

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

JULY 1947

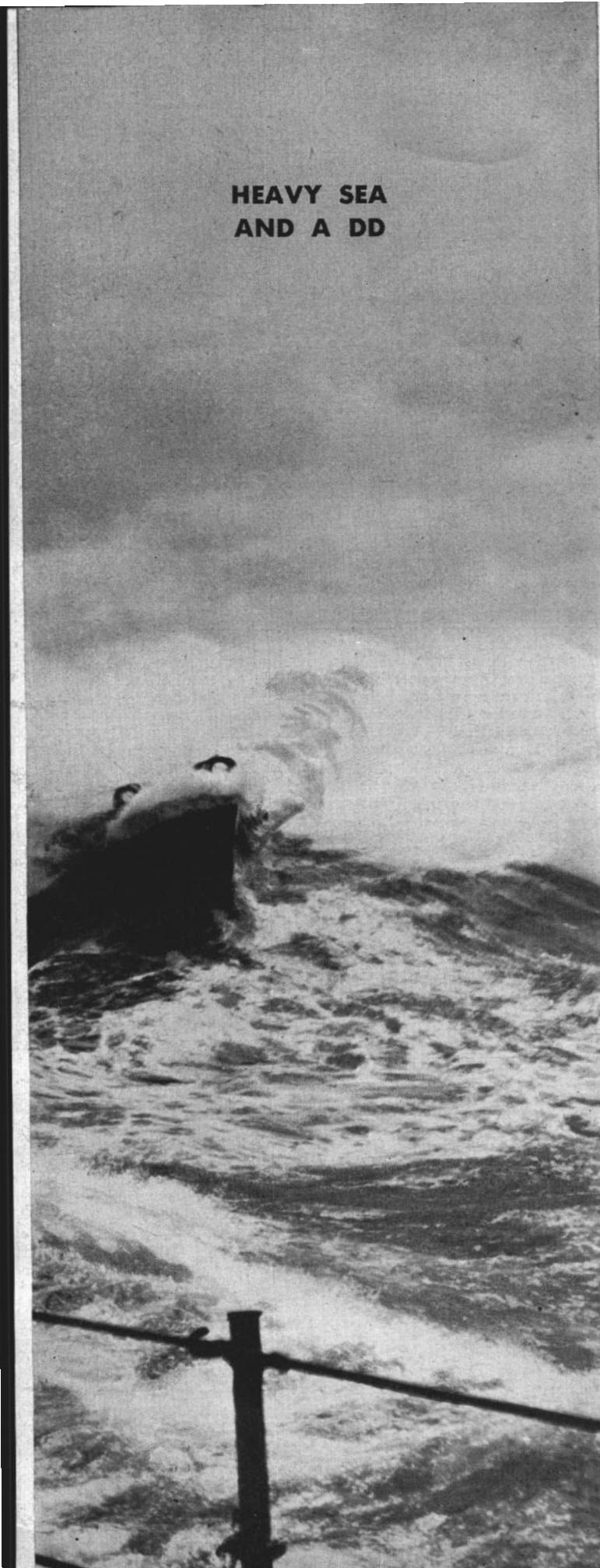
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**HEAVY SEA
AND A DD**

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JULY 1947

NAVPERS-O

NUMBER 365

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

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• FRONT COVER: Symbolic of today's Navy—first line of defense—is Frank Pederson, of Bound Brook, N. J. Photo taken for ALL HANDS by Walter G. Seewald.

• AT LEFT: A U. S. destroyer noses under a heavy sea during some rough weather in the unacific Pacific.

CREDITS: All photographs published in ALL HANDS are official U. S. Navy photographs unless otherwise designated. P. 3, lower, by Edmund P. Doles, SPX3JO. P.11, upper right, and inside back cover, Press Association.



ALL EYES ON SPORTS

IT WAS a rocking, socking Navy that some 55,000 persons saw during the first week in June in San Diego, Calif. It was a bruising, take-no-quarter Navy, a fighting Navy, albeit a peacetime Navy.

It was a power-packed Navy. It was a two-fist-swinging Navy. It was, as the announcer said into the microphone to 24,000 believing spectators of the final bouts, "the greatest, toughest Navy in the world."

Yes, it was fight, fight, fight for 64 Navy men, Marines and Seabees on 2-7 June in San Diego. The cream of the crop were these 64 Navy men—the swiftest, toughest, toughest men in the Navy. And brother, they fought, fought, fought!

