 6,000 enlisted and 500 officer personnel for a period of two years following the date of the Act. Maximum authorized number of women in the regular Navy is 10,000 enlisted and 1,000 officers.

Primary initial plan is to create and maintain an able, highly trained nucleus of women personnel around which could be built an expanded organization quickly in time of national emergency. Waves will continue to be employed in the

hundreds of different jobs in which they have served successfully in the past. Studies will be conducted to determine whether other types of work are appropriate and valuable.

For more complete information about the inclusion of women as permanent personnel in the Navy and Marine Corps, see page 53.

Visit to Ireland

The Irish turned out in gala fashion for a look at a U.S. light cruiser and two destroyers which stopped at Dublin for a six-day courtesy visit.

More than 95,000 crowded on board USS *Fresno* (CL 121), USS *William R. Rush* (DD 714) and USS *Johnston* (DD 821) while many thousands more attended athletic contests, band concerts and other events staged by the Americans.

It was "the greatest manifestation of friendship between two countries since the formation of our government in 1926," said Prime Minister Costello.

An exhibition softball game staged by the vessels as a benefit for an Irish charity drew a capacity crowd.

The vessels held a special two-hour open house for school children on the last night before getting under way to join the carrier *Valley Forge* (CV 45), destroyer *Lawe* (DD 763) and destroyer escort *Thomas* (DE 102) and destroyer tender *Hamul* (AD-20) for a courtesy visit to Bergen, Norway.

← The Navy in Pictures

FIRST and only nurse of Japanese ancestry to be commissioned in Navy Nurse Corps is ENS Yoshiko Tanigawa, top right. Top left: Colorful tapestries attract eye of H. D. Cook, AN, of carrier USS *Valley Forge* (CV 45), in Gibraltar. Left center: Hooded cobra is charmed by Hindu in Singapore for 3 men from *Valley Forge*. Lower left: ADM L. E. Denfeld, CNO, greets W. Albrecht, state spelling champion of New Mexico. Lower right: Navy Diver Edwards, MM2, comes up with mermaid Ann Blyth, starlet.

YESTERDAY'S NAVY



On 4 Aug 1790 the Coast Guard was established by an act of Congress. First atomic bomb was dropped on Hiroshima on 6 Aug 1945. On 15 August of the same year the Japanese surrendered unconditionally to the Allies.

AUGUST 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				



SPREADING its wings on its first test flight the Martin XP5M-1 was designed for the Navy to evaluate new type hull and tail for future long range flying boats.

CarQuals Record

Navy Fighting Squadron VF 17A has set a record in the number of jet planes operated from an aircraft carrier.

During its initial carrier landing exercises, the squadron flew 16 FH-1 Phantom jet fighter planes from the deck of the carrier *uss Saipan* (CVL 48). Twenty-two pilots were qualified during the operation for the landing and take-off of jet planes aboard carriers. The exercises included interceptor, antisubmarine warfare and aircraft early warning problems.

Fighting squadron VF 17A, based at the Naval Air Station, Quonset Point, R.I., is the second Navy jet squadron to undergo carrier qualifications. The first, Fighting Squadron VF 5A, underwent carrier qualifications on board *uss Boxer* (CV 21) in March 1948. Squadron VF 5A operated two FJ-1 Furies on board *Boxer*.

New Patrol Flying Boat

The Navy's experimental twin-engine patrol flying boat, the Martin XP5M-1, has completed an initial flight test.

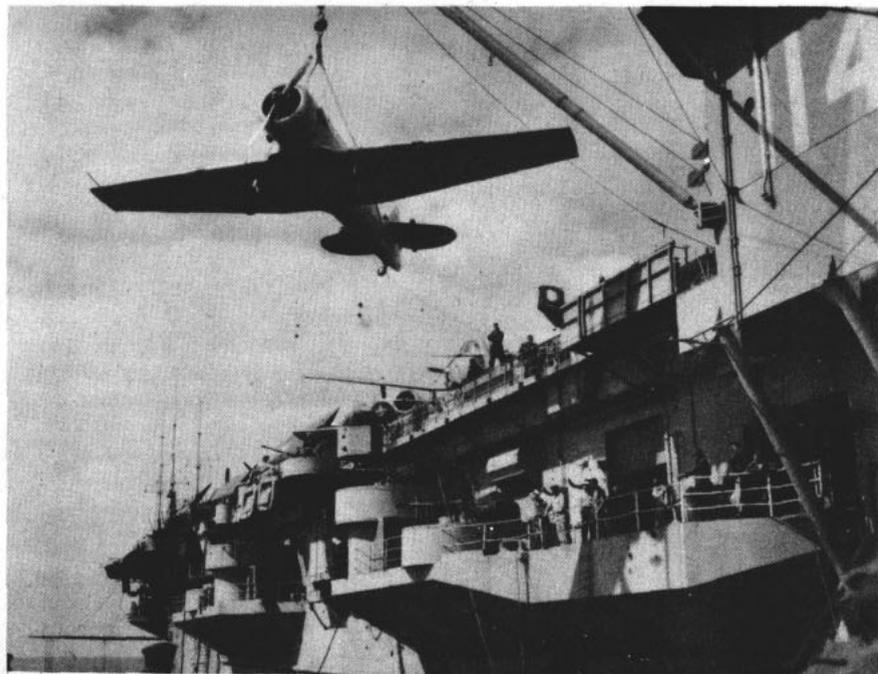
A number of innovations are incorporated in the new plane, among them a long "afterbody" hull, a single vertical tail fin of unusual size, and increased space, comfort and safety for the crew.

Most striking feature of the new plane is the newly-designed hull. Extending back to the end of the tail, it provides a much longer planing surface than usual. This longer base is expected to permit safer landings in rough seas without excessive pitching and bouncing. Added buoyancy at the stern will keep tail surfaces clear of the water. In landing, the after end of the hull touches the water first. The plane settles on the water gently, with no "skipping off."

Two 2700-horsepower Curtis Wright

R-3350 engines power the XP5M-1. When development is completed, the plane is expected to have a greater range than that of present flying boats in its class. An optional feature will be droppable sponson fuel tanks to provide longer range. The tanks will be so designed as to provide still more planing surface to further improve performance in rough-water landings and take-offs.

Insulation, ventilation and heating of the living quarters will provide favorable conditions for crew members, even in rigorous weather. Galley facilities, food storage capacity and other features will permit the crew to live aboard for several days at a time, if necessary.



"PLANES for Turkey are hoisted over the side of *USS Rendova* (CVE 114) at Yesilkoy, Turkey. Delivery of planes was made by three U.S. escort carriers.

Supplies to Alaska

Seven Navy ships will thread their way through the mass of icebergs and icecaps that nearly blockade the Arctic Sea in the vicinity of Point Barrow to deliver supplies to a naval outpost at the northern tip of Alaska.

Because there are no docks at Point Barrow the supplies will be landed by amphibious craft. The expedition was planned in the same manner as were combat amphibious operations during the war and the same technique will be used to get the supplies ashore.

Led by the icebreaker *USS Burton Island* (AG 88), vessels in the expedition include three attack cargo ships, *USS Washburn* (AKA 108), *USS Skagit* (AKA 105), *USS Titania* (AKA 13), LST 1110, LST 1146 and the flagship, *USS Union* (AKA 106).

About 25,000 tons of cargo, enough for a full year's supply for the inhabitants of Naval Petroleum Reserve No. 4, a 35,000 square mile area lying well within the Arctic Circle, will be landed by the expedition. The vessels will also carry Army equipment, Coast and Geodetic Survey supplies and supplies for the Office of Indian Affairs.

It will be the fifth time Navy vessels have replenished supplies for the inhabitants of the far northern base in this manner.

Marine Corps Institute

Addition of 21 new courses and revision of eight others are included in the new second edition handbook of the Marine Corps Institute, now being distributed to Marine Corps personnel.

The new handbook lists correspondence courses of high school and college level available free to marines. Since the publication went to press, 15 new courses have been added to the curriculum, making now a total of 203 being offered.

With publication and distribution of the new handbook, MCI enters its 29th year of operation, being the oldest school of its kind in the armed forces. The new handbook contains a brief description of courses offered and information regarding enrollment requirements.

Emphasized in the booklet are facilities offered by the institute to all regular marines, as well as those in the Organized Reserve and their dependents. The correspondence courses are available without charge to Organized Reservists and regulars, while dependents may take advantage of the courses by paying only the cost of textbooks furnished and a small mailing charge.

Last year MCI enjoyed its biggest year when a total of 34,000 new enrollments were received, representing one enrollment for every three men in the Marine Corps. More than 173,000 individual lesson assignments were submitted for grading last year.

In addition to its Washington, D. C., headquarters, MCI has a Pacific branch at Pearl Harbor, T. H.

Besides MCI, Marine Corps personnel may enroll for courses from the U. S. Armed Forces Institute (ALL HANDS, June 1948, p. 2) if such courses are not available from MCI.

Nonflammable Fluids

Nonflammable hydraulic fluids have been developed by scientists at the Naval Research Laboratory, Washington, D. C.

The new fluids, called "hydrolube" because of their water base, will eliminate the fire hazard caused by present petroleum-base fluids. The fluids are designed particularly for use in aircraft.

Navy researchers have been working four years on the project. The newly-developed liquids will not burn, their freezing point is 82 degrees below the freezing point of water, they are much less corrosive than water, provide greater freedom from packing deterioration and



PROUD VETERAN of World War II, USS *Moctobi* (ATF 105) has been retired from active duty and joined other vets at Reserve berth near San Francisco.

Tug Learns What Pushing Around Means

Fleet tug USS *Moctobi*, rear area shepherd of disabled vessels and invasion workhorse during wartime, discovered for the first time the true helplessness of a vessel without motive power—on her last trip.

Commissioned in 1944, *Moctobi* (ATF 105) performed towing and other rescue duties in the Marshalls, Carolines and around Johnson Islands and participated

in the invasions of Leyte and Okinawa.

After a last foreign liberty in Yokosuka for her crew, *Moctobi* returned to the U.S. for decommissioning.

With her engines laid up for preservation, *Moctobi* reversed her role for a "last mile" trip and was shoved by other tugs to a Reserve Fleet berth near San Francisco.—James F. O'Neill, QMSN, USN.

leakage than present hydraulic fluids and their lubricating properties are satisfactory. All ingredients used in making the fluids are made from chemicals of native American origin.

The hydrolube fluids have been tested by BuAer in Navy planes for two years without failure.

Gold Star Lapel Button

The gold star lapel button to be presented to widows, parents and certain other next of kin of members of the armed forces who lost their lives in World War II is now available on application.

Because most persons concerned are civilians, only a few application forms have been sent to naval activities, BuPers Circ. Ltr. 93-48 (NDB, 15 May 1948) points out. A joint application form applicable to any service is being distributed to nationally recognized veterans' organization, Gold Star organizations and other groups, to be delivered to the next of kin.

Commandants are requested by the letter to give wide publicity to the effect that such civilian organizations are authorized to distribute the form.

Famous Navy Dog Dies

Rickey, the famous and much-travelled Navy dog, has passed away.

At the age of 14 (98 in man-age), the venerable husky succumbed unexpectedly while passing the time quietly in retirement. After thousands of hours of flying time, Rickey had made his last flight on 29 Apr 1948 as the honored guest of a commercial airline. At that time he was flown from Boston, Mass., to Washington, D.C., to be televised.

The veteran of three south polar expeditions and a lifetime of Navy duty now rests in a pet cemetery at Aspin Hill, Md., near Washington, D.C. School children of Vermont, Rickey's home state, are planning to erect a suitable memorial. A commercial airline may provide a small metal airplane to be attached to the monument.

Son of Nome, Admiral Byrd's well-known dog, Rickey appeared with the admiral on lecture platforms a dozen years ago. During World War II he was engaged in many bond-selling programs. Two years ago when he equalled the human age of 84, Rickey became the father of eight pups (see ALL HANDS, July 1947, p. 45).



SUMMER chapeau is chosen by Miss Margaret Parks of San Francisco, Calif., at the 12th ND medical office where she was sworn into the Navy Nurse Corps.

"Wake Avengers"

One of the Marines' most colorful fighter squadrons, Squadron VMF 211, which made history in its gallant stand at Wake Island at the beginning of World War II is again at the furthestmost outpost of Marine aviation—this time at Tsingtao, China.

The squadron, known as the "Wake Avengers," is a unit of Aircraft, Fleet Marine Force, Western Pacific, which is based at the old German-built port city along the Yellow Sea. The senior echelon is Fleet Marine Force, Western Pacific, which is in support of Headquarters, Naval Forces, Western Pacific, in Tsingtao.

Initially formed in 1941, the squadron gained fame and earned its well-known name through heroism in the Battle of Wake Island. Personnel of Squadron VMF 211 were awarded a Presidential Unit Citation for courage displayed during operations at Wake (see ALL HANDS, June 1948, p. 59). After the fall of Wake, the squadron was reorganized in Hawaii and sent to Palmyra for training before being sent to the Solomons.

The squadron fought at Wake, the Solomons, Bismarck Archipelago, Bougainville and Leyte during World War II. Altogether, it shot down 91 enemy planes and sank one cruiser. Upon being sent to China in November 1945, the squadron's official title became "The Wake Avengers."

Squadron VMF 211 is on a regular training schedule which consists of practice bombing, strafing and general air maneuvers. It has made bombing and rocket attacks against abandoned Japanese ships on five occasions and sunk them each time. The last target was the ex-Jap destroyer *Hanatsuki* which went down in 30 minutes. Previously, the squadron took part in operations with Navy amphibious forces.

Collectively, the Wake Avengers hold more than 100 combat decorations.



VISITING destroyer USS Brownson (DD 868) steams past Italian destroyer during a cruise to Venice, Italy. Picturesque palace and square are in the background.

Kelly, Com 3, Retires

New commandant of the 3d Naval District, with headquarters in New York City, is Rear Admiral Walter S. Delany, USN, formerly ComBatCruPac.

In taking the post, Rear Admiral Delany relieved Rear Admiral Monroe Kelly, USN, who had served since November 1944 as commandant of the naval district. Rear Admiral Kelly will retire from active service on 1 Aug 1948.

Fire Damage Reduced

Damage by fire to Navy installations was reduced by more than a million and a half dollars in the first quarter of 1948, as compared with the same period in 1947.

A Navy-wide fire protection program is credited by BuDocks as being largely responsible for the reduction. Fire loss for the first three months of 1948 was only 32 per cent of the loss suffered during the first quarter of 1947. Losses suffered during the first 90 days of 1947 amounted to \$2,324,050 while during the same period this year only \$756,873 damages resulted from fires. The number of fires during the comparative periods decreased from 26 in 1947 to 17 in 1948.

Principal cause of fires in Navy installations was electricity. Matches, lighted cigarettes and cigars, heating units and sparks from machinery and tools were other causes.

Most of the larger fires occurred in structures without sprinkler systems.

Navy World Series

The two outstanding baseball teams in the Navy will hustle on the field the first clear afternoon of the week beginning 12 Sept 1948 to begin a sailor's world series—the All-Navy baseball championship series of 1948.

As in all competitive sports for All-Navy championships, the eliminations will be conducted by area playoffs, (see ALL HANDS, May 1948, p. 38). The activity represented by the championship team of competitive area groups II, IV, VI and VIII will serve as host for the series. This means that either Com 9, Com 4, ComdtPRNC or ComServLant will be spreading the welcome mat.

The 1947 series was played at the Marine Barracks, Marine Corps School, Quantico, Va., between the Quantico Marines and Naval Training Center, San Diego, Calif. Quantico won the title by winning three out of the four games played.

Hot Shots

The dead-eye dicks of Medium Seaplane Patrol Squadron 7 barely squeezed out the straight-shooting riflemen from Heavy Landplane Patrol Squadron 13 by one point to win the rifle championship of Pacific Fleet Air Wing Two.

Both teams were tied with a total of 827 points out of a possible 900 at the end of the match. The final decision was made with rapid fire, in which VPMS 7 topped the landplane squadron by a single shot.

The match was fired on the NAS Kaneohe Bay's regulation 200-yard range in Hawaii with both teams using M-1 Garand rifle.

Research Laboratory

The Michelson Research Laboratory, considered one of the most important scientific research and military installations of its type in the world, has been dedicated at the Naval Ordnance Test Station at Inyokern in the Mojave Desert, Calif.

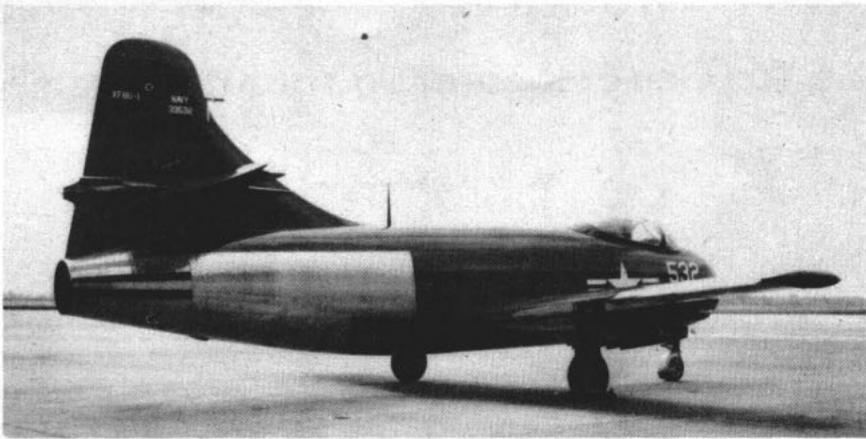
Named in honor of the late Dr. Albert A. Michelson, noted American physicist and Nobel Prize winner, the laboratory contains extensive facilities for all types of basic and applied research in the fields of physical and chemical science, aerophysics, mathematics, electronics, metallurgy, propulsion systems for rockets and missiles, and fire control and guidance systems.