These 64 fighting men of a fighting Navy taking part in the All-Navy boxing finals showed dramatically to the 55,000 spectators who attended the three evenings of bouts what was inside a fighting Navy man—the heart, the stamina, the courage, the strength, the brains, the savvy, the just-plain-guts.

And the spectators appreciated what they saw. Simultaneously 24,000 throats would roar approval of a hard punch, a clever feint, a knockout. But just as simultaneously, these same throats would roar approval of a show of sportsmanship, an indication of courage, a sign of a won't-lay-down heart.

"Best card I ever saw," said many fans on their way out of San Diego's Balboa Stadium at the conclusion of each evening of fights. Best card, perhaps. But there was no doubt that none of the spectators had ever seen a cleaner group of fights, a harder-fought program, a more on-the-level set-up.

Whatever reasons the All-Navy

sports were revived for must have been fulfilled. Not one low blow was thrown during the entire three sets of bouts. Not one man had to be warned by the referee for unfair tactics. Not one doubt entered in anyone's mind that a single man was not giving all he had for any given second.

It was the Navy's second venture since the war into All-Navy sports finals. Basketball, held in the spring at Great Lakes, Ill., was the first. But the boxing championships in San Diego surpassed by far the initial attempt. It surpassed by far anything the Navy has done in a similar endeavor in history. It was the biggest and best show yet.

All-Navy Champions

Flyweight: Jose M. Olivovalentin, S1, NATB, Pensacola, representing Mississippi Valley area.

Bantamweight: William Bossio, S1, Amphib Force, Little Creek, Va., representing Atlantic Fleet.

Featherweight: Don Nelson, COX, Amphib Base, San Diego, representing 11th Naval District.

Lightweight: Eddie B. Moran, S1, NTC, Bainbridge, representing the South Atlantic States.

Welterweight: Hank Herring, STM1, uss *Samar*, representing 11th Naval District.

Middleweight: Herman Ike Patton, S1, RecSta, Pearl Harbor, representing Hawaiian Area.

Light-heavyweight: Dan Buccaroni, S1, NTC, Great Lakes, representing Mississippi Valley Area.

Heavyweight: Maynard Jones, S1, NAS, San Diego, representing 11th Naval District.

Host of the tournament, the 11th Naval District, walked off with top honors as far as team scores went. Though no official computations were tabulated, the 11th Naval District team wound up with three champions of the eight crowned. The team from the Mississippi Valley Area, made up of men from the 7th, 8th and 9th Naval Districts, took runner-up position with two titlists.

The South Atlantic States' team (5th and 6th Naval Districts, the Potomac and Severn Commands) sponsored one title-holder, as did the Atlantic Fleet (including the 10th and 15th Naval Districts) and the Hawaiian Area (the 14th Naval District). Without any champions were the Far Pacific Area, the North Pacific Area and the New York Area squads.

Each area sent an eight-man team to the finals in San Diego.

The finals opened on the afternoon of 2 June with 16 elimination bouts. About 2,500 fans attended the card at Balboa Stadium. Every bout on the program—as well as every fight in the entire tournament—pitted champion against champion. For each man in the tourney was the champion of his own naval district, having won out in elimination tourneys in his home area to earn the right to compete for the championship of the Navy in his weight division.

Some of the men had impressive records. Some had never boxed before the tournament began. But all were amateurs and all were on ostensibly equal terms.

The second group of 16 elimination bouts was put on the night of 2 June and 11,000 fans turned out. Tickets for all seats at each program were free.

With their number split in half, the

Navy boxers went to work again 5 June in 16 more battles in the semi-final round of the tourney. This time, there were 17,000 fans cheering them on. And when the finalists battled two nights later, 7 June, there were 24,000 wildly-cheering spectators packing the huge stadium.

From the spectators' viewpoint, the fights were also one great success. The fine San Diego lighting system which spotlighted the entire ring in a white bath of bright lights and the excellent seating arrangement allowed each person in the stadium a clear, unobstructed view of both fighters at all times. The fact that the stadium was open-air eliminated cigaret smoke and the accompanying haze, and was appreciated by fighters and spectators alike.

The fighters were brought from their respective stations by train, and in many cases by airplane. They were quartered along with their coaches, trainers and managers in several of San Diego's naval stations at the expense of the host of the tourney, the 11th District.

In return for the "preferred" treatment, the Navy fighters put on one of the outstanding sports events in West Coast, as well as in Navy, history.

Outstanding perhaps among all the fighters, was Heavyweight Champion Maynard Jones, S1, NAS, San Diego. The well-built lad entered the finals with a record of 42 victories in 42 fights. Moreover, all 42 of his wins were via the TKO or KO route. Jones didn't fail his backers. He added three more KOs and the All-Navy title in the tournament. His first fight was a one-punch knockout win over Marine Pfc. Fred Ucci, Quantico, Va.

The light-heavyweight diadem was won by Danny Buccaroni, S1, of the Naval Training Center, Great Lakes, Ill. Buccaroni was the last man to arrive on the scene in San Diego, waiting until he had won the International Golden Gloves championship in Chicago before moving on to San Diego to add the coveted All-Navy title.

Middleweight crown-holder is Herman Ike Patton, Jr., S1, RecSta, Pearl Harbor, who brought a record of 65 wins without a blemish to the tournament. He brought that same record home—with three more victories and a title. The 17-year-old youngster was tabbed by all sportswriters at the tourney as a "comer." Of Patton's 65 wins, 43 were knockouts.

The 11th Naval District bagged another title when young Hank Herring lifted the welterweight crown. Hammering Hank, they call him, and they're not kidding. The young STM1 of *uss Samar* is a genial lad out of the ring, but a methodical, cold killer inside. Remarkably reminiscent of Hammering Hank Armstrong, former welter king, the clean-cut, good-looking youngster hums all the time he's fighting. If anything can throw an opponent off-guard, that can. But Hank needs no such tricks. His fists can hum mighty pretty too.

The South Atlantic States made the

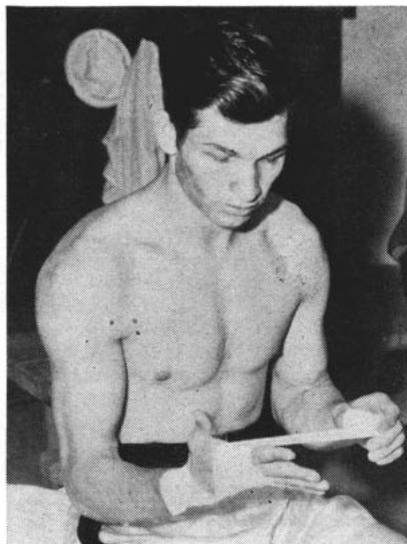
NAVY SHOW IS OUTSTANDING EVENT

By Sol Davidson, S1, USN
ALL HANDS Staff Writer

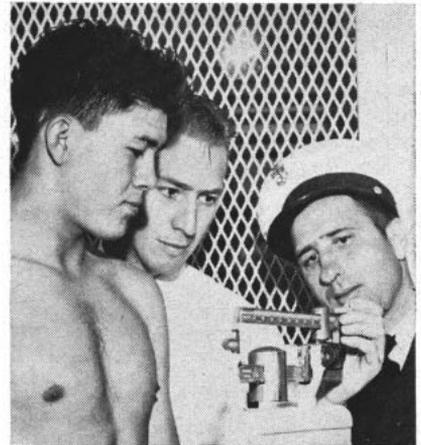
The dressing room, somehow, lacked the usual arnica-and-liniment smell of a pre-flight room. . . . There was something else lacking too—an atmosphere of tenseness. . . . The first thing we saw as we stepped through the door was Eddie Moran and "Cookie" Cook "bulling" about something in one corner of the room, apart from the rest of the fighters. . . . They helped bandage each other's hands. . . . In a few minutes they would be in the ring pounding the tar out of each other, as if they had never met. . . . We butted in after the usual "Hi's." . . .

"Think these guys in the finals are tougher than the fellows back at your base, Cookie?" . . . "They're all tough," laughed Cook with his gleaming white teeth. . . . We laughed, too. . . . He was a tough Cookie himself. . . . "Where'd you learn your boxing?" we persisted. . . . "In the Navy," he answered. "I learned as I made my way through the eliminations. I never fought before that." "Doin' it the tough way, eh?" . . . We turned to Moran. "How about you, Ed?" . . . "Oh, I learned my fighting before I got into the Navy at a Boys Club in Washington, D. C." . . . In the next half hour, we discovered half the finalists had learned their first lessons in boxing at Boys Clubs. . . .