Are You One of These or Do You Know Them?



THE NAVY is seeking identity of the subjects of these 11 portraits of wartime enlisted men and Waves. They were drawn by the late Helen Forbes at Treasure Island, Calif., in April or May 1945. If located, subjects will receive the portraits as gifts. Name and present address of subjects should be sent to Chief of Naval Personnel (Attn: Pers-54), Washington 25, D. C.





AFTER-BURNER on new version of Navy jet fighter, the XF6U-1 Pirate, boosts its power for short periods. The burner incorporates the principles of ram jet.

Marine Judo Expert Dies

One of the Marine Corps' most colorful figures, Colonel Anthony J. Drexel Biddle Sr., has died at the age of 73.

Having already gained reknown as an instructor in jiu-jitsu and other types of hand-to-hand fighting, Colonel Biddle trained thousands of men in those subjects during World War I. He served as a captain at that time, but was promoted to major at the end of the war.

In 1942 he was called from retirement to serve as an instructor in judo and bayonet fighting. Although he was more than 65 years of age he was well fitted for the job. He had been following his lifetime specialty by teaching hand-to-hand fighting unofficially to Marines at the Philadelphia Navy Yard.

Aside from being an expert in tricky fighting, Colonel Biddle had been reporter, author, publisher, traveler, corporation executive and amateur boxer. His 10 or more books range from *The Froggy Fairy Book* to *Do or Die: Military Manual of Advanced Science in Individual Combat*. As an amateur boxer he fought, among others, Bob Fitzsimons and Philadelphia Jack O'Brien.

Plane Engine's Booster

A new device called an "afterburner" will be standard equipment for production models of the XF6U-1 Pirate to step up the fighter plane's speed under combat conditions.

Designed on the principle of the ram jet engine, the afterburner for the Pirate is a cylindrical device about eight feet long. It attaches to the exhaust nozzle of the plane's turbo-jet engine. Into the

exhaust gases of the turbo-jet engine the afterburner injects fuel which burns at extremely high temperature. The extra thrust provided by the afterburner increases with the plane's speed. Used for short periods when an extra burst of speed is desired, the afterburner boosts the Pirate's pace well above its original figure.

With no moving parts, the afterburner can endure higher temperatures than can a turbo-jet engine. Its advantages include light weight, small frontal area and less airflow per pound of thrust.

The afterburner has successfully passed a series of tests at the Naval Air Test Center, Patuxent River, Md. Its production is limited only by availability of materials.

Take Off from Carrier

Two Navy Neptune P2Vs, 30-ton search-patrol, twin-engine planes, have been successfully launched from the deck of USS *Coral Sea* (CV 42).

The take-offs were made by deck run, using jet assistance. The planes were unmodified operational versions of the famed "Truculent Turtle" that set a world non-stop record of 11,236 miles in 1946. Since the planes were not equipped for carrier landings, no attempt was made to land them aboard the vessel. The planes were the largest ever to be launched from a carrier.

The experiment was made to determine if it was practicable to operate long-range search patrol aircraft from a carrier instead of from land bases which might not be available when needed.

Flag Rank Orders

Flag rank orders for last month were as follows:

Vice Admiral Charles H. McMorris, USN, Chairman, General Board, was ordered to report as Com 14 and Com-HawSeaFron.

Rear Admiral Ernest M. Pace Jr., USN, BuAer general representative, Western District, Los Angeles, Calif., to retire 1 July.

Rear Admiral Sherman S. Kennedy, USN, Deputy General Inspector for the Chief, BuShips, ComWesSeaFron, to retire 1 July.

Rear Admiral Howard H. Good, USN, was detached as ComNavForPhil and ordered to report as Com 13.

Rear Admiral Donald Royce, USN, was ordered detached as ComNavAir Material Center, Naval Base, Philadelphia, Pa., to report for duty as BuAer general representative, Eastern District, New York, N. Y., with additional duty as Supervising Inspector of Naval Material.

Rear Admiral Frederick W. Pennoyer, USN, was ordered detached as BuAer general representative, Central District, Wright Field, Dayton, Ohio, to report for duty as ComNavAir Material Center, Naval Base, Philadelphia, Pa.

Rear Admiral Ralph E. Davison, USN, Naval Operations, Navy Dept., to retire 1 July.

Rear Admiral Van Hubert Ragsdale, USN, was discharged from naval hospital, Bethesda, Md., with retirement pending.

Rear Admiral Joseph W. Fowler, USN, Chief, Office of Industrial Survey, Office of SecNav, to retire 1 July.

Rear Admiral Charles W. Styer, USN, ACNO (Operations), Naval Operations, Navy Dept., to retire 1 July.

Rear Admiral Henry S. Kendall, USN, was ordered detached as ComCarDiv 15, to report for duty as ComFair, Quonset Point, R. I.

Rear Admiral Louis Dreller, USN, was ordered detached as Comdr. Pearl Harbor Naval Shipyard, to report for duty as Chief, Office of Industrial Survey, Navy Dept.

Rear Admiral Matthias B. Gardner, USN, was detached as ComNavAirBase, 14th ND and reported for duty as Com-PacDiv, MATS.

Rear Admiral Carl F. Holden, USN, was ordered detached as ComTraComd-Lant, to report for duty as ComNavBase, New York, N. Y.

Rear Admiral William M. Callaghan, USN, was ordered detached as ACNO (Transportation), Naval Operations, to report for duty as ComTraComdLant.

Rear Admiral Paul F. Lee, USN, Chief of Naval Research, Navy Dept., to retire 1 July.

Rear Admiral Edmund T. Woodridge, USN, ACNO, (Politico-Military Affairs), Naval Operations, Navy Dept., had title changed to ACNO (International Affairs), Naval Operations, Navy Dept.

Rear Admiral Charles B. Monsen, USN, was detached as Member, General Board, Navy Dept., and reported as ACNO (Undersea Warfare) Naval Operations, Navy Dept.

Rear Admiral John Perry, USN, was detached as ComCarDiv 6 and reported as ComFairWing 4.

Rear Admiral Frederick W. McMahon, USN, was ordered detached as Deputy and Chief of Staff to USN Representative, Military Staff Committee, Security Council, United Nations, to report to Naval Operations for duty.

Rear Admiral William G. Tomlinson, USN, was detached from Naval Operations and assigned temporary duty with MATS, Washington, D.C., with orders to report in July as ComPacDiv MATS.

Rear Admiral Clinton E. Braine, USN, Deputy Chief of Material Division, Office of AstSecNav, had title changed to Assistant Chief of Naval Material and Director of Production Policy, Navy Dept.

Rear Admiral Leon S. Fiske, USN, was ordered detached as ComServRon 3, to report for duty as Deputy U.S. High Commissioner of the Trust Territory of the Pacific Islands, Guam.

Rear Admiral Augustus J. Wellings, USN, was detached as Deputy ComServPac and ordered as ACNO (Transportation), Naval Operations, Navy Dept.

Rear Admiral John P. Whitney, USN, was detached as Prospective Deputy Comdr., AFATS, and reported as Vice Comdr., MATS, Washington, D. C.

Rear Admiral Morton L. Ring, SC, USN, Vice Chief, Material Division, Office of AstSecNav, had title changed to Vice Chief of Naval Material, Navy Dept.

Rear Admiral Archie A. Antrim, SC, USN, was detached as supply officer, Staff, ComServPac, and ordered to report as Chief, Field Branch, BuSandA, Navy Dept., Cleveland, Ohio, with additional duty as Assistant Chief BuSandA.

Research in Medicine

BuMed has added the field of "research" to the list of medical specialties for which naval medical, dental, and allied science officers may qualify.

This action is taken to develop a permanent group of specialized researchers who may be permitted to spend the major part of their naval careers in this branch of the medical service. Formerly, naval personnel interested in medical research activities were offered no assurance that their participation in the field would extend beyond a normal tour of duty.

Though not a requisite, it is desirable for applicants to have a PhD degree in a basic medical science such as physiology, psychophysiology, biophysics, or biochemistry. Officers holding a medical science degree and being experienced in the engineering field are considered especially well qualified. However, BuMed points out that since qualifications are flexible, the application of any medical officer of the regular Navy or Naval Reserve, and qualified civilians interested in a naval career in medical research will be considered.

Shrewd Research

Advances toward cure and elimination of malaria may be a step closer as a result of the capture of 104 living shrews, some infected with the disease, by the Naval Medical Research Unit accompanying the University of California African Expedition.

The infected animals—long nosed, mouse-like creatures, rare in captivity—were trapped in the Anglo-Egyptian Sudan. Confirmation was made of a 1913 report that the animals were infected with an undefined type of malaria, thus lending importance to the specimens as invaluable aids in scientific malaria research.

The shrews were flown to Washington where attempts will be made to keep the delicate animals alive in the National Zoo.

Sixth Task Fleet

The title "United States Naval Forces, Mediterranean" has been changed to "Sixth Task Fleet." No changes in command relationships are involved as a result of the change in title, and no new task force numbers will be assigned.

Authority for the change is contained in a letter of 18 May 1948 from CNO.

HERE'S YOUR NAVY



Medical officials find the Navy's state of health to be "at a very favorable level." Physical exams and screening during demobilization retained many men on active duty for medical treatment while the Navy shrank in size. Despite this, the incidence rate for all diseases and injuries in 1946, the last figures available, was only 488.8 per 1,000, only a negligible fraction over last year of wartime Navy.



One figure that Navy doctors were not unhappy about was the high tuberculosis incidence rate, which doubled the last wartime year. Chest x-rays were made of scheduled separatees and others under 30 who remained in the Navy, with the result that hundreds of TB cases were detected and treated during the ideal period for treatment and before the patient could become infectious to others.



And the low death rate of 2 per 1,000 for all causes except injuries resulting from enemy action was the second lowest for the Navy since 1850, when the rates were first compiled. The lowest rate of 1.9 in the 96 years was recorded in 1940.

THE BULLETIN BOARD

Active Duty Officers Get Certificates As Evidence Of World War II Service

Navy officers who honorably served on active duty between the inclusive dates of 16 Sept 1940 and 31 Dec 1946 are now eligible to be issued the large certificate of satisfactory service.

Previously authorized only at the time of the officer's separation from active naval service, issuance of the large certificate of satisfactory service to officers currently on active duty is now authorized by BuPers Circ. Ltr. 96-48 (NDB, 31 May 1948). The primary purpose of the large size certificate concerned is to give officers a diploma-type certificate as evidence of honorable service during World War II.

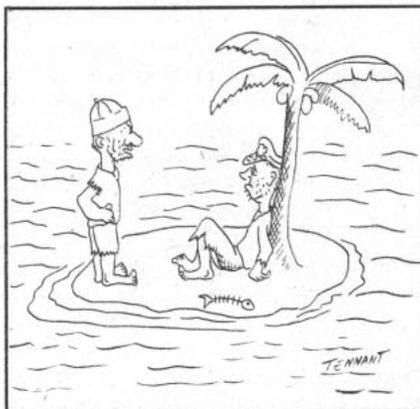
Ships and stations were called upon by the directive to make immediate issue of the certificate to eligible officers. Separation activities will issue the certificate to eligible officers at the time of separation, providing the officers have not previously received it. Personnel already separated will be issued the certificate, if eligible, upon application to BuPers (Attn: Pers-327). Detailed instructions to issuing activities are given in the circular letter.

This action parallels that of authorizing the issuance of honorable service lapel buttons to personnel on active

Family Allowance Requests Should Go to Ohio Address

All applications for family allowances should be addressed by naval personnel to the Family Allowance Unit, BuPers, 13th and Euclid Avenues, Cleveland 14, Ohio, in accordance with Alnav 37-48 (NDB, 15 May 1948).

Authority for the procedure in preparing and submitting applications is contained in BuPers Circ. Ltr. 173-47 (NDB, 15 Sept 1947), which remains fully effective except for the change in submission address as noted above. This circular letter, until modified, directed that applications be addressed to BuPers.



Theo H. Tennant, YN1

"I suppose it would be futile to request a change of duty."

duty, which was announced in BuPers Circ. Ltr. 92-48 (NDB, 15 Mar 1948). This letter does not affect the policy and procedure for the issuance of the card size certificate of satisfactory service which is issued to officer and enlisted personnel at the time of separation.

Volunteer Reserve Unit Tours Ordnance School

With aid from BuAer, the Naval Volunteer Reserve Ordnance Unit associated with Organized Surface Division 9-1 of Detroit, Mich., made a brief visit by air to the Ordnance Disposal School, Naval Powder Factory, Indian Head, Md.

The group left NAS Grosse Isle, Mich., on a Thursday afternoon for the flight to Anacostia, D.C. Taking a bus to Indian Head, the unit made a tour of the school during Friday afternoon and heard short talks on the latest ordnance disposal methods.

On Saturday morning they heard a talk on the Ordnance Reserve program in general and returned to Washington on Saturday afternoon, departing for Detroit by plane on Sunday morning.

The entire trip was on a no-pay basis. The Navy furnished transportation and quarters. Total cost to each officer was less than \$5 for the week-end. A Naval Reserve pilot flew the plane provided by BuAer.

Other similar trips are planned.

670 Reserve Medical, Dental Officers Will Be Separated

About 670 Naval Reserve medical and dental officers, previously advised that they might be retained on active duty beyond their expected dates of release, now are being informed that their separation will take place on schedule.

Of the number mentioned, about 290 are officers on duty with the Veterans Administration who will be authorized early separation by the amount of accrued leave standing to their credit. Alnav 39-48 (NDB, 31 May 1948) states that requests for separation are not required. All officers concerned will receive individual separation orders.

Duty After HTA Training Cut From 3 To 2 Years

Officers submitting applications for flight training leading to designation as naval aviators (heavier than air) under BuPers Circ. Ltr. 209-47 (NDB, 31 Oct 1947) must now agree not to resign for two years after completion of flight training instead of the three-year agreement formerly required.

The change was announced by BuPers Circ. Ltr. 99-48 (NDB, 31 May 1948).

25,000 All Hands Going To Naval Reserve Units

Effective with this issue, 25,000 copies of ALL HANDS Magazine will be mailed monthly free to units of the Organized Reserve and Volunteer Reserve.

Distribution will be conducted through naval districts in the same manner that 5,360 copies have been mailed each month since May 1947. Expansion of the NR organization, plus an increased demand for the magazine as a source of official Navy information, resulted in the larger distribution.

ALL HANDS—along with "The Naval Reservist"—will continue to present all available personnel material of interest to both USNs and USNRS.

Common Catalog System, Procurement Regulations Planned for All Services

A common catalog system and uniform procurement regulations for all departments of the national military establishment are being prepared by Navy, Army and Air Force officials under the direction of a coordinating agency, the Munitions Board.

The new catalog will name, describe, classify and number each item used, purchased, stocked, or distributed by the military establishment in such a manner that only one distinctive selection of letters and numerals will identify the same item with a bureau or service, or between the Navy, Army or Air Force.

Approximately five million items used by the military services will be reclassified under the new system. The process will probably eliminate about half the items now listed due to duplicate listing of the same items under different numbers by the Navy, Army and Air Force stock catalogs.

It is estimated three years will be required to reclassify all items presently used by the military departments into one catalog with standard identifying numbers.

The new procurement regulations will require all three services to use uniform contract clauses, forms and termination procedures. All patents, copyrights and patent interchange agreements must be handled in a similar manner by all three

MOP Application Date Extended To 3 Feb 1950

Personnel separated from the naval service under honorable conditions between 7 Dec 1941 and 3 Feb 1944 now have until 3 Feb 1950 to apply for their mustering-out pay.

Public Law 539 (80th Congress) approved 19 May 1948, further amended the Mustering-Out Payment Act of 1944 by extending the time for applying for MOP. Previously, personnel were required to apply for their MOP within two years from the date of enactment of the original act. Since 15 Feb 1944, naval personnel have been granted their mustering-out pay upon discharge.

Want a Hula Skirt? Navy's Selling 'Em

The Navy has 13,000 hula skirts for sale.

Purchased by the U.S. Commercial Company from the natives of the Marshalls, Caroline and Marianas Islands the skirts were part of a shipment of Micronesian handicraft taken over by the Navy's Island Trading Company when the U.S.C.C. discontinued operations in the Pacific area on 1 Jan 1948.

As administrator of these Pacific atolls, the Navy's job in part is to keep the natives as economically self-sufficient as possible. The Island Trading Company was organized as the marketing agency for whatever the islanders

could offer for export.

In addition to pure native items, schools have been set up to teach the islanders to turn out handicraft that will appeal to American housewives. The natives are now turning out such objects as coasters, handbags, cigarette cases, dolls and outrigger canoe models.

Navy officials administering the Island Trading Company breathed a sigh of relief when a national department store in the U.S. purchased part of the grass skirts and set up a Micronesian center.

However, there are still a few thousand left, in case you're interested.

services, as well as procurement, advertising and negotiation procedures.

The regulations cover the entire field of procurement relationship between contractor and contracting officers. They will assure uniform treatment of business matters throughout the world wide purchasing operations of the military departments, and are designed to eliminate many industrial problems which have resulted from lack of uniform military procurement regulations.

Carnival Raises Funds For Navy Relief Society

A pleasant, profitable and highly successful means of raising funds for the Navy Relief Society was employed by Naval Air Training Bases, Pensacola, Fla.

Departing from the usual procedure, NATB organized a Navy carnival ball. Two dance orchestras were engaged, and a new automobile was raffled off during the event. Merchants in Pensacola and neighboring towns contributed 252 articles with a total value of \$4,000 to be given as door prizes and raffle and bingo awards.

Two hangars were used for dancing and games, with the area between set up as a midway with additional attractions. Two bingo games ran simultaneously, besides other continuous games, contests and hourly raffles. After paying all expenses and donating \$5,000 to the Community Chest of Pensacola and surrounding communities, the dance com-

mittee announced a balance of about \$24,000. It is estimated that 15,000 people attended the affair.

The public information officer, NATB, Pensacola, Fla., will send any interested Navy or Army activity copies of the organization and procedure used in this fund-raising event.

To Train Laundrymen At New Class A School

Establishment of a Class A school for laundrymen at the Naval Supply Corps School, Bayonne, N.J., has been authorized by the Bureau of Naval Personnel. Third class ship's servicemen (SH) having Navy Job Code 77420, seamen (SN) and seamen apprentice (SA) will be eligible for the technical school.

Designated as Naval School, Ship's Servicemen, Class A, (Laundrymen), this addition to the Navy's training program will instruct 50 trainees at a time. The instruction, of eight weeks duration, will prepare sailors in requirements for third and second class ship's servicemen ratings.

Twenty-five trainees will be matriculated at the school every four weeks. Quotas have been established of 15 from the Atlantic fleet and 10 from the Pacific fleet. The quota assignments have been made on the basis of trainees being returned to their regular billets after completion of the course.

In the process of being developed is conversion of the school's laundry unit for instruction in the reimpregnation of chemical warfare protective clothing.

Experiments Disclose Jet Engine Noises Are Harmless to Personnel

What effect does high frequency sound have on the human body? The Navy is finding out.

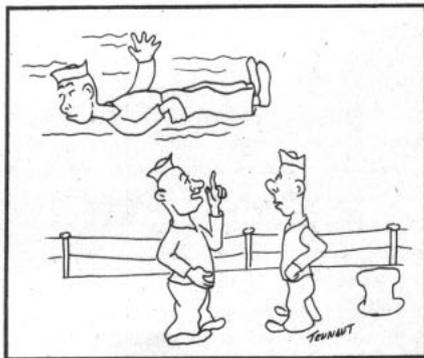
Scientists conducting an experiment in sound placed a rat in a compartment and turned on a siren which produced sound beyond the range of the human ear. The rat died. A piece of cotton held in front of this same blast of noise burst into flame.

Because of ill-founded fears and rumors about the harmful effects of turbo-jet engine noises to personnel working in the vicinity of these engines, BuMed has conducted an exhaustive experiment with human "guinea pigs" placed in the area of a jet engine operating at high speed.

Jet engines are known to produce, at certain speeds, a high pitched noise that causes somewhere between 20,000 and 500,000 double vibrations a second. The human ear's range of audible sounds ranges from a low of 16 double vibrations per second to a high of 20,000 double vibrations per second.

Sounds pitched higher than this frequency, i.e., sounds that cause more than 20,000 double vibrations per second, cannot be heard by the human ear, although many animals such as dogs and bats can hear them.

Because the jet engine produces sounds that humans cannot hear and in view of the scientific findings that ultra-high frequency sound damages the cell structure of some animals and causes high temperatures under certain conditions, the experiment was made to find out if the turbo-jet's high pitched noise actually



Theo H. Tennant, YNI

"He drew a suspended sentence at mast today."

Navy Doctors Restore Sight of Bikini Native

Thanks to Navy medical skill and as an indirect consequence of atomic bomb tests, an aged native of Bikini Island named Jatil, completely blind for years, rejoices in newly restored sight.

Jatil's plight was discovered by a Navy medical officer while making a check of health conditions on Rongerik after Bikini residents had been moved there in preparation for the bomb tests.

Examinations disclosed that Jatil's blindness was due to bilateral cataracts. His confidence was won by Navy physicians and, after eagerly consenting to an operation, he was flown to the Navy's Guam Memorial hospital where the deft hands of the institution's eye specialist successfully removed the left cataract. However, a serious coronary condition developed and it was not until weeks later that an operation—also a success—could be performed on his right eye.

Thus to Jatil, at least, as his eyes drink in the once familiar sights of his native land, the advent of atomic warfare has brought more in its wake than mere destruction.

caused any harmful effects on the human body.

At the Navy's Aero Medical Equipment Laboratory, Philadelphia, Pa., nine enlisted men and a medical officer were posted around a GE I-16 turbo-jet located in an open-end test cell. The men were comfortably and adequately protected against the over-all audible noise level by an outfit consisting of a helmet or spring-band headphones, double kapok-filled "ear doughnuts" and cotton ear plugs or acrylic ear molds.

Before the experiment started the blood pressure, temperature, pulse and respiratory rate of each man were taken. Then they were stationed at their assigned positions in relation to the engine. They could either stand or sit on an all-metal chair. The test lasted for 26 days. Most of them spent their time during the experiment either reading or

drowsing. The engine was run at a constant speed of 15,000 rpm for one hour per day for the first nine experimental days and for two hours a day the last five experimental days. An instrument which produces a vibrational spectrum which "spreads out" and measures the parts of sound waves showed that the greatest number of vibrational waves were given off when the engine was revolving at speeds of 7,500 and 14,000 revolutions per minute.

The general physical condition of the men did not change during the tests. Neurological tests showed the nervous systems unchanged and measurements of pulse, respiratory rate, temperature and blood pressure did not indicate the sound had caused any ill effects. Electrocardiographic records (a system of measuring the strength of the heart beat by electrical impulses) made during and after the men were exposed to the engine noise showed no discernible changes. Other exhaustive tests of body organisms could not find where the noise had caused any damage.

Five of the men undergoing the experiment lost weight, varying from five and one-half to 19 pounds, but the other five's weight remained unchanged.

Seven of the 10 men reported they were either more tired and nervous or more easily irritated during the course of the experiment than usual. This observation was reported both by the men in the experiment and by their friends.

All five of the men who lost weight felt abnormally tired or irritable. Of the remaining five, one felt abnormally nervous, one more tired and irritable and the other three noted no physical or emotional change.

Two of the men tested were considered emotionally unstable. These two reported increased rate of growth of hair on face, chest and arms, but this condition could not be verified.

Men working in shops report that drowsiness is the most constant symptom associated with jet engine operation. Engineering and shop personnel on rare occasions have complained of "jaw ache," toothache, nausea or mental confusion while working in the vicinity of turbo-jet engines; however, they complain even

more about the noise and vibration of powerful reciprocating engines.

Once during the experiment the men suffered a temporary partial loss of hearing of some sounds normally within the audible range. However, after a week-end rest their hearing was normal again.

The protective ear plugs were found to be most effective in damping out noise at high frequencies, least effective in the lower. About 25 to 35 decibels (a unit of measuring the loudness of sound) of "white noise" were damped out by the plugs, the double-doughnut kapok-filled earphone cushions and the helmets.

BuMed scientists conducting the experiment came to the conclusion that although ultra-high frequency sound does damage some animal tissues, ill effects upon human tissues appear unlikely unless the frequency is extremely high. They also stated that published reports of "supersonic sickness" give no clear evidence of physical injury and may be pure sensationalism, or be caused by "suggestibility."

The experiment is considered ample proof that personnel may be assigned tasks in the vicinity of low-performance turbo-jets with safety, so long as simple precautions are observed. The precise physiological effects of high frequency jet engine noise vibrations will be studied further by BuMed.

Classification Program For Enlisted Reservists

A classification program for Volunteer Naval Reserve enlisted personnel is under way in all naval districts, river commands and the Naval Reserve Air Command.

Enlisted men in classes V3 and V6 are being sent questionnaires which will be used as the basis for job coding the naval job the Reservist is best qualified to perform. This questionnaire will also assist in many cases in determining the proper rate for Volunteer Reservists under the new rating structure.

Classification of Organized Reservists has been under way for some time. The Volunteer Reserve procedure consists of completing a questionnaire which will give educational background, previous military service, present and past civilian job experience and other important classification information. Details of the plan are outlined in a Naval Reserve directive.

VOTING INFORMATION

Deadline is fast approaching for application to the state of home residence for absentee ballots to be used in voting in this fall's general election and preceding primaries.

Questionnaires filled out by secretaries of state of New York, North Dakota, Vermont and Wyoming bring to 33 the number of states which have contributed absentee voting information for the guidance of personnel.

Absentee ballot information from Alabama, Idaho, Illinois, Maryland, Michigan, Missouri, Nebraska, New Mexico, Ohio, Pennsylvania, Virginia, West Virginia and Wisconsin appeared in *ALL HANDS*, April 1948, p. 45.

Arizona, Colorado, Connecticut, Florida, Maine, Mississippi, Montana, North Carolina, Oregon, Texas and Washington voting data appeared in *ALL HANDS*, June 1948, p. 51.

Georgia, Kansas, Oklahoma, South Carolina and South Dakota voting in-

formation is contained in *ALL HANDS*, June 1948, p. 45.

Unless otherwise indicated in the table, members of the armed forces and the merchant marine, and civilians outside the U.S. officially attached to and serving with the armed forces, may apply for absentee ballot to the states listed by use of the postcard USWBC Form No. 1 or Standard Form No. 76, which may be obtained from the commanding officer or voting officer of all ships and stations.

Complete information concerning procedures and regulations for absentee voting in both primary and general elections may be obtained by writing to the state's secretary of state or to the local clerk or county clerk of the voter's legal residence. To vote by state ballot, the applicant must be eligible under the laws of his home state.

Abbreviations under "Officials to Be Elected" are: F-federal, S-state, L-local.

State	Type of Election	Officers to Be Nominated Or Elected	Last Date Ballot Will Be Received To Be Counted
New York (a) (b)	General	F, S, L
North Dakota	Primary	F, S, L	9 July
	General	F, S, L	12 November
Vermont (c)	Primary	F, S, L
	General	F, S, L
Wyoming (d)	Primary
	General	F, S, L	2 November

Blank spaces indicate no information received.

(a) New York—Applications for war ballots must be filed with the Division for Servicemen's Voting or with the Board of Elections of the home county of residence of the applicant on or before 15 Oct 1948.

(b) New York—The Division for Servicemen's Voting, State of New York, requests that each resident of that state now in the naval service inform that office of his military

and residence address.

(c) Vermont—Primary elections are scheduled for 14 September; general for 2 Nov.

(d) Wyoming—"The Absent Voters-In Military Service Act of 1944" expired 22 Feb 1947 and the general absent voters' law is the only one in existence at present for this state. It is applicable insofar as practicable to military personnel. Dates for primary and special elections were not listed but full instructions are issued with the ballot.

Bread, Meat Restrictions Dropped in Navy Food Plan

Naval personnel no longer will be required to confine themselves to one slice of bread per man each meal and may be served meats on Tuesdays, but the Navy will continue to cooperate in the general food conservation program.

A large amount of food has been conserved through the Navy's voluntary conservation plan according to BuSandA officials. A new 48-point plan for food conservation prepared by the Department of Agriculture will be distributed throughout the Navy via the Navy Department Bulletin, it was announced in *Alnav* 40-48 (NDB, 31 May 1948).

50 Per Cent of Patients World War II Veterans

Ex-servicemen of World War II today comprise almost 50 per cent of the hospitalized patients in Veterans Administration facilities, surpassing World War I veterans who constituted a majority until over a year ago.

A total of 53,289 veterans of World War II are now hospitalized of the total of 108,328 from all wars. While a 22 per cent jump has been noted in World War II patients since February 1945, a corresponding decrease has resulted in the proportion of World War I veterans receiving medical care from the Veterans Administration.

BuPers Board Establishes 12 Limited Duty Officer Classifications

A total of 12 limited duty classifications has been established by a BuPers board which studied every aspect of the limited duty officer classification authorized by Public Law 381 (80th Congress).

Personnel eligible for appointment to commissioned rank as limited duty officers are those holding permanent regular Navy status as commissioned warrant officers, warrant officers, chief petty officers and petty officers first class.

No appointments will be made in a higher grade (above ensign) or to a higher lineal rank in grade than the candidate held in a previous temporary appointment. Appointment to the grade of ensign can be made without the candidate having previously held that rank, however, if he has had 10 or more years of active service in the Navy. After 7 Aug 1949, appointments will be made only to the rank of ensign. For additional information concerning service requirements, promotion and retirement, see ALL HANDS, November 1947, p. 48.

The applications of candidates who have applied under the current program have been submitted to a selection board. It is expected that additional applications will be requested annually. Personnel appointed to the new officer classifications will perform limited duty only in the technical fields indicated by their previous warrant or enlisted ratings.

Given at right is table showing the normal path of advancement to limited duty officer status from warrant or enlisted classifications. Due to special training or other special qualifications, variations from the normal pattern shown will be permitted in some cases. Instructions concerning the current LDO program are given in BuPers Circ. Ltrs. 174-47 and 175-47 (NDB, 15 Sept 1947), BuPers Circ. Ltr. 245-47 (NDB, 15 Dec 1947) and Alnav 13-48 (NDB, 15 Feb 1948).

New School Established For Dental Technicians

Another Class A school has been established at the Naval Training Center, San Diego, Calif., for training recruits for the new rating of dental technician. The school supplements the one previously established at NavTraCen, Great Lakes.

ENLISTED RATING	WARRANT CLASSIFICATION	LDO CLASSIFICATION
(BM) Boatswain's mate (RD) Radarman (QM) Quartermaster (SO) Sonarman	(D1) Boatswain (D2) Ship controlman (D2) Ship controlman (D2) Ship controlman	DECK
(GM) Gunner's mate (FC) Fire controlman (FT) Fire control technician (TM) Torpedoman (MN) Mineman	(O1) Surface ordnance technician (O2) Control ordnance technician (O2) Control ordnance technician (O3) Underwater ordnance technician (O3) Underwater ordnance technician	ORDNANCE
(RM) Radioman (TE) Telemant (PN) Personnel man (YN) Yeoman (LI) Lithographer (PI) Printer (MA) Machine accountant (JO) Journalist (CT) Communications technician	(C1) Communication supervisor (C1) Communication supervisor (C2) Ship's clerk (C2) Ship's clerk (C3) Printer (C3) Printer (C6) Machine accountant (C7) Journalist (C8) Communications technician	ADMINISTRATION
(MM) Machinist's mate (BT) Boilerman (MR) Machine repairman (EN) Engineman (OM) Opticalman (IM) Instrumentman	(E1) Machinist (E1) Machinist (E1) Machinist (E1) Machinist (E5) Instrument technician (E5) Instrument technician	ENGINEERING
(DC) Damage controlman (UM) Underwater mechanic (FP) Pipe fitter (ME) Metalsmith (ML) Molder (PM) Patternmaker	(E3) Ship repair technician (E3) Ship repair technician (E3) Ship repair technician (E3) Ship repair technician (E4) Foundryman (E4) Foundryman	HULL
(EM) Electrician's mate (IC) I. C. electrician (ET) Electronics technician	(E2) Electrician (E2) Electrician (T1) Electronics technician	ELECTRONICS
ENLISTED RATING (AVIATION)	WARRANT CLASSIFICATION (AVIATION)	LDO CLASSIFICATION
(AC) Air controlman (AB) Aviation boatswain's mate (PR) Parachute rigger (AG) Aerographer's mate (TD) Trademan (AF) Aviation photographer's mate (PH) Photographer's mate	(A4) Flight controller (A5) Aviation boatswain (A8) Aviation survival technician (A9) Aerographer (A10) Training device technician (A11) Photographer (A11) Photographer	AVIATION OPERATIONS
(AO) Aviation ordnanceman	(A3) Aviation ordnance technician	AVIATION ORDNANCE
(AD) Aviation machinist's mate (AM) Aviation structural mechanic	(A1) Aviation machinist (A7) Aviation structural technician	AVIATION ENGINEERING
(AT) Aviation electronics technician (AL) Aviation electronicsman (AE) Aviation electrician's mate	(A2) Aviation electronics technician (A2) Aviation electronics technician (A6) Aviation electrician	AVIATION ELECTRONICS
ENLISTED RATING (SUPPLY)	WARRANT CLASSIFICATION (SUPPLY)	LDO CLASSIFICATION
(SK) Storekeeper (AK) Aviation storekeeper (SH) Ship's serviceman (DK) Disbursing clerk (CS) Commissaryman (SD) Steward	(SC1) Pay clerk (SC1) Pay clerk (SC1) Pay clerk (SC1) Pay clerk (SC1) Pay clerk (SC1) Pay clerk	SUPPLY
ENLISTED RATING (CEC)	WARRANT CLASSIFICATION (CEC)	LDO CLASSIFICATION
(CE) Construction electrician's mate (CM) Mechanic (CD) Driver (BU) Builder (SW) Steel worker (UT) Utilities man (DM) Draftsman (SV) Surveyor	(CB1) Construction electrician (CB2) Equipment foreman (CB2) Equipment foreman (CB3) Building foreman (CB3) Building foreman (CB4) Utilities technician (E6) Drafting technician (E6) Drafting technician	CIVIL ENGINEERING

Seamen Dunk Future Officers in Ditching Drill

"Orders are orders," said the seamen as they dumped the 732 midshipmen in the Severn river.