John Kamber, across the room, yelled to us. . . . "You from ALL HANDS?" "That's right," we answered. . . . "How about giving a plug to my coach, here." . . . He pointed to Benny Bannister. . . . "The chief (CAMM) built the best athletic set-up in the Navy on Guam." . . .



BANDAGING HANDS before a fight is Ray 'Boom-Boom' Nelson, whose nickname aptly describes his style.



WEIGHING-IN for All-Navy tourney, fighter watches scales closely while team second double-checked weight.

We knew Bannister's name. He used to own a bunch of All-Navy titles back in the 20s and 30s. . . . "Sure," we said. "We'll plug the chief." . . .

Ray Nelson walked in, cheerily. . . . "Did you guys catch the gag the announcer pulled the other night?" Someone handed him a slip of paper, so he reads over the loudspeaker system between rounds: "Mrs. Walters: You've got a son at the East gate." I laughed so much I thought I wouldn't be able to fight!" . . .

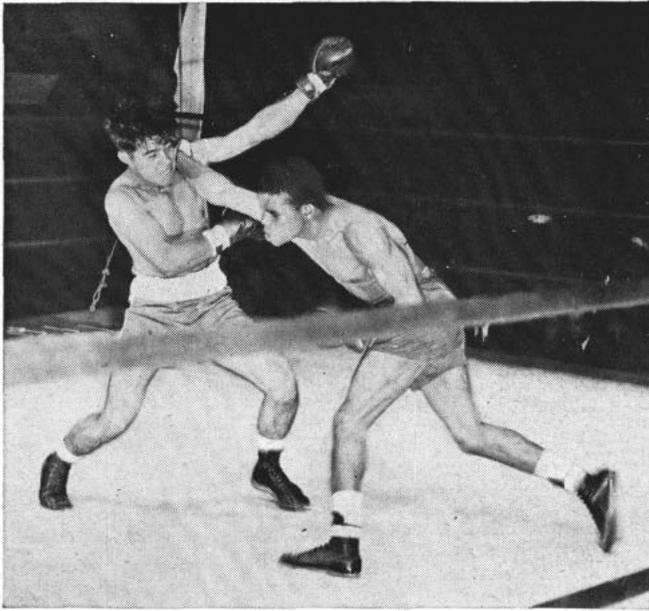
"Where's Jones?" we asked. Jones was merely the No. 1 favorite in the tourney. As if in answer, Maynard Jones walked in. As he changed we talked. . . . "I learned my fighting from my five brothers," he told us. "They used to give me a penny for every time I could jump up and hit them in the face. I used to take a lot of punishment that way!" . . .

Also around was CSF Al Gibbs, bantam and flyweight champ of the Navy in '30 and '31. . . . He's 11th District Coach. . . . And Bill Hanrahan, sports editor of the *San Diego Hoist*. . . .

Hank Herring was standing next to us by then. "Where'd you box before?" we asked. . . . "Oh, I toured Army camps before I got in the Navy giving exhibitions with Joe Louis and Henry Armstrong and some others," he said, nonchalantly. . . .

It was nearly time for the bouts to start. . . . "Gotto go fellas," we said. . . . Moran and Cook were still talking as we passed them on the way out. . . . "So long, Ed, good luck out there," we called, amiable-like. "And good luck to you, too, Cook," we said. . . .

"We fight each other, how can we both have good luck?" Moran asked pointedly. . . . We couldn't figure out how, so we just left without answering. . . .



BOLO-punching Jose Olivovalentin (right) who packs a wallop in either hand, swings on Vincent Valderas in ring finals.

PARDON my left, says John Kamber (right) to Willard Grant in bantamweight semi-finals. Kamber lost to Bill Bossio in finals.

lightweight championship bracket when a young fighting Irishman, Eddie B. Moran, S1, Naval Training Center, Bainbridge, Md., who just loves to "slug it out," couldn't find anybody who could slug it out with him and captured the crown.

The featherweight championship went to the host 11th Naval District. Don Nelson, COX, Amphibious Base, San Diego, stepped in to fill Hugh Davidson's shoes when the STM1 from the PacResFlt, NavSta, San Diego, caught a severe cold and couldn't make the weight limit. Nelson, who had been beaten by Davidson for the 11th District title, proceeded to take the measure of everyone else around—and wound up on the highly-prized All-Navy throne.



LULLABY punch administered by Don Nelson (left) in feather quarter-finals.