The middies were given a fully-clothed bath as part of the plane-ditching drills given prior to their summer cruise. They were learning how to act in an emergency plane crash at sea in preparation for flight indoctrination training on the cruise.

The men were hoisted aloft three at a time in a stripped down TBF torpedo

bomber, and dumped, plane and all, with an unceremonious splash.

After hitting the water the men were required to clear the plane, inflate a rubber raft, then paddle back to the Naval Academy dock.

Enlisted men working with the equipment were delighted with the drill.

"Most fun I've had lately," said Henry D. Rowe, SN, as he pulled a lever on the crane dropping three future officers into the drink.

Cash Prizes to Servicemen Awarded by Photo Contest

Three cash prizes of \$25, \$15 and \$10 are being awarded to servicemen each month by a commercial camera magazine for the three best photos.

Personnel on active duty with any branch of the U.S. military establishment in the U.S. or overseas are eligible to enter the contest. Former servicemen who are presently hospitalized in veterans' hospitals also are eligible to submit entries, as are civilians with armed forces in occupied areas.

Rules specify that photographs must be 5 x 7-inch black and white prints or larger, of any subject. Do not send negatives. Prints will be returned where postage is enclosed and the magazine will not assume responsibility for loss or damage to any entry. Do not mount photos. Prints may be sent to Servicemen's Contest, U.S. Camera Magazine, 420 Lexington Ave., New York 17, N.Y.

CV's Marines Keep Rugby Situation Well in Hand

A group of U.S. Marines from the carrier USS *Philippine Sea* (CV 47) defeated a British Navy team at its own game of rugby.

While *Philippine Sea* was anchored in Marsalokk Bay, Malta, the Kalafrana British Naval Base generously loaned their cricket field to the Americans for a picnic and day of sports. In one of the games played, a Marine team was matched against a local British team in a game of rugby. The Marines kept the situation well in hand.—E. Groden, PFC, USMC.

Training Schools Offer Courses for Reservists

Naval Reserve training courses have been instituted in more than 50 regular Navy schools in naval districts throughout the U.S., offering officer and enlisted Reservists an opportunity to avail themselves of two-week training courses in practically every phase of naval administrative and operative activity.

Among available training and refresher courses for officers are mine and chemical warfare, damage control, sonar, ordnance, naval intelligence, naval justice, salvage, and supply corps and fleet amphibious training.

Enlisted personnel may apply for general or specialized instruction in subjects such as CIC team training, electronics, fire control, gunnery, mine warfare, motion picture operation, music, salvage, radio, welding, submarine, and yeoman and storekeeper training.

These year-round training courses supplement the annual Naval Reserve cruise program. In addition to being furnished transportation and subsistence, students will receive the full pay of their rank or rate while attending.

Medical Research Projects Administered by Navy Unit

The Office of Naval Research and the Atomic Energy Commission have selected 29 civilian institutions to carry out 38 biological and medical research projects.

The projects will be financed by the Atomic Energy Commission and administered by the Office of Naval Research. Many of the projects to be researched by the universities and medical centers concern the medical application of atomic fission by-products.

Veterans Receive Ohio State Bonus Checks at Rate of 2,000 Per Day

Ohio veterans of World War II have been receiving their bonus checks at the rate of approximately 2,000 a day. In making its report, World War II Compensation Fund headquarters in Columbus announced its goal as 5,000 to 7,500 checks a day.

Compensation Fund authorities point out the following to Ohio veterans of World War II:

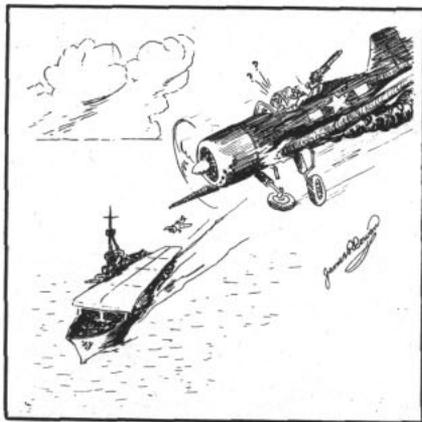
- All bonus checks may legally be endorsed only by the person to whom the check is payable. If payee uses the "X" mark, endorsement must be witnessed by two persons who must write their names and addresses below such mark.

- Checks are payable at par through any bank within 60 days of the date of the check.

- In case the check is undeliverable to the addressee, it will be returned to the World War II Compensation Fund in Columbus, Ohio, by postal authorities.

- In cases where the veteran who filed his application is deceased before endorsing the check, the eligible next of kin should return the check and file an application for re-issue on "next of kin form" No. 2.

More than 300,000 applications were received during the first week of the Compensation Fund group's business. Veterans' original documents are being acknowledged and returned at the rate of 10,000 per working day.



"They just radioed, sir. You better set her down easy. The cook has a cake in the oven."

Postgraduate Courses for Officers, Application Deadlines Listed

Postgraduate training available to naval officers and the deadline dates that applications may be submitted have been announced by BuPers.

Boards to select the candidates for postgraduate training will meet after the applications are received, according to the directive, BuPers Circ. Ltr. 94-48 (NDB, 31 May 1948).

Officers submitting requests for postgraduate courses must include a signed agreement not to resign during the curriculum and to serve for three years in the naval service after completing their studies. Failure to submit this agreement may disqualify the applicant for consideration. All applications are to be submitted via official channels to the Chief of Naval Personnel (Attn: Pers-311E2).

Classes in the curricula listed below will be ordered in 1949, except the naval construction and engineering course which will commence in 1950. Unless noted otherwise, the courses will be given at the U.S. Naval Postgraduate School, Annapolis, Md.

Aerological Engineering—A two-year course for line officers, including aviators, originally commissioned June 1940-June 1944, inclusive, and not above the rank of lieutenant commander. Outstanding students may be given an additional year at a civilian institution in advanced meteorology and meteorological research. The class will convene in mid-July 1949. Applications should reach BuPers prior to 15 Sept 1948.

Aerological Engineering (Special)—An 18-month advanced course for those officers who completed the accelerated World War II course. The course leads to a master's degree for qualified students. The class will convene in January 1949. Applications should reach BuPers prior to 15 Sept 1948.

Applied Aerology—A one-year course for line officers, including aviators, originally commissioned June 1940-June 1944, inclusive, and not above the rank of lieutenant commander. The course comprises synoptic meteorology and mathematics through differential calculus. The class will convene in mid-July 1949. Applications should reach BuPers prior to 15 Sept 1948.

Naval Academy Museum Has Paul Revere Sword

Among historic relics in the museum of the U.S. Naval Academy at Annapolis is the sword of the American patriot, Paul Revere, whose Revolutionary War fame has been perpetuated in Longfellow's immortal poem, "Paul Revere's Ride."

The museum came into possession of the sword when the Boston Naval Library and Institute disbanded in 1921 and presented its collection to the Academy.

With it came the notation: "Revere, Paul. Sword which he had on his night ride, April 18, 1775." It has a straight steel blade, chased eagle and liberty cap, leather grip, but no scabbard, and inscribed on the blade is: "Liberty E Pluribus Enum, Wooley Deslein."

Aeronautical Engineering—A three-year course for naval aviators, including AEDs, originally commissioned June 1940-June 1944 and not above the rank of lieutenant commander. Objective of course is to prepare officers for technical aeronautical engineering duties ashore and afloat. In the final year students may be divided to specialize in structures, compressibility, jet propulsion, gas turbines and pilotless aircraft at either Massachusetts Institute of Technology, University of Michigan, University of Minnesota, California Institute of Technology or Rensselaer Polytechnic Institute. The class will convene in mid-July 1949. Applications should reach BuPers prior to 1 Sept 1948.

Aeronautical Engineering (Electrical)—A three-year course for naval aviators, including AEDs, originally commissioned June 1940-June 1944 and not above rank of lieutenant commander. The third year of the course will be spent at a civilian institution for advanced study in electricity. The class will convene in mid-July 1949. Applications should reach BuPers prior to 1 Sept 1948.

Aeronautical Engineering (Armament)—A three-year course for naval aviators, including AEDs, originally commissioned June 1940-June 1944 and not above the

rank of lieutenant commander. The final year will be conducted at Massachusetts Institute of Technology for advanced study of instrumentation and control systems. All aeronautical engineering courses lead to award of a master's degree for qualified students. The class will convene in mid-July 1949. Applications should reach BuPers prior to 1 Sept 1948.

Civil Engineering—A two-year course for line and staff officers originally commissioned June 1946-June 1948, inclusive, and not above rank of lieutenant (junior grade). The course will be given at Rensselaer Polytechnic Institute. Successful completion of the course normally leads to appointment in the Civil Engineering Corps. The class will convene in May 1949. Applications should reach BuPers prior to 2 Aug 1948.

Applied Communications—A one-year course for line officers, including aviators originally commissioned June 1940-June 1944, inclusive, who are preferably graduates of the General Line School or are Naval Academy graduates. Students are required to enroll in Naval War College correspondence course in Strategy and Tactics. The class will convene in mid-July 1949. Applications should reach BuPers prior to 1 Oct 1948.

Electronics Engineering—A three-year course for line officers, including EDs, AEDs and aviators, originally commissioned June 1940-June 1944, inclusive, and not above the rank of lieutenant commander. One term of the last year is spent as junior engineer in a commercial electronics laboratory. Completion of the course leads to a master's degree for qualified students. The class will convene in mid-July 1949. Applications should reach BuPers prior to 2 Aug 1948.

Law—A three-year course for line officers, including aviators, originally commissioned June 1942-June 1944, inclusive, and not above the rank of lieutenant commander. Marine Corps officers not above the rank of major and with not less than three years service also are eligible for the course. Naval officers should have not less than three years sea duty. The course will be given at George Washington, Georgetown and

Catholic Universities, and will convene in September 1949. Applications should reach BuPers prior to 1 Oct 1948.

Naval Construction and Engineering—A three-year course for line officers originally commissioned June 1945-June 1948, inclusive, and not above the rank of lieutenant (junior grade). Officers selected for this course will be assigned engineering duty afloat for one year and will start postgraduate training in June 1950. Course will be given at Massachusetts Institute of Technology. Officers already designated EDs will be considered eligible for this course without limitation as to original date of commission provided they are not more than thirty years of age as of 1 July 1949. These officers will not be subject to additional duty afloat for one year. Successful completion of the course normally leads to designation of ED. Applications should reach BuPers prior to 16 Aug 1948.

Naval Engineering—A three-year course for line officers, including EDs, originally commissioned June 1940-June 1944, inclusive, and not above the rank of lieutenant commander. During the first year officers will be divided into groups majoring in electrical and heat power engineering, supported by courses in petroleum engineering, metallurgical engineering, chemical engineering, gas turbines and jet propulsion and nuclear power engineering. The class will convene in mid-July 1949. Applications should reach BuPers prior to 15 Sept 1948.

Applied Naval Engineering—A two-year course for line officers, excluding EDs, originally commissioned on or before June 1944 who have not passed their thirtieth birthday as of 1 July 1949, and who are graduates of the General Line School or who are Naval Academy graduates. The class will convene in mid-July 1949. Applications should reach BuPers prior to 15 Sept 1948.

Naval Intelligence—Approximately a one-year course for line officers including aviators, originally commissioned June 1940-June 1944, inclusive, and not above the rank of lieutenant commander. The class will convene at the U.S. Naval School, Naval Intelligence, Anacostia, D.C. in July 1949. Applications should reach BuPers prior to 16 Aug 1948.

Ordnance Engineering—A three-year

Destroyer and Carrier Help Stricken Vessel

Prompt aid from USS *Dyess* and USS *Kearsarge* is credited with saving the lives of four merchant seamen who had been burned and scalded in a boiler room explosion on board their vessel 380 miles east of Florida.

Dyess (DD 880), steaming with the carrier en route to Cuba, was approximately 90 miles from the stricken vessel, SS *Empire Consequence*, when the call for help was received. The destroyer proceeded at full speed to bring casualties to *Kearsarge* for medical treatment.

Formerly German-owned, *Empire Consequence*, an old coal burning steamer, was taken over by the British and then sold to an Alaskan concern. The vessel was en route to Seattle, Wash., when its main steam boiler exploded, showering steam and scalding water over engine room watch standers. Under *Kearsarge's* medical care, all men recovered.—R. A. Smith, JOSA, USN.

course for line and ED (Ordnance) officers originally commissioned June 1940-June 1944, inclusive, and not above the rank of lieutenant commander. The students will be divided into groups during their first year at the school for study of the various phases of ordnance engineering. The class will convene in mid-July 1949. Applications should reach BuPers prior to 1 Sept 1948.

Ordnance Engineering (Aviation)—A three-year course for naval aviators originally commissioned June 1940-June 1944, inclusive, and not above the rank of lieutenant commander. A proportionate number of naval aviators who show particular aptitude for atomic and nuclear engineering will be chosen to undertake the ordnance engineering (special physics) specialty. The class will convene in mid-July 1949. Applications should reach BuPers prior to 1 Sept 1948.

Personnel Administration and Training—A 15-month course for line officers, including aviators, EDs, AEDs, and Civil Engineer Corps officers, originally commissioned on or before June 1944, up to and including captains, and Supply Corps officers originally commissioned on or before 1 June 1944 up to and includ-

ing commanders who possess a bachelor's degree from an accredited college or university. The class will convene in mid-June 1949 at Stanford, Northwestern and Ohio State Universities. Applications should reach BuPers prior to 2 Aug 1948.

Radiological Defense Engineering—A three-year course for line officers, including aviators, EDs, AEDs, and Civil Engineer Corps officers, of the ranks of lieutenant, lieutenant commander and commander. Those who have not previously done so will be required to complete successfully the six-week course in Radiological Safety at Treasure Island, Calif., or Edgewood, Md., prior to entrance to the school. The class will convene in mid-July 1949. Applications should reach BuPers prior to 1 Sept 1948.

Textile Engineering—A two-year course given at Lowell Textile Institute, Lowell, Mass., for lieutenants and lieutenants (junior grade) of the Supply Corps. The class will convene in September 1949. Applications should reach BuPers prior to 15 Oct 1948.

Business Administration—A two-year course given at Harvard and Stanford Universities for Supply Corps officers of the ranks of lieutenant, lieutenant commander and commander at the time of application. Certain AED officers will be nominated by BuAer, and no applications are desired. Applicants should state which of the two schools they prefer to attend. Stanford requires a bachelor's degree from an accredited college or university for admission. Harvard does not have this requirement. The class will convene in October 1949. Applications should reach BuPers prior to 1 Oct 1948.

Advanced Management—A 13-week course given at Harvard University for senior officers nominated by the material bureaus. No applications are desired. The classes will convene in September 1949 and February 1950.

Management and Industrial Engineering—A one-year course given at Rensselaer Polytechnic Institute for officers originally commissioned after June 1934 who are graduates of naval postgraduate courses in aeronautical, civil, electronics, naval and ordnance engineering, or officers possessing equivalent educational background or experience, including management and industrial engineering. The class will convene in September

1949. Applications should reach BuPers prior to 1 Oct 1948.

Advanced Science—A three-year course for a small group selected during the first year at U.S. Naval Postgraduate School from aeronautical, electronics, naval and ordnance engineering students for further specialization at civilian universities in chemistry, general physics, nuclear physics and applied mathematics. These curricula are under the sponsorship of the Office of Naval Research.

Chaplains—A one-year course given at various seminaries for officers of the Chaplain Corps who will have had four years of active duty by 1 Sept 1949. Applicants must name accredited school of their choice when submitting applications. Applications should reach BuPers prior to 1 Jan 1949.

All applicants for postgraduate courses should make a careful study of each curriculum in the annual catalog. The U.S. Naval Postgraduate School 1948 catalogs are being widely distributed, but in case it is not received by the time applications are submitted, the 1947 catalog may be referred to, with the knowledge that the curricula in the new catalog is in most cases similar.

All aviators applying for any postgraduate training must have completed at least 24 months duty in an aviation activity between the time of completing flight training and 1 July 1949. One copy of their request with all endorsements is to be forwarded to DCNO (Air) (Op-54).

To make certain that the selection board will have before them all applications, BuPers has directed that any applicant who may have indicated his preference for postgraduate training on his reports of fitness, or in response to a previous directive, renew his request by letter.

All requests for postgraduate training should contain a first and second choice of the courses desired, but not more. Careful consideration should be given to the second choice as it will indicate a specialty which the candidate desired to follow if not selected for his primary choice.

All former Reserve and temporary officers are required to include in their applications a comprehensive synopsis of their previous schooling which shows their qualifications and the degrees of

Divers Emerge from Bay With 3 Pretty Mermaids

Navy divers have often emerged from the deep with strange cargoes, but never more unusual ones than the luscious burdens that two divers from the San Francisco Naval Shipyard, came up with after a plunge into the waters of Monterey Bay.

The divers were assisting in a search for California's "Old Man of the Bay," a legendary figure who supposedly lurks on the bottom of Monterey Bay in somewhat the same fashion as Scotland's famous Loch Ness sea monster. They didn't find the "Old Man," but while crowds of spectators anxiously watched, the divers, W. C. Edwards, MM2, USN, and H. F. Barrett, ME1, USN, surfaced, each holding a shapely "mermaid" in their arms. A second dive brought up another of the sea-maids, who were in reality movie starlets rigged out in mermaid costumes for the show. See p. 36.

The Navy cooperated in the stunt in an effort to help launch the local Security Bond drive — H. C. Varner, QM1, USN.

success in pertinent subjects. Two copies of the transcript of the college and/or high school records should be submitted to substantiate the synopsis unless the applicant is a Naval Academy graduate.

Applications must show date when originally commissioned USNR or USN.

268 Officers Qualify For Flight Training

A total of 268 line officers declared qualified for flight training (heavier than air) are listed in BuPers Circ. Ltr. 100-48 (NDB, 31 May 1948). It is anticipated that officers will be ordered by BuPers to flight training before 1 July 1949.

Also listed in the letter were 16 other officers whose applications for the training had been received by BuPers but who failed to submit results of flight physical examinations.

The directive repeats that other officers desiring to take flight training may submit their applications, if eligible, via commanding officers to the Chief of Naval Personnel (Attn: Pers-3116). Eligibility requirements are listed in BuPers Circ. Ltr. 209-47 (NDB, 31 Oct 1947).

Active Duty Extended For Contract Aviators During Fiscal Year '49

Contract aviators whose obligated service expires during fiscal 1949 may be retained on active duty, if they wish, beyond the end of their contract period.

No action on the part of such officers desiring retention is necessary, Alnav 41-48 (NDB, 31 May 1948) states. Such officers should consider their retention until 30 June 1949 tentatively approved. If not desiring retention, such contract officers should immediately submit a request for release upon contract expiration date. Requests should be directed to the Chief of Naval Personnel (attn: Pers-3116).

The alnav invites attention to the fact that no commitments as to retention on active duty during fiscal 1949 can be made until appropriation for that year are known. Present indications are that further retention beyond fiscal 1949 will be possible. It is expected that similar opportunities for retention will be offered those contract aviators whose contracts expire after 30 June 1949.

This alnav voids that portion of Alnav 11-48 (NDB, 15 Feb 1948) which announced that contract aviators would be released automatically upon expiration of their stated terms of service.

MATS Begins Unification Of Air Transport Systems

The Navy and Air Force each will furnish a proportionate number of personnel and planes for the Military Air Transport Service in accordance with requirements. MATS, a unification of NATS and ATS, was placed in operation on 1 June 1948.

Eventually all trunk routes, with their terminals and other facilities formerly used by NATS and ATS will be taken over by MATS, and where services have been duplicated the facilities will be merged into one operation.

In addition to its responsibility for furnishing all air transport required by the departments of the national military establishment and other government agencies as authorized, MATS also will be responsible for providing global air force communications, weather, air rescue and flight service.

Permanent Waves Plan Gradual Build-Up of Trained Personnel

Legislation that authorizes the inclusion of women in the regular Navy, Marine Corps, Army and Air Force has been signed by the President and made law.

Maximum authorized strength of women in the regular Navy is 10,000 enlisted women and 1,000 officers. The regular Marine Corps' authorized woman power is 2,000 enlisted and 200 officers.

There is no intention at present to build the Navy's and Marine Corps' woman strength to a number approaching the maximum authorized strength. A gradual build-up of numbers is planned to maintain the desired nucleus of trained personnel and to allow a continuous study of personnel needs. The number visualized will, however, require recruiting from outside sources, even if most women reserves now on active service in the Navy and Marine Corps enlist as regulars.

Women in the Navy and Marine Corps will continue to perform the many types of work for which they have been found qualified. Additional types of work will be added as future studies prove them appropriate and useful. Enlisted Waves have been employed successfully in approximately 450 different jobs in the past, among which are hospital work, communications, supply, aviation and general administration. Wave officers were

assigned to more than 100 different tasks during the war, including general line officer billets, aviation, engineering, electronics, communications, intelligence, legal, medical and supply.

The Marine Corps plans to employ women primarily in the field of general administration and in support of the Organized Reserve program.

Recruit training for enlisted women will be carried out at the Naval Training Center, Great Lakes, Ill. General indoctrination of women line officers will be conducted at the General Line School, Newport, R.I. Women officers selected for the various staff corps will receive their indoctrination and special training at existing schools for male staff officers, such as the Navy Supply Corps School, Bayonne, N.J., and the Naval Medical Center, Bethesda, Md.

It is planned that Marine Corps enlisted women will be trained at Henderson Hall, Arlington, Va., and Marine Corps women officers will be trained at the Marine Corps schools, Quantico, Va.

Both women officers and enlisted personnel will be employed in military billets within authorized allowances of the naval shore establishment. The comparatively small numbers of women visualized for duty in the peacetime Navy and the jobs which they will perform, both in the U.S. and overseas, will have no appreciable effect upon the ship-to-shore rotation program for male personnel. (For other information on this subject, see ALL HANDS, May 1948, pp. 42-43.) For a period of two years following the date of the Act, the actual number of women in the regular Navy is not to exceed 500 officers, 20 warrant officers and 6,000 enlisted personnel.

A sectional analysis of the Act provides detailed instructions concerning enlistments, appointments, promotions, pay, detailing and retirement of women members of the regular Navy and Marine Corps. Important among them are these:

- Women are not to be enlisted under 18 years of age. Those with no prior naval service must be under 30. If less than 21, they must have the written consent of parents or guardian.

- Original appointments to officer rank above commissioned warrant from sources

other than the present Women's Reserve are to be made only in the grade of ensign or lieutenant (junior grade) from citizens of the U.S. more than 21 and under 30 years of age.

- Assignment of women to duty in aircraft while such aircraft are engaged in combat missions or on board naval vessels other than hospital ships and naval transports is prohibited.

- Women in the regular Navy will receive the same pay, allowances, benefits or emoluments to which male personnel of the Navy are entitled. In order for a husband to be considered a dependent, he must actually be dependent on his wife for his chief support.

Much other information concerning regular Navy women, as well as rules for women Marines, Naval Reserve and Marine Corps Reserve personnel is included in the Act.

—HOW DID IT START?—

Carry On

In early sailing ship days the officer of the deck kept his weather eye open constantly for the slightest change in weather so that sail could be reefed or added as necessary. Whenever a good breeze came along the order to "carry on" would be given, which meant to hoist every bit of canvas the ship could carry.



Pity the poor sailor whose weather eye failed him and who let his ship be caught partially reefed when a good breeze came along.

In being handed down through the centuries the meaning of this order has changed completely. The *Bluejackets' Manual* gives the definition of "carry on" as an order to resume work or duties.

QUIZ ANSWERS

Answers to Quiz on Page 9.

1. (b) Mars, huge cargo plane. Makes non-stop flights between California and Honolulu.
2. (c) Jato (jet assisted take-off). A procedure often followed in getting heavily loaded planes off restricted waterways.
3. (a) Electronics technician (ET). Maintains, repairs and overhauls all electronic equipment.
4. (b) Engineman (EN). Operates, maintains and repairs both diesel and high-powered gasoline main propulsion engines and auxiliaries.
5. (a) LSD (landing ship, dock). An adaptation of the floating drydock.
6. (a) Transports, launches and repairs tank and mechanized equipment landing craft.

Requirements for Assignment to Shore Duty Outlined in Directive

A new directive covering all phases and details of eligibility, submission of applications and transfers to and from shore duty has been issued by BuPers.

The directive, BuPers Circ. Ltr. 101-48 (NDB, 31 May 1948), states that in order to be eligible for shore duty enlisted men must have accumulated continuous sea duty as indicated below:

Hospital corps ratings—21 months.

Aviation branch ratings, yeoman (YN), personnel man (PN), storekeeper (SK), disbursing clerk (DK), mineman (MN), radioman (RM), teleman (TE), electronics technician (ET), radarman (RD), sonarman (SO), printer (PI), lithographer (LI), and commissaryman (CS) first and second class—2 years.

Other ratings in pay grades 1, 1A, and 2—4 years.

Other ratings in pay grades 3 and 4—3 years.

Paygrades 5, 6 and 7—4 years.

These requirements may be raised or lowered from time to time, depending upon the needs of the shore establishments.

Shore Duty is defined as duty in the allowance of:

- All continental naval districts, less the 17th Naval District.
- Potomac and Severn River Naval Commands.
- Naval Air Training Command.
- Naval Airship Training and Experimental Command.
- The Recruiting Service.
- Bureaus, boards and offices of the Navy Department.
- Enlisted allowances of naval missions and offices of naval attaches, except for the following: Russia, Poland, Iraq, Egypt, Greece, Yugoslavia, Bulgaria, Rumania, Turkey, China and the Philippines.
- Shore based fleet activities and naval personnel serving with the Fleet Marine Force based on shore in the continental U.S. except for aviation branch ratings attached to shore based fleet air activities and hospital corps ratings attached to the Fleet Marine Force.
- Duty in the Atlantic and Pacific Reserve Fleets which were designated as shore duty on 1 July 1948. Service in the

Information Necessary In Shore Duty Request

Requests for shore duty submitted in accordance with BuPers Circ. Ltr. 101-48 (see adjoining article) must contain the following information: (a) Name; (b) Rate; (c) Navy job classification and service type code; (d) Service number; (e) Expiration of enlistment; (f) Will reenlist or agree to extend enlistment in less than two years remaining to serve when ordered; (g) Total continuous sea duty since last tour, computed to end of month; (h) Date of request; list duty assignments covering last four months, including dates of reporting and dates transferred.

(i) Special qualifications not indicated by rate; (j) Indicate choice of shore duty, (first choice), (second choice) (optional); (k) Home address as indicated in current service record; (1) You are not on a waiting list for assignment to recruiting, or shore duty in the U.S. by a fleet commander.

Forwarding endorsement by man's commanding officer should state what man's status is, i.e., on board for ship's company, general detail, patient, or otherwise. The commanding officer should also comment on the man in general.

Reserve fleets between 1 Nov 1946 and 1 July 1948 does not count as either sea or shore duty for rotation purposes.

Overseas Shore Duty locations were reclassified as sea duty on 1 July 1948 and personnel serving at locations formerly classed as overseas shore duty may start counting time served at those locations since 1 July 1948 as sea duty for rotation purposes. Prior to that date duty served at overseas shore duty locations counts as neither sea or shore duty. These locations were: Island of Oahu, T.H., Canal Zone, San Juan, Bermuda and Europe.

Computation of Sea and Overseas Service—Men reenlisting with broken service do not receive credit for sea duty served in prior enlistments when determining eligibility for shore duty, or in computing total sea service for

precedence on the shore duty eligibility list.

Sea or shore duty served while under a temporary officer appointment will be combined with previous and subsequent enlisted service in determining the eligibility for shore duty of former temporary officers who have been reverted to enlisted status.

Shore Duty Requests—Requests for shore duty may be submitted according to the sample shown on this page, and must contain the information it requests. The form provides for three choices of shore duty, which may be indicated by naval districts and the preferred locality within the district. If desired, a naval mission or an office of naval attache may be listed as a choice. Second choice, if indicated, should be in a naval district other than the one given as first choice. Optional choice, "anywhere in the U.S." may be indicated as first, second or third choice.

Men must have two years obligated service or execute NavPers 604 or reenlist, whichever the case may be, prior to actual transfer to shore duty. Commanding officers must insure that men being transferred to a normal tour of shore duty have the necessary obligated service. BuPers considers it necessary that men ordered to a normal tour of shore duty have at least two years obligated service to justify the transportation costs of their transfers.

Requests for shore duty already submitted under BuPers Circ. Ltr. 139-47 (NDB, 31 July 1947) which have not been acknowledged will be reviewed by BuPers under the instructions contained in the new letter, which cancelled BuPers Circ. Ltr. 139-47. Resubmission of requests will not be necessary if the commanding officer has been informed that a man's name has been entered on the shore duty eligibility list. Men who have submitted requests for shore duty that were not acted upon because they did not meet the conditions prescribed in the instruction letter then in effect may resubmit requests if they meet the requirements of the new circular letter.

Transfer Orders—BuPers will maintain a shore duty eligibility list, and will control the transfer of enlisted per-

sonnel to shore duty in the U.S., except for fleet activities based on shore in continental U.S., and to naval missions and offices of naval attaches.

Orders to shore duty will normally be issued two months in advance of the date on which it may be expected that the man will report to the shore establishment. Transfer orders will be issued by BuPers addressed to the command to which the man is attached via the shore administrative commander who will direct transfer by endorsement to a designated activity. A copy of the orders will be sent to the fleet command (fleet personnel officer) and the type commander concerned. At the same time, an advance copy of these orders will be forwarded to the activity where the man is on duty. This is done for information of the command and the man concerned and for follow-up in case the original orders are not received within a reasonable period.

The shore administrative commander will determine where the man is to be assigned for duty. He will endorse and forward the original transfer orders.

The commanding officer of the activity at which the man is stationed will receive an advance copy of the transfer orders, but he may not execute the transfer until the original transfer orders are received from the administrative commander, containing the forwarding endorsement that states specifically where the man is to be assigned to duty ashore.

If the original orders are not received within a reasonable length of time after receipt of the advance copy the commanding officer of the activity to which the man is assigned may request information from the shore administrative command concerned. In no case will a man be transferred on the advance copy of his orders.

When the original transfer orders are received, the command to which the man is attached will effect his transfer immediately to the activity indicated in the forwarding endorsement of the shore administrative commander. If the man has been transferred it will be forwarded immediately to his new command for execution.

When the man's transfer to shore duty is effected, legible copies of the standard transfer orders will be forwarded to the shore administrative command con-

cerned and to ultimate duty station. Entry in the service record and on transfer order will indicate man is being transferred for a normal tour of shore duty, citing BuPers letter as authority.

If the man does not desire the shore duty designated, original orders with shore administration command's endorsement shall be considered cancelled. The original orders and the endorsement shall be returned to the Chief of Naval Personnel (Attn: Pers-6302) by endorsement, indicating the reasons. Information copies of the return endorsement will be forwarded to the interested shore administrative command and to the commanding officer of the activity to which transfer was to have been made.

The directive states that the Chief of Naval Personnel desires that, insofar as practicable, eligible men be assigned to shore duty in the locality of their choice. As a guide to shore administrative commanders in determining duty assignments BuPers will indicate on the transfer orders the locality chosen for duty and the home address as shown on the request. Special qualification, if any, will also be indicated on the transfer order for guidance in determining duty assignment.

Personal Hardship — Personnel who meet the shore duty eligibility requirements and whose home conditions may be classed as constituting undue hardship

will be given special consideration. Requests must be submitted as show in the sample form on page 54 and must be accompanied by substantiating affidavits which positively establish a condition of unusual hardship.

Men who have hardship cases and who do not meet the eligibility requirements for assignment to shore duty may submit requests, together with substantiating documents, for assignment to shore duty for a period of not more than four months. If a man's presence ashore is considered necessary for a period longer than four months, a request may be submitted for a dependency discharge in accordance with BuPers Manual.

Emergency Leave — BuPers-BuSandA Joint Ltr. of 25 Aug 1947 (NDB, 31 Aug 1947) as administered to the forces afloat by detailed instructions from fleet commanders, is the authority for granting emergency leave. When reasonably substantiated, critical illness, destitution or death in immediate family is considered adequate grounds for granting emergency leave, regardless of whether other members of the family are at home. A transfer to shore duty for hardship reasons should not be requested in cases where emergency leave is obviously more appropriate.

Normally all personnel granted emergency leave will return to the same ship from which the leave was granted. However, fleet commanders are authorized to

—WAY BACK WHEN—

The Flying Dutchman

"The Flying Dutchman" and his phantom ship was a popular superstition of early day deep water sailors.

Legend tells us that a Dutch sea captain named Van Straaten (or Vanderdecken), while rounding the Cape of Good Hope in a violent storm, cursed the weather and made a pact with the devil. A curse was placed on him and he was doomed to sail the seas until Judgment Day.