In-fighting, chunky, ring-wise Bill Bossio, S1, Amphib Force, Little Creek, Va., fighting for the Atlantic Fleet team, had a tough road to travel, but he beat each of the favorite's in the bantamweight division in turn and wound up with a well-earned win in the finals over highly-touted John Kamber, PTR3, NOB, Guam.

And the flyweight championship went to little, slightly-built Jose M. Olivovalentin, S1, of NATB, Pensacola, Fla. The bolo-punch throwing kid, slightly wild in his punches, has a terrific kick in either hand. He romped off easily with the title.

Each of the champions and each of the runners-up was awarded a belt, emblematic of their Navy-wide title. After the fights, the boxers and their retinues were taken on a tour of Los Angeles and Hollywood, including dining with the stars and tours of movie studios.

Officials of the bouts included many well-known sports figures. Capt. Jack Kennedy, usn (Ret), famous in and out of the Navy for his work in the realm of the squared circle, was one of the officials.

Then, too, the tourney was a meeting spot for old-time Navy fighters. Men who won what were the 1920 and 1930 equivalents of the All-Navy finals sat in the stands and watched the kids take their place.

And we're sure they thought as we did, and as 55,000 other fans did—the Navy traditions are in mighty capable hands.

Tournament Results

First Round

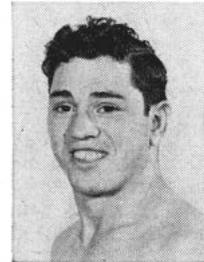
Flyweight Division:

J. E. Murphy, Pfc., Quantico, Va., representing South Atlantic States (home town, Jackson, Miss.), defeated R. L. Massis, S2, Port Hueneme TADCEN, representing 11th Naval District (home town, New Orleans), decision.

Vincent Valderas, AMM2, Ford Island,

Pearl Harbor, representing Hawaiian Area (home town, Fireno, Okla.), defeated Lester C. Kubec, F1, NARTU, Sandpoint NAS, Seattle, representing North Pacific Area (home town, Sault Ste., Mich.), forfeit (Kubec overweight).

Jose M. Olivovalentin, S1, NATB, Pensacola, Fla., representing Mississippi Valley Area (home town, Santurce, Puerto Rico), defeated Richard Licerio, S1, Yokosuka, Japan, representing Far Pacific Area (home town, Santa Ana, Calif.), decision.



William Bossio
Bantamweight

Myrven Davis, Pvt., Camp Lejeune, N. C., representing Atlantic Fleet (home town, Wellsburg, W. Va.), defeated Charles Abalan, S1, uss *Washington*, representing New York Area (home town, Hartford, Conn.), decision.

Bantamweight Division:

Fred Wright, S2, TADCEN, Port Hueneme, representing 11th Naval District (home town, Washington, D. C.), defeated Anthony Ioffredo, S1, uss *Washington*, representing New York Area (home town, Jersey City, N. J.), decision.

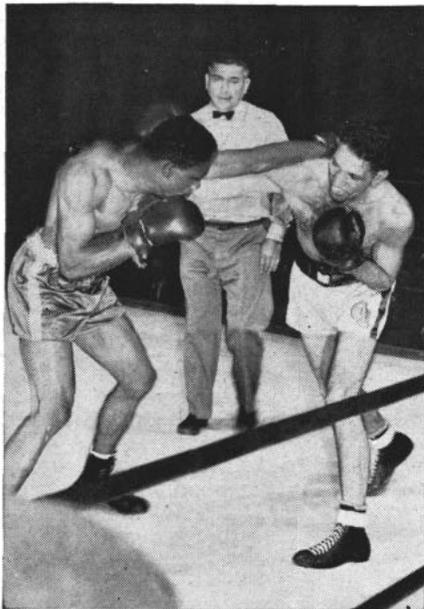
William Bossio, S1, Amphib Force, Little Creek, Va., representing Atlantic Fleet (home town, Pittsburgh, Pa.), defeated Richard E. Roche, AMM2, NAS, Pensacola, Fla., representing Mississippi Valley Area, TKO, 3rd round.

Willard Grant, AOM3, NAS, Pearl Harbor, representing Hawaiian Area (home town, Hong Kong, China), defeated Edward M. McCabe, MAM3, FTC, Treasure Island, Calif., representing North Pacific Area (home town, Chicago, Ill.), KO, 1st round.