So strong was the legend that Wagner wrote an opera based on it. Oldtimers will tell you that the Flying Dutchman and his barnacle-encrusted ship actually exist and if you look sharp during a dark and stormy night you will see them beating to windward. They will tell you that the sound of the wind whistling through the rigging



is really not the wind but the old mariner moaning and groaning over his fate.

direct personnel to report at their own expense, not subject to reimbursement, to the coastal receiving station nearest their leave address for further assignment by BuPers.

Enlisted personnel may be carried on only one eligibility list at a time; i.e., either recruiting duty, district duty or shore duty administered by a fleet commander. Assignments to continental shore based fleet activities will be made by the respective fleet commanders. Instruction regarding qualifications and assignments to recruiting duty are contained in BuPers Manual. Transfer between fleets, including Reserve fleets, will not be approved except in cases of extreme hardship or for humanitarian reason as outlined in BuPers Circ. Ltr. 96-46 (AS&SL January-June 1946).

A very small number of personnel are required for duty in the offices of naval attaches. A few ADCs and ALIs and a very limited number of YNs and SKs are the only ratings eligible. Naval missions also have very small allowances. Men should request these areas only as an alternate choice unless they have outstanding language qualifications.

When a man turns down orders transferring him to shore duty he may not resubmit a new request for shore duty until one year from the date of non-acceptance.

When enlisted personnel occupying government quarters with dependents outside the continental U.S. receive orders for a normal tour of shore duty the commanding officer of the personnel concerned should inform the Chief of Naval Personnel (Attn: Pers 6302) of the circumstances and probable date of completion of the man's tour. BuPers will

cancel his shore duty orders and retain his name on the shore duty eligibility list without penalty.

Men who have requested shore duty and who, prior to receiving orders decide they no longer desire a shore assignment, should request removal of their names from the eligibility list.

Overseas shore activities are under the jurisdiction of fleet commanders and requests for this duty should be addressed to them.

Specific reliefs for men ordered to shore duty will not be furnished by BuPers.

Completion of Normal Tour of Shore Duty—The commandants of continental U.S. naval districts (less Com 17) and river commands, Chief of Naval Air Training, Chief of Naval Airship Training and Experimentation, Inspectors of Recruiting and directors of offices of naval officer procurement have been directed by BuPers to submit a report in letter form to the Chief of Naval Personnel (Attn: Pers-6304) quarterly on 15 February, 15 May, 15 August and 15 November, covering all regular Navy enlisted personnel, under their jurisdiction (except hospital corps ratings) who have completed two years ashore on these dates.

The report will include only those hospital corps ratings who have completed three years ashore. Inspectors of recruiting will submit similar reports covering enlisted personnel under their respective jurisdictions (Attn; Pers-623).

Reports will contain the following information: name, service number, rate, Navy job classification and service type code, expiration of enlistment, indicate whether man desires duty in Pacific or

Atlantic Fleet and type of duty and date of completion of shore duty.

The directive states that personnel should be advised that their indicated choice of duty is no assurance that they will be assigned to the fleet desired. However, the Chief of Naval Personnel will endeavor, as far as practicable, to issue orders for transfer to whichever fleet is desired.

All combined duty on shore within the U.S. proper, not interrupted by sea duty and regardless of location, will be counted in determining the date of completion of shore duty. Where interrupted by discharge and reenlistment under continuous service, the duty is considered continuous, and will be combined. Commanding officers must make certain that the date on which the tour of shore duty commenced is entered on page nine of the new service record.

Commands required by BuPers to make the quarterly shore duty survey should screen future reports with the object of eliminating or correcting the following:

- Incorrect Navy job classification and service type code.
- Ground control approach personnel not identified.
- Limited-duty personnel (L5) will not be reported. (L4 personnel will be so identified).
- Enlisted personnel who have received their authorization for transfer to the Fleet Reserve will not be reported, unless transfer date is six months or more later than availability date.
- Enlisted personnel from other command under instruction or training on temporary additional duty orders will not be reported. Personnel in this and the above categories will be the subject of a special report to BuPers upon their return to regular duty station.
- Incorrect expiration of enlistment and date of completion of shore duty. (In some instances, a man's enlistment has expired even prior to the report being mailed by the command. Expiration of enlistment and date of completion of shore duty are often interchanged.)
- Enlisted personnel ashore for humanitarian reasons will not be reported on the regular report.

In preparing the report, two legible carbon copies are to be submitted. Names

Ensigns, WOs Eligible for Promotion Listed

Lists of ensigns becoming eligible for promotion to lieutenant (junior grade) and warrant officers becoming eligible for promotion to commissioned warrant up to 30 June 1948 were carried as enclosures to BuPers Circ. Ltr. 87-48 (NDB, 15 May 1948).

The letter stated that except for temporary commissioned officers the report and statement of the individual officer, as well as the fitness report required by current instructions, were essential docu-

ments required by the Naval Examining Board which will examine the records of officers eligible to be promoted. These documents should be forwarded promptly to BuPers, preferably separate from other correspondence.

Although all promotions effected will give date of rank as of the anniversary of appointment in present grade, BuPers anticipates it will be considerably later than that date before officers selected are promoted.

will be arranged according to activity to which personnel are attached, in alphabetical order for each activity. Each quarterly report must list all eligible personnel on board.

Personnel who were reported on previous lists and for whom orders have not been received will be included in the new report, with their names marked by an asterisk to indicate they have been previously reported.

Reliefs for men who have been reported as having completed a normal tour of shore duty should be trained in advance from personnel available within the administrative command, except for classification interviewers, who will be transferred to and from duty by BuPers. Enlisted personnel who are being reported should be notified of the fact sufficiently in advance to allow them time to make personal arrangements before being transferred.

Leave to which men are entitled will be granted prior to the availability date for transfer. Ten days is the maximum amount of leave that normally will be granted to enlisted personnel ordered to sea upon completion of a normal tour of shore duty.

BuPers has invited the attention of fleet commanders to its policy regarding the normal tour of shore duty for enlisted personnel of the regular Navy. BuPers considers it equitable that enlisted personnel who have completed a normal tour ashore under the commandants of naval districts or other continental shore activities should not be ordered to a fleet activity where they will continue to enjoy the same privileges, if fleet distribution needs allow. BuPers has requested that fleet commanders keep it informed by making the Bureau informant addressee for all general directives issued in this regard.

Oceanography Course To Certain Line Officers

A two-semester postgraduate course in oceanography starting in September is being offered line officers who were commissioned between June 1940 and June 1944, inclusive. Applications have been requested with a deadline of 15 July.

Selected officers will take the course at the Scripps Institution of Oceanography,

University of California at La Jolla, Calif., followed by three months of instruction at the Hydrographic Office, Washington, D.C.

Requirements for application include graduation from the Naval Academy or completion of a baccalaureate major in either physics, mathematics, meteorology, geology, chemistry, engineering, or their equivalents. A reading knowledge of at least one foreign language is required for applicants desiring academic postgraduate credit towards a master's degree.

Officers making applications must agree not to resign during the curriculum and to serve three years after completion of studies. Despatch requests may be submitted to the Chief of Naval Personnel (Attn: Pers-311E2) prior to 15 July, according to NavAct 8 (NDB, 15 June 1948).

30 Personnel Men Attend New Course Each Month At San Diego School

Quota assignments of five each for the Atlantic and Pacific Fleets have been made to the interviewing and classification procedures course of the newly designated Naval School, Personnel Men, Class C-1, currently in session at the Naval Training Center, San Diego, Calif.

Fifteen rated personnel men (PN) begin this eight-week course every two weeks for a total of 30 per month. Ten each month are from the two fleets on a non-returnable quota and 20 are selected on the basis of individual requests. The course has a capacity of 60 trainees and is intended to instruct PNs in personnel interviewing and other classification techniques.

The school formerly was known as Naval School, Recruit Procurement. A directive from the Chief of Naval Personnel has re-designated it as Naval School, Personnel Men, to conform with standard terminology under the revised enlisted rating structure. As a result, two courses now are offered—recruit procurement and classification interviewing.

PNs requesting this school, which equips them for work required of their rating, are advised that they should specifically indicate that they desire the course of instruction in interviewing and classification procedures.

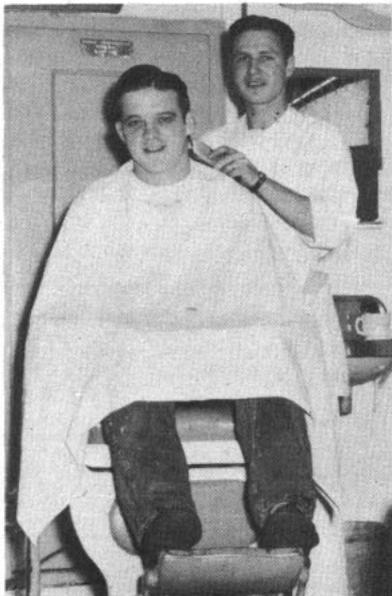
DE'S Crew Very Proud Of Sharp Barber Shop

A ship that's mighty proud of its barber shop is the destroyer escort USS *William T. Powell* (DE 213).

Far from being a stool-on-the-fan-tail establishment, *Powell's* shop would rival most commercial shops in facilities and attractiveness. Set up in unoccupied living space, the barber shop is equipped with mirrors, towels, hot water, fluorescent lights and deck linoleum. Its daily business averages 15 men.

The pleasant and efficient shop was established largely through the initiative of *William T. Powell's* ship's barber, who brought his barber chair with him when he reported aboard for duty. The shop and fixtures could easily be removed, should it become necessary to revert the space to its original purpose.

Battlewagons, carriers and other large ships may have their fancy barber shops, but the *Powell's* happy crew will pit theirs with those of any other vessel. Crew members know, too, that when they get clipped, it's by a sailor interested in his work — and for free.



CLIP JOINT on DE *Powell* offers crew modern methods. Barber Eller, SH2 gives M.T. Roush, FN the works.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 35—Announces discontinuance of stocks of certain waxes because of fires that resulted from their use.

No. 36—Contains Secretary of the Navy's endorsement of the work of the Navy Relief Society.

No. 37—Changes address to which applications for family allowance benefits should be submitted. (See p. 44.)

No. 38—Points out that dangerous intravenous solutions are grossly detectable by the presence of visible particles or growth.

No. 39—Announces that Naval Reserve medical and dental officers who had been notified of possible retention past the two year obligated service period will be separated no later than originally scheduled. (See p. 44.)

No. 40—Rescinds Alnav 215-47 but points out that the conservation of food is of continued importance. (See p. 47.)

No. 41—Offers contract aviators whose terms of obligated service expire during fiscal 1949 retention until the end of fiscal 1949. (See p. 52.)

No. 42—Announces that the Fleet Logistic Support Wings Command is estab-

lished under a commander and directs bureaus and officers concerned to take necessary action.

No. 43—Approves the provisions of circular entitled "Payment of Marine Corps Personnel."

Navacts

No. 8—Requests applications from permanently commissioned line officers of the regular Navy, originally commissioned June 1940 to June 1944 inclusive, for a postgraduate course in oceanography. (See p. 57.)

Bupers Circular Letters

No. 81—Announces the All-Navy softball championship will be held the week of 5 Sept 1948 in New York City. (See p. 6.)

No. 82—Announces the All-Navy swimming and diving championship will be held the week of 22 Aug 1948 in Philadelphia, Pa. (See p. 6.)

No. 83—Modifies Instructions concerning the delivery of appointments as ensign, USN, midshipmen, USN, who are designated naval aviators.

No. 84—Expresses desire for applications for aviation electronics officers school. (See p. 8.)

No. 85—Gives Comptroller General's decision regarding payment of utilities of commissioned officers' messes (open) ashore.

No. 86—Announces schedule and rules governing All-Navy 1948 baseball championship. (See p. 6.)

No. 87—Outlines procedure for officers eligible for promotion to the ranks of lieutenant (junior grade) and commissioned warrant. (See p. 56.)

No. 88—Announces the establishment of Class A level training for journalists at NTC Great Lakes.

No. 89—Corrects lists of personnel accounting offices and personnel accounting machine installations.

No. 90—Authorizes applications from Reserve officers on active duty for commissions as ensign, USN, for assignment to flight training.

No. 91—Requests quarterly reports on enlisted aviation pilots.

No. 92—Clarifies policy governing the issuance of the honorable service lapel button.

No. 93—Announces policy on distribution of gold star lapel button for certain survivors of military personnel lost in World War II. (See p. 39.)

No. 94—Lists the curricula available in naval postgraduate school. (See p. 50.)

No. 95—Outlines directives governing appointment of boards of medical examiners.

No. 96—Gives policy governing the issuance of the large size certificate of satisfactory service to officers. (See p. 44.)

No. 97—Gives procedure, requirements, and general instructions for assignment of enlisted personnel to submarine duty. (See p. 50.)

No. 98—Contains lists of BuPers circular letters, alnavs and navacts to be cancelled.

No. 99—Makes change in BuPers Circ. Ltr. 209-47 concerning qualifications for HTA training of commissioned officers leading to designation of naval aviator. (See p. 44.)

No. 100—Lists qualified applicants for HTA flight training.

No. 101—Describes the system whereby deserving enlisted personnel will be transferred to and from shore duty. (See p. 54.)

No. 102—Contains samples of professional examinations for the promotion of officers.

No. 103—Announces discontinuance of distribution of rating description pamphlets.

No. 104—Presents table showing normal path of advancement to 12 LDO titles.

No. 105—Outlines administration of offenses involving unauthorized absence of enlisted personnel.

Radio Programs Beamed to Pacific, Atlantic

Here is the latest schedule of Armed Forces Radio Services programs beamed to the Pacific and the Atlantic. All times are Greenwich.

WEST COAST TRANSMISSIONS

Station	Beam Area	Frequency (KCS)	Time
KCBA	Alaska, Aleutians, China, Korea and Japan	15150	0315 to 0830
	Philippines, Japan, Mid Pacific and Southwest Pacific	15330	0900 to 1430
KCBF	Alaska, Aleutians, China, Korea and Japan	11810	0315 to 0830
	China, Japan, Philippines and Aleutians	9700	0900 to 1430
KGEI	Philippines, Marianas, South Pacific, Southwest Pacific	15210	0530 to 1030
	Philippines, Mid Pacific and Southwest Pacific	9530	1045 to 1430
KGEX	Philippines, Marianas and Southwest Pacific	17780	0530 to 0845
	Mid Pacific and South Pacific	15250	0530 to 0845
KNBX	Mid Pacific and South Pacific	11900	0530 to 1130
KWID	Alaska and Aleutians	9570	0315 to 0845
KWIX	China, Japan, Philippines and Aleutians	11860	0900 to 1430

EAST COAST TRANSMISSIONS

WNRX	Central and South America, Panama and West Indies	21730	1900 to 2200
WRCA	South Atlantic and Africa	15150	1900 to 2200
WBOS	Greenland, Iceland and England	15210	1900 to 2200
WGEX	England, Europe and Mediterranean	17880	1900 to 2200

BOOKS: NOVELS AND SPORTS, ACTION AND HISTORY

HERE are some of the books that someone will be unwrapping soon to add to your ship or station library. Their locales cover vast areas—Russia, both coasts of South America, Long Island, the world's best sports arenas and angling waters. Their characters range from the preacher who landed an unknown fish, through Argentina's gauchos and New York City's mayor to the Nazi army officer who found hilarious laughter in deeds worse than murder.

So, if you're saving your money and evenings are long, here's reading material that will speed the hours and broaden your outlook at the same time.

• **The Nazarovs**, by Markoosha Fischer; Harper and Brothers.

This is a rich novel, a powerful novel, a big novel. It is a chronicle of war, terror, murder and tenderness covering 50 years of Russian life and 373 pages of close print.

Smacking of Tolstoy and his epic sagas, the story follows three generations of the Nazarov family. It tells of the placid and reasonably happy years before the Revolution; the years of conspiracy, planning, sacrifice and total dedication to an idea. It tells of the desperate, difficult years of a nation giving its spirit and mind and body to making an idea work. It tells of the Purge and the black, bloody years that saw the idea murdered and gone rotten. The story pounds to a climax with the coming of World War II and the siege of Moscow.

The tale is stark with drama, terror and tragedy, like life in the revolutionary and war-torn country. At the same time, it has its passages of gentleness and mercy. Laid against a background of violent events, it still is a novel of people—human beings like human beings everywhere. It's strong, authentic writing by an author who spent many years in the locale of the story.

• **The Making of an Insurgent**, by Fiorello H. La Guardia; J. B. Lippincott Co.

When one thinks of Fiorello La Guardia, he thinks of a man of courage, integrity, energy, ability and colorful passion. Some will recall him for his testy

qualities and his inflexible convictions, and some will remember him for his name, "The Little Flower." Most often he will be remembered as the mayor of New York City, and as such, most people—even some of his enemies—will surely remember his name with affection and a little nostalgia.

The book presents a many-colored picture—boyhood in Army posts in the west, consular service in Budapest and Trieste, a post on Ellis Island with the Immigration Department, his entrance into law and politics, participation in World War I, service as a representative in Washington. The result is a document of great interest and importance.

• **The Color of Blood**, by E. Ralph Rundell; Thomas Y. Crowell Company.

On a hot day in 1824 young Blanco Landerson rode his wild white stallion on the dusty road that led to San Juan (Argentina). In his blood were the mingled strains of an English father and a Spanish mother; in his heart a burning hate for the Indians who had made him an orphan at the age of eight. But despite his yellow hair and big-boned frame, the boy was a true gaucho, quick to anger, hard fighting, free with the *bolas* and the knife.

On this morning Blanco was fated to meet the dark and beautiful Petra who was promised in marriage to the dirty caudillo's son; Petra, young and ripe, who set the blood racing through Blanco's body as a wind races over the pampas.

• **Great Fishing Stories**, compiled by Edwin Valentine Mitchell; Doubleday and Co., Inc.

Starting out with a story by Ernest Hemingway and moving along with tales by Henry Van Dyke, Philip Wylie, Zane Grey, Guy de Maupassant and others,

Omit Book Supplement To Make Room for Flags

Omitted from this month's issue to make room for the layout and description of Navy flags beginning on p. 31, the ALL HANDS book supplement series will be continued next month.

Navy Publishes Its First Book on Atomic Medicine

The Navy's first publication dealing with the field of radiological and atomic medicine has been prepared by BuMed as a supplement to the Naval Medical Bulletin.

The volume is entitled "Preparation and Measurement of Isotopes and Some of Their Medical Aspects," and is not too far advanced for the ordinary medical reader.

This volume may be purchased for 35 cents from the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

this book will make a fishing enthusiast of many a man who previously had given the sport no thought.

There are 18 of the stories altogether. They tell about fishing for trout, salmon and sharks, and once about catching a fish that nobody could name until the scientists invented a name for it.

• **Grandfather vs. Peru**, by Walter Beebe Wilder; Doubleday and Co., Inc.

First of all, *Grandfather vs. Peru* is a humorous book, filled with side-splitting incidents. Secondly, this book is packed with facts about Peru—the kind of facts not found in guidebooks, told in a warm, natural way.

As for characters, there are Grandfather, Walter Wilder (the author), Carlos Murphy, Dolores, and Lili who is an expectant giraffe. The action begins on board a passenger ship and ranges all over Peru. Light and pleasant.

• **Vouza and the Solomon Islands**, by Hector MacQuarrie; Macmillan.

The author of this book, a New Zealander, went to the island of Vanikoro as a colonial administrator for the British government. Arriving there, he learned to admire the natives—their brain, brawn and courage. His book gives an intimate picture of Solomon Island life that lovers of out-of-the-way tales will thoroughly enjoy.

• **Best Sports Stories in 1948**; E. P. Dutton and Co.

This is a collection of 40 top-notch sports stories. They are written by such capable sports writers as Stanley Woodward, Red Smith and Jimmy Cannon, and gleaned from *New York Herald Tribune*, *Cosmopolitan*, *True* and a score of other big papers and magazines.

DECORATIONS & CITATIONS



First award:

★ **GORHAM, William W., LTJG, USNR, Glendale, Calif.:** As pilot of a dive bomber in BomRon 83, attached to *USS Essex*, LTJG Gorham fought in action against major units of the Japanese fleet at Yokosuka, Tokyo Bay, on 18 July 1945. Maneuvering his plane in a dive-bombing attack on an enemy battleship, he pressed home his attack in the face of antiaircraft fire and scored a direct hit on the target, thereby contributing materially to the infliction of damage on the warship.

★ **BRESLOVE, Joseph Jr., LCDR, USNR, Shaker Heights, Ohio:** As pilot of a dive-bomber in BomRon 83, attached to *USS Essex*, LCDR Breslove participated in action against the Japanese at Yokosuka, Tokyo Bay, 18 July 1945. Maneuvering his plane in a dive-bombing attack on an enemy battleship, he pressed home his attack in the face of intense antiaircraft fire and scored a direct hit on the target, contributing to the infliction of damage on the ship.

★ **LITTLE, Edwin C., LTJG, USNR, St. Louis, Mo.:** As pilot of a torpedo bomber in TorpRon 16, attached to *USS Randolph*, LTJG Little flew in action against the Japanese in the Inland Sea, 4 July 1945. Carrying out an attack against a battleship-carrier in Kure Naval Base, he succeeded in scoring a direct hit and near misses, despite antiaircraft fire, thereby contributing to the destruction of the vessel.

★ **LONG, George L., PHM3, USNR, Tony, Wis.** As a hospital corpsman attached to a Marine company, Long fought against the Japanese on Iwo Jima, 26 Feb 1945. Although wounded himself, he went to



LCDR McCurdy

ENS Parker

the top of a ridge under heavy enemy fire to care for four wounded men. With one of the men already dead upon arrival and a second man killed shortly after, he gave first aid to the two remaining men under continuous enemy fire and then dragged them to a position accessible to litter squads. Refusing to leave the lines to be treated himself, he remained with his company through some of its hardest fighting, crawling beyond the front lines through fire lanes to attend wounded men and bring them to safety. On 3 Mar 1945 he received serious wounds a second time and was evacuated.

★ **MANNING, Joseph I., CDR, USN, Athens, Greece:** As CO of *USS Hobson*, CDR Manning participated in action in the vicinity of Okinawa on 16 Apr 1945. During a relentless attack by Japanese aircraft, he fought his ship to destroy one of the planes and assist in the destruction of another. After his ship had sustained serious damage, he controlled the damage to maintain his ship as a fighting unit, repulsing repeated attacks and shooting down two additional planes. Although he was still subjected to Japanese raids, he rescued from the water many survivors of a supporting ship sunk earlier in the action.

★ **MCCURDY, Jack C., LCDR, MC, USN, Bermuda, B. W. I.:** As battalion surgeon of a Marine battalion, LCDR McCurdy participated in action on Guam in the Marianas on 21 July 1944. Going ashore with the assault waves of his battalion on D-Day, he suffered a fragment wound through the arm and powder wounds about the eyes and face, and was knocked unconscious when the amphibious tractor in which he was riding across the reef near the shore was hit repeatedly by enemy fire. Upon regaining consciousness and learning that all the occupants of his vehicle had been killed or wounded, he made his way to the beach. Despite the seriousness of his own wounds, he established an aid station and began treating the many wounded on the beach. He refused to be evacuated until relief was obtained.

★ **MINARIK, Harry J., LT, USNR, Sanford, Fla.:** As pilot of a torpedo bomber in TorpRon 16, attached to *USS Randolph*, LT Minarik flew in action against the Japanese in the Inland Sea, 24 July 1945. He pressed home an attack on a Japanese battleship-carrier in the Kure Naval Base



LCDR Savadkin

ENS Smiley

and scored a direct hit and several near misses, despite antiaircraft fire. He thereby contributed to the destruction of the vessel.

★ **PARKER, William H., ENS., USNR, Arp, Tex.:** As pilot of a torpedo bomber in TorpRon 16, attached to *USS Randolph*, ENS Parker fought in action against the Japanese in the Inland Sea on 24 July 1945. He participated in an attack on a battleship-carrier in Kure Naval Base and scored a direct hit and several near misses, despite severe antiaircraft fire. His action contributed to the destruction of the vessel.

★ **SAVADKIN, Lawrence, LCDR, USN, Easton, Pa.:** As assistant approach officer of *USS Tang*, LCDR Savadkin participated in the fifth war patrol of that vessel in the Formosa Strait from 24 Sept to 25 Oct 1944. Exercising excellent judgment and thorough knowledge of attack problems, he gave his commanding officer invaluable assistance in conning his ship to the very center of two large, well-armed and heavily escorted enemy convoys and in pressing home attacks which resulted in the destruction of major units of both groups. Thirteen enemy ships were destroyed, including a destroyer. Trapped in the flooded conning tower when his ship was sinking as a result of a direct hit by *Tang's* own erratic-running torpedo, he carried a shipmate clear of the vessel when a delay of a few seconds might have precluded all chance of escape.

★ **SMILEY, Vincent, ENS, USN, Kansas City, Mo.:** As pilot of a torpedo bomber in TorpRon 94, attached to *USS Lexington*, ENS Smiley flew in action against the Japanese near Kure, Honshu, Japan, on 28 July 1945. Participating in a coordinated attack on major units of the Japanese fleet in the heavily defended anchorage, ENS Smiley carried out an attack, despite heavy antiaircraft fire. He

scored a direct hit on the assigned target, a heavy cruiser, and contributed materially to its destruction. Although his starboard wing was seriously damaged on retiring from the area, he flew his damaged plane 210 miles to his carrier, despite bad weather conditions, fully aware that any gust of wind or unusual strain would cause the wing to fail.

★ **SPRUANCE**, Raymond A., ADM, USN, Newport, R. I.: As Com5thFleet during the invasion of Iwo Jima and Okinawa from January to May 1945, ADM Spruance was responsible for the operation of a vast and complicated organization which included more than 500,000 men of the Army, Navy and Marine Corps, 318 combatant vessels and 1,139 auxiliary vessels. Carrier units of his force penetrated waters of the Japanese homeland and Nansei Shoto and inflicted severe damage on enemy aircraft, shore installations and shipping. Under repeated enemy aerial attack during the Iwo invasion, he was embarked on *Indianapolis* when the starboard quarter of the vessel was crashed by an enemy plane which passed through the main deck causing many casualties. Shifting his flag to *New Mexico* on 5 April, he continued covering operations for the assault on Okinawa in the face of desperate enemy resistance and despite the strain of constant alerts as Japanese kamikazes increased the fury of their attacks.

★ **STEVENS**, Wesley H., LTJG, USNR, Detroit, Mich.: As pilot of a torpedo bomber in TorpRon 16, attached to *USS Randolph*, LTJG Stevens flew in action against the Japanese in the Inland Sea on 24 July 1945. He pressed home an attack against a battleship-carrier in Kure Naval Base and succeeded in scoring a direct hit and near misses on the target, despite heavy anti-aircraft fire. He contributed materially to the destruction of the vessel.

★ **TERNASKY**, Eugene F., LT, USN, Pensacola, Fla.: As pilot of a torpedo bomber in TorpRon 16, attached to *USS Randolph*, LT Ternasky fought his plane in action against the Japanese in the Inland Sea on 24 July 1945. He participated in an attack on a battleship-carrier in Kure Naval Base and scored a direct hit and



CDR Swanson

LTJG Wilson

Citation for CDR Swanson appeared in ALL HANDS, June 1948, p. 56.

several near misses on the assigned target, contributing materially to its destruction.

★ **WILSON**, George J., LTJG, USNR, Conshohocken, Pa.: As pilot of a torpedo bomber in TorpRon 16, attached to *USS Randolph*, LTJG Wilson flew in action against the Japanese in the Inland Sea on 24 July 1945. He participated in an attack on a battleship-carrier in Kure Naval Base. Despite heavy anti-aircraft fire, he scored a direct hit and several near misses on his target, contributing to its destruction.



SILVER STAR MEDAL

Gold star in lieu of second award:

★ **WHITMAN**, William A., LCDR, USN, Annapolis, Md.: Gunnery and torpedo officer, *USS Hammerhead*, action against Japanese, second war patrol.

First award:

★ **FIX**, Robert H., PHM3, USNR, Lynchburg, Va.: Hospital corpsman attached to a Marine medical battalion, action against the Japanese, Iwo Jima, 24 Mar 1945.

★ **FRANKLIN**, MORRIS N., MOMM3, USNR, Williamsburg, Ind.: Service on board a motor torpedo boat during the rescue of a downed fighter pilot, Wasile Bay, Halmahera Island, 16 Sept 1944.

★ **GRIESBAUM**, Arthur E. Jr., LT, USNR, New Baden, Ill.: Automatic weapons officer, *USS Calhoun*, action against a Japanese suicide attack while on radar picket patrol, Okinawa, 6 Apr 1945.

★ **HERMAN**, Randolph, LT, USNR, Excelsior, Minn.: Assistant naval beachmaster, action during invasion of Salerno, Italy, 9 to 26 Sept 1943.

★ **HINCKLEY**, Robert M. Jr., CDR, USN, Washington, D. C.: CO, *USS Butler*, action against the Japanese, Okinawa, night of 28-29 Apr 1945.

★ **KITCHENS**, Bernard H., LCDR, USNR, San Jose, Calif.: *USS Abercrombie*, action

against the Japanese, Okinawa, 1 Apr to 29 May 1945.

★ **KRUZA**, William J., LT, USNR, Minneapolis, Minn.: Assistant battalion surgeon with a Marine battalion, action against the Japanese, Iwo Jima, 19 Feb to 17 Mar 1945.

★ **MASOTTA**, Aglino A., PHM2, USNR, New Haven, Conn.: Medical corpsman attached to a Marine battalion, action against the Japanese, Iwo Jima, 20 Feb 1945.

★ **MAXCY**, Charles H., PHM3, USNR, Benwood, W. Va.: Service with a battalion of marines, action against the Japanese, Iwo Jima, 8 Mar 1945.

★ **MEIKEL**, Charles, GM2, USN, Chicago, Ill.: Gun captain, *USS Gwin*, action against the Japanese, Okinawa, 4 May 1945.

★ **MORRIS**, James E., PHM3, USNR, Mountain Home, Ark.: Company aid man serving with a company of marines on Iwo Jima, 1 Mar 1945.

★ **MURRAY**, Hugh Q., CDR, USN, Annapolis, Md.: CO, *USS Jeffers*, action against Japanese forces, Okinawa, 12 Apr 1945.

★ **NAROWANSKI**, Pete, TM2, USNR, Baltimore, Md.: Crew member, *USS Tang*, fifth war patrol, Formosa Strait, 24 Sept to 25 Oct 1944.

★ **OLIVER**, William R., CPHM, USNR, St. Louis, Mo.: Chief petty officer in charge of a Marine battalion aid station, action against the Japanese, Iwo Jima, 20 Feb 1945.

★ **PAINTER**, Norman W., LTJG, USNR, Waco, Tex.: Officer in charge of a repair party, *USS Morrison*, action against the Japanese, Okinawa, 4 May 1945.

★ **PEARSON**, Calvin E., PHM3, USNR, Providence, R. I.: Hospital corpsman on duty with a Marine company, action against the Japanese, Iwo Jima, 26 Mar 1945.

★ **PRESLEY**, Lois E., CGM, USN, Philadelphia, Pa. (posthumously): Service on board *USS Grampus*, first war patrol, Japanese-controlled waters, 8 Feb to 4 Apr 1942.

★ **RAMAGE**, Donald B., CDR, USN, Lowville, N. Y.: CO, *USS Harding*, action against the Japanese, Okinawa, 16 Apr 1945.

★ **RICHARDS**, William A., GM3, USNR, Philadelphia, Pa.: Petty officer in charge of an ammunition-handling room, *USS Rodman*, action against the Japanese, Okinawa, 6 Apr 1945.

★ **ROSHTO**, Lawrence E., PHM3, USNR, Pineville, La.: Hospital corpsman attached to a Marine company, action against the Japanese, Iwo Jima, 24 Feb 1945.

★ **SAMPSON**, Robert R., CDR, USN, New Haven, Conn.: CO, *USS J. William Ditter*, action against the Japanese, Okinawa, 6 June 1945.



ADM Spruance

LTJG Stevens

★ DECORATIONS

Silver Star (Cont.)

- ★ SCHMID, John S., PHM2, USNR, Philadelphia, Pa.: Hospital corpsman attached to a marine rifle company in action against the Japanese on Iwo Jima, 25 Feb 1945.
- ★ SIMPSON, James H., AMM3, USNR, Pasadena, Calif.: Aircrewman of a patrol bomber in the PatBomRon 104, action against the Japanese, off the east coast of Formosa, 24 Apr 1945.
- ★ SINCLAIR, Thomas L. Jr., LCDR, USNR, Waterbury, Conn.: Boat captain of a PT boat, action against enemy forces, central Mediterranean area, July 1943 to 9 Jan 1944.
- ★ SKALLERUP, Walter T. Jr., LT, USNR, Washington, D. C.: Fighter director officer on staff of ComDesRon 53, action against Japanese in the vicinity of the Japanese homeland, 17 Mar to 27 Apr 1945.
- ★ SMITH, Cecil N., LT, USNR, Charlottesville, Va.: CO, PC 584, vicinity of Okinawa, 26 Mar 1945.
- ★ SOWDER, Robert W., LT, USNR, Roanoke, Va.: Service on board USS *Rodman*, action against Japanese, 6 Apr 1945.
- ★ SOWERWINE, Owen E., CDR, USNR, Westfield, N. J.: Communications officer, staff of the commander of a fast carrier task group, operating against Japanese forces, area of Japanese homeland, Iwo Jima and Okinawa, 10 Feb to 19 May 1945.
- ★ ST. ANGELO, Augustus R., CAPT, USN, Monterey, Calif.: Assistant approach officer, USS *Salmon*, action against the Japanese, South China Sea, third war patrol, 3 May to 24 June 1942.
- ★ STEINKE, Frederick S., CDR, USN, Seattle, Wash.: CO, USS *Gwin*, action against the Japanese, Okinawa, 4 May 1945.
- ★ STROM, Charles G., LCDR, USNR, San Francisco, Calif.: Executive officer, USS *Saranac*, action against the Japanese off Saipan, 18 June 1944.
- ★ TAPPEN, Leroy E. Jr., GM1, USN, Highland, N. J.: Captain of a 40-mm mount on board USS *Rodman*, action against the Japanese, Okinawa, 6 Apr 1945.
- ★ THOMAS, William B., CDR, USN, Monterey, Calif.: CO, USS *Croaker*, fifth war patrol, Japanese-controlled waters, 15 May to 5 June 1945.
- ★ THORNTON, Leslie M. Jr., LT, USNR, Kansas City, Mo.: CO, YMS 103, action against the Japanese, Okinawa, 8 Apr 1945.
- ★ TIWALD, John P., LTJG, USN, Omaha, Neb.: Officer in charge of a group of automatic weapons on board USS *Aaron Ward*, action against the Japanese, Okinawa, 3 May 1945.
- ★ TREVOR, Herman S. PHM2, USNR, Los Angeles, Calif.: Service while attached to a Marine headquarters company, action against the Japanese, Iwo Jima, 20 Feb 1945.
- ★ TRUKKE, Hayes O., CTM, USN, San Diego, Calif.: Crew member, USS *Tang*, fifth war patrol, Formosa Strait, 24 Sept to 25 Oct 1944.
- ★ VAN NATTA, Mitchell J., LT, USN, New London, Conn.: Plotting officer, USS *Cabrilla*, sixth war patrol, Japanese-controlled waters, 13 Sept to 25 Oct 1944.
- ★ WENIGER, Frederick L., LCDR, MC, USNR, Pittsburg, Pa.: Medical officer, attached to a Marine division hospital, action against the Japanese, Guam, 26 July 1944.
- ★ WILLIAMS, Gordon B., LCDR, USNR, Liberty, Tex.: CO, USS *Spectacle*, Okinawa, 25 May 1945.
- ★ WILSON, Coy R., EM2, USNR, Galax, Va.: Crew member, USS *La Vallette*, action against Japanese forces, Mariveles Bay, Philippines, 14 Feb 1945.
- ★ WINN, Loris A., LT, USNR, Pullman, Wash.: Naval beachmaster, action against enemy forces, invasion of Salerno, 9 to 26 Sept 1943.
- and CO, USS *Champion*, action in the vicinity of Okinawa, 24 March to 8 May 1945.
- ★ HUEY, Frederick, CDR, USNR, Seattle, Wash.: CO of a destroyer escort, operations against the enemy in the Atlantic, 16 Jan 1945.
- ★ HUGHES, Sam S., LCDR, USNR, Lansing, Mich.: CO of a military government detachment during operations against the Japanese, 15 May 1944 to 4 July 1945.
- ★ KIRKPATRICK, Charles C., CDR, USN, Boulder, Colo.: CO, USS *Shea*, action in the vicinity of Okinawa, 23 March to 15 May 1945.
- ★ MOORE, Francis C., CDR, USNR, Houston, Tex.: Task unit commander of fleet minesweepers, near the southwest and northeast coasts of Formosa and in the East China Sea, 20 Nov to 24 Dec 1945.
- ★ PENNOYER, Frederick W., RADM, USN, Dayton, Ohio: Assistant chief of staff for material on the staff of ComAirPac, October 1942 to August 1944.
- ★ REZNER, John E., CAPT, USN (Ret), New London, Conn.: Gunnery and torpedo officer on the staff of ComSubLant, February 1943 to December 1945.
- ★ ROBERTS, Reed T., CAPT, SC, USN, Washington, D. C.: Squadron supply officer on the staff of ComServRon 10, 11 April to 20 Oct 1945.
- ★ SAUNDERS, James A., CAPT, USN (Ret), Gaithersburg, Md.: Attached to Committee on Naval Affairs and Committee on Armed Services, U.S. Senate, from the commencement of hostilities until the surrender of Japan on 2 Sept 1945.
- ★ SHORT, Wallace B., CAPT, CEC, USN, Washington, D. C.: Officer in charge of a U.S. naval construction brigade, assault on Okinawa, April to September 1945.
- ★ STEINKE, Frederick S., CDR, USN, Seattle, Wash.: CO, USS *Gwin*, action in the vicinity of Okinawa, 23 March to 21 June 1945.
- ★ TAYLOR, Ennis W., CDR, USN, Newport, R. I.: Commander Task Group 52.2, engaged in minesweeping operations in the waters of the Japanese empire, September 1945 to January 1946.
- ★ WADSWORTH, Alexander S., CAPT, CEC, USN, Port Hueneme, Calif.: Service in connection with the operation of advanced bases in Australia and New Guinea during 1942 and 1943.
- ★ WAGNER, Daniel J., CAPT, USN, Washington, D. C.: CO, USS *Elliot*, and CTG, February 1942 to January 1943, and as executive officer, USS *Tennessee*, 23 Apr to 2 Sept 1945.
- ★ WALKER, Frank R., CAPT, USN, Washington, D. C.: CO, USS *Patterson*, 7 Dec 1941 to September 1942; ComDesDiv 8, May 1942 to March 1943.
- ★ WATSON, Paul W., CAPT, USN, Glen-



LEGION OF MERIT

First award:

- ★ DOBBS, William A., CDR, USN, Ackerman, Miss.: CO, USS *Fessenden*, operations against the Japanese in the Pacific, 30 Sept 1944.
- ★ ELLER, Ernest M., CAPT, USN, Washington, D. C.: Member of the staff of CincPac and CincPacFlt, operations against the Japanese in the Pacific, May 1942 to April 1945.
- ★ ESTEP, George M., CDR, USNR, Denver, Colo.: ComMinDiv 15 and CO, USS *Skylark*, action at Okinawa, 24 to 29 Mar 1945.
- ★ GENTRY, William W., LCDR, USN, Annapolis, Md.: CO, USS *Gberardi*, action against the Japanese at Okinawa, 26 March to 21 June 1945.
- ★ HALEY, Alan B., LT, USNR, Wichita Falls, Tex.: Officer in charge of a mobile explosives investigation unit, Pacific war area, 12 June 1944 to 15 Aug 1945.
- ★ HEAP, George L., CAPT, USN, Patuxent River, Md.: ComCarAirGroup 82, Pacific war area, 10 February to 8 June 1945.
- ★ HOWARD, James H. Jr., CDR, USNR, Jacksonville, Fla.: Task unit commander

view, Ill.: CO, USS *Coral Sea*, Marianas Islands campaign, 10 to 28 June 1944.

★ WILLIAMS, Gerhard M., LCDR, USNR, Grosse Pointe, Mich.: Intelligence officer, staff of a carrier division commander and CTG, POA, August, 1943 to January 1945.



NAVY AND MARINE CORPS MEDAL

★ CALL, Leslie E., CM3 USN, Bellingham, Wash.: Saved an exhausted shipmate who was cast into the sea when his boat collapsed near Kwajalein, 21 Oct 1945.

★ COCANOUGH, Ralph K., LTJG, USNR, Lubbock, Tex.: Rescued his division leader from a burning plane at Yontan airfield 4 Apr 1945.

★ COLLINS, James E., AMM2, USNR, Ottumwa, Iowa: Rescued a pilot from a burning plane on board USS *Lexington*, 13 Aug 1945.

★ CONNER, Horton, CBM, USN, Los Angeles, Calif.: Action in fighting fire while serving as base fire marshall at a naval base on New Guinea, 27 May 1945.

★ DEASE, Herman C., GM3, USNR, Dothan, Ala.: Rescued a man from the vicinity of a burning handling room, USS *Isberwood*, Kerama Retto, 22 Apr 1945.

★ DEPAUL, Joseph R., S2, USNR, Jersey City, N. J.: Rescued small boy who had fallen into the Whangpoo river, Shanghai, 8 Jan 1946.

★ FUNK, Campbell W. F., LTJG, USNR, Galveston, Tex.: Effected the rescue of a crew member, USS *YMS 472*, during a typhoon, Okinawa, 16 Sept 1945.

★ GALATY, Gordon B., LCDR, USNR, Dundee, Ill.: Rescued a survivor of an explosion on board USS *SC 700*, 10 Mar 1944.

★ GIPSON, Roy D., ACOM, USNR, Bagdad, Fla.: Removed the internal ignitor from a gasoline-filled fire bomb which had fallen on the deck of USS *Anzio*, 6 Apr 1945.

★ GOODWIN, Erno R. CHMACH, USNR, Portland, Me.: Damage control and assistant engineering officer, USS *Swallow*, at the time of the sinking of that vessel, Okinawa, 22 Apr 1945.

★ GREEN, Jacob L., BM2, USN, Winchester Bay, Ore.: Effected the rescue of two enlisted men washed overboard, USS *Indianapolis*, 4 May 1943.

★ HANSEROTH, Robert F., BOSN, USN, San Diego, Calif.: Rescued a soldier who had fallen overboard, while serving with a combat aircraft service unit, Los Negros Island, 9 June 1944.

★ HARSH, Jack D., F1, USNR, Heckman Mills, Mo.: Rescued a man from the sea during a typhoon, Okinawa, 9 Oct 1945.

★ HAUGLAND, Rudolph, CHRELE, USN, Duluth, Minn.: Saved four men too badly

injured to move from the smoke-filled radio transmitter room, USS *Terror*, Okinawa, 1 May 1945.

★ HEIM, William L., AOM1, USNR, Buffalo, N. Y.: Assisted in the removal of a bomb from the area of burning gasoline, USS *Lexington*, 13 Aug 1945.

★ HENERY, James O., CBM, USN, Norfolk, Va.: Rescued a seriously wounded shipmate while serving on board USS *Forrest*, Okinawa, 27 May 1945.

★ HONEYCUTT, Merlin, PHM2, USN, Oceanside, Calif.: Action as a hospital corpsman attached to a Marine company, Guam, Marianas, 21 July to 10 Aug 1944.

★ HOPKINS, Cecil W., S1, USNR, Bucatunna, Miss.: Dived repeatedly into coral-infested waters to save a drowning shipmate, Samar, Philippines, 10 Dec 1945.

★ ILLING, Harold I., AETM1, USN, Corpus Christi, Tex.: Rescued an airman from a burning plane at Tinian, Marianas, 22 Apr 1945.

★ JUDKINS, James W., CSM, USN, Omaha, Neb.: Rescued a seriously wounded shipmate trapped in wreckage, USS *Terror*, Okinawa, 1 May 1945.

★ JOLLY, Stanley H., MM3, USNR, St. Johns, Mich.: Gave up his life jacket for a wounded shipmate at the time that he received the order to abandon ship, USS *PGM 18*, Okinawa, 8 Apr 1945.

★ LASKARIN, Pete, CWT, USN, San Diego, Calif.: Chief of the watch in the after fireroom during a typhoon, USS *San Jacinto*, Pacific ocean area.

★ METTE, Jack A., BM2, USNR, Washington, D. C.: Rescued a drowning man from the waters off Leyte, 16 Mar 1945.

★ MINWELL, Elmer G., ARM3, Fairport, N. Y.: Rescued the pilot of his bomber when he was forced to land because of fire, 14 July 1945.

★ MITCHELL, Robert J. Sr., S1, USNR, Dayton, Ohio: Aided in rescuing survivors of burning and exploding landing ships in West Loch, Pearl Harbor, 21 May 1944.

★ O'HARA, James B. Jr., S1, USNR, Providence, R. I.: Rescued the pilot of his plane, 1 June 1945.

★ PHIPPS, Arnold E., CPR, USN, San Diego, Calif.: Rescued a soldier who had fallen overboard from his ship near Los Negros Island, 9 June 1944.

★ PICKERT, Clarence L., LTJG, USNR, Aurora, Ill.: Acted in rescue of a man who had fallen overboard from a liberty boat, Pagoda Pier, Tsingtao, China, 24 Nov 1945.

★ ROBBINS, C. Douglas, MOMM1, USNR, Clintonville, Wis.: Rescued a drowning shipmate who was being swept out to sea through the channel at Canton Island, 11 Feb 1944.

★ ROSS, Howard C., GM3, USNR, Dayton, Ohio: Effected the rescue of a seriously wounded shipmate when USS *Forrest* was

damaged during a suicide attack, 27 May 1945.

★ RATHBUN, Rex B., LCDR, USNR, Highland Park, Ill.: Action during a typhoon which resulted in fires aboard USS *Monterey*, vicinity of the Philippines, 18 Dec 1944.

★ ROBINSON, John R., BM1, USNR, Brookland, Ark.: Assisted in the removal of about 300 troops from USS *Campbell*, aground on a reef off Cape Nelson, New Guinea, 22-23 Dec 1944.

★ SCHUMACHER, Richard, MM2, USNR, Centralia, Kans.: Rescued an exhausted shipmate who was thrown into the sea after his boat collapsed near Kwajalein, 21 Oct 1945.

★ SLAUGHTER, Jack E., WT3, USN, San Francisco, Calif.: Rescued a man from the sea during a typhoon, Okinawa, 9 Oct 1945.

★ SMITH, Eugene, STM1 USN, Brackenridge, Pa.: Extinguished a serious fire and prevented casualty to personnel, USS *Monterey*, 18 Dec 1944.

★ STEELE, Myron L., PHM1, USN, River-ton, Ill.: Rescued the pilot of a burning aircraft which had crashed on the fantail of USS *Bataan*, Pearl Harbor, 11 Dec 1944.

★ STUCK, John R., WT3, USN, Portland Ore.: Action during a suicide plane attack, USS *Leutze*, Okinawa, 6 Apr 1945.

★ SYBRANT, Harold E., ACOM, USN, North Branch, Minn.: Assisted in the removal of a bomb from an area of burning gasoline, USS *Lexington*, 13 Aug 1945.

★ SYKES, Robert A., BM2, USNR, Minneapolis, Minn.: Action during the rescue of Army aviators from enemy-held Almagena, Marianas, 29 Dec 1944.

★ TAYLOR, Robert D., ARM2, USNR, Fort Lauderdale, Fla.: Effected the rescue of his pilot who was in danger of drowning after executing a forced landing in rough seas, 17 Feb 1945.

★ TOLL, Douglas B., SM1, USNR, Coral Ridge, Ky.: Rescued a shipmate when his ship was mined and seriously damaged off the coast of Normandy, France, 6 June 1944.

★ VENKER, Fred H., MM1, USNR, San Mateo, Calif.: Action during operations to capture a German submarine, French West Africa, 4 June 1944.

★ WEST, Wade W., S1, USNR, Silver Lake, Kans.: Helped to extinguish a serious fire on board USS *Monterey* during a typhoon in the Philippine Islands area, 18 Dec 1944.

★ WOLFF, Theodore T., CM1, USNR, Palestine, Tex.: Rescued an exhausted shipmate who was cast into the sea after his boat collapsed near Kwajalein, 21 Oct 1945.

★ YOUNG, Johnny W., PHAR, USN, Philadelphia, Pa.: Established an emergency dispensary during a typhoon on Okinawa, 9 Oct 1945.

FANTAIL FORUM

Question: What rate would you strike for and why?

(Interviews were conducted at U.S. Naval Training Center, San Diego, Cal.)



Floyd A. Dugas, SA, St. Martinville, La. Since diesel engineer is my goal, I want to study diesel in the Navy. I have worked on a dredge boat, and learning more about the trade is just what I want.



Donald E. Waters, SA, Cushing, Okla. I want to be a pharmacist's mate because it will help me later on. I worked in a drug store and a hospital before, and I would like to prepare for a better job of the same type.



Jack Umphress, SA, Cofax, Iowa. Yeoman is the job the Navy put me in. I had two years' typing in high school, so my experience and my GCT average sort of fitted me for this sort of job. I like the work.



Donald E. Thompkins, SA, Forest Grove, Ore. I have a brother in the Navy who started as a yeoman about 13 years ago. He talked to me and thought it was best, so I chose that when asked my choice at the recruiting office.



Billie M. Sharpe, SA, Andersonville, Tenn. I studied electricity in high school but all the jobs I applied for required experience. I'm striking for electrician's mate to get experience for the kind of job I want as a civilian.



Henry L. Morris, Jr., SA, Phoenix, Ariz. Either a boatswain's mate or a yeoman. I had a chance at international business machines, but I'd rather go to sea. So I'd rather be a boatswain's mate. I am going to the Philippines.



Raymond Dooley, FA, Des Moines, Iowa. I figure on striking for motor mechanic. I lived on a farm all my life and had some experience with machinery. If I ever leave the Navy, I'd like to have had training in this line of work.



Daniel Chambers, SA, Memphis, Tenn. As an electrician's mate I would be carrying on in a job similar to my civilian occupation. I have worked in industrial and commercial electrical construction. I want to stay in that field.



Edward L. McKay, SA, Los Gatos, Calif. I am being assigned to the Seabees to work as a heavy equipment operator. This is to my liking because I've done that kind of work about two years. I want to learn more about my trade.

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

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.

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• AT RIGHT: Streaking through the skies in right echelon are these two divisions of Marine FH-1 Phantoms, jet fighters based at the Marine Corps Air Station, Cherry Point, N. C. ➔



JETS
IN
STEP

Worldly Wise

Navy men see the world as it is...
they are wise in having chosen
a Navy career.



★ **ANOTHER REASON FOR REENLISTING**