John Kamber, PTR3, NOB, Guam, rep-



Herman Patton
Middleweight



GOLDEN Gloves win is repeated by Dan Buccaroni (right) in light-heavy finals.

representing Hawaiian Area (home town, Des Moines, Iowa), defeated L. K. V. Williams, S1, *uss Block Island*, representing South Atlantic States (home town, Youngstown, Ohio), KO, 2nd round.

Featherweight Division:

F. J. Stellate, Pfc, Quantico, Va., representing South Atlantic States (home town, Boston, Mass.), defeated Spiros Lekinidas, COX, 103rd Seabees, Guam, representing Far Pacific Area (home town, New York City), decision.

James R. Ithier, S1, *uss Mississippi*, representing Atlantic Fleet (home town, New York City), defeated Albert Prinn, AOM3, *uss Kaneohe Bay*, representing Hawaiian Area (home town, Chicago, Ill.), decision.

Willie Joe Clemmens, STM1, NAS, Pensacola, Fla., representing Mississippi Valley Area (home town, Dallas, Tex.), defeated Carl Baggesse, S1, Treasure Island, Calif., representing North Pacific Area (home town, Beaumont, Tex.), forfeit (Baggesse overweight).

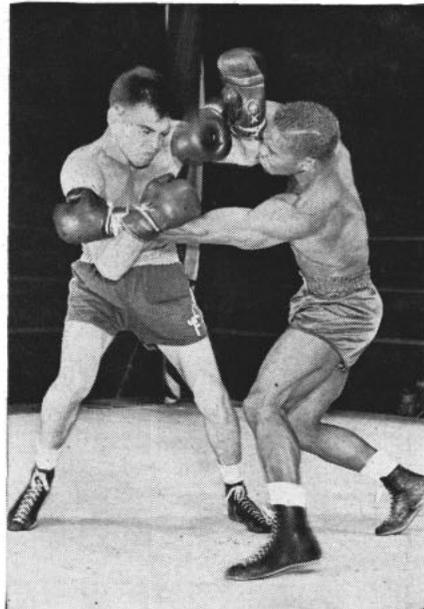
Don Nelson, COX, Amphib Base, San Diego, representing 11th Naval District, defeated Harold Barrett, CY, 16th Flt., Philadelphia Shipyard, representing New York Area (home town, Brooklyn, N. Y.), KO, 3rd round.

Lightweight Division:

Eddie B. Moran, S1, NTC, Bainbridge, Md., representing South Atlantic States (home town, Washington, D. C.), defeated Isabel L. Moreno, S1, Treasure Island, Calif., representing North Pacific Area (home town, San Antonio, Tex.), decision.

Clyde Henderson, S1, Ford Island, Pearl Harbor, representing Hawaiian Area (home town, Youngstown, Ohio), defeated Raymond Garcia, S2, Guantanamo Bay, Cuba, representing Atlantic Fleet (home town, Salinas, Calif.), decision.

Elmer Douglas, F1, *uss Tarawa*, representing 11th Naval District (home town,



MIXMASTERS in welter semi-finals were John Fisher (left) and Hank Herring.

Los Angeles, Calif.), defeated Jimmie D. Warner, BM2, NAS, Glenview, Ill., representing Mississippi Valley Area (home town, Chicago, Ill.), decision.

William Cook, CK3, NAS, Orote, Guam, representing Far Pacific Area (home town, Indianapolis, Ind.), defeated James Watkins, STM1, Sub Base, New London, Conn., representing New York Area (home town, Birmingham, Ala.), decision.

Welterweight Division:

Hank Herring, STM1, *uss Samar*, representing 11th Naval District (home town, St. Petersburg, Fla.), defeated Albert Anderson, STM2, VPMS No. 6, Saipan, representing Far Pacific Area (home town, Riverside, Calif.), decision.

John Fisher, S2, NATTC, Jacksonville, Fla., representing Mississippi Valley Area (home town, Setoskey, Mich.), defeated John Hernandez, Y2, NOB, Adak, Alaska, representing North Pacific Area, decision.

Benny E. Dolphin, S2, RecSta, Norfolk,



LIGHTWEIGHT finals saw Eddie Moran (right) win over William 'Cookie' Cook.

Va., representing South Atlantic States (home town, Mt. Vernon, N. Y.), defeated Phillip Cortez, S2, Sub Base, New London, Conn., representing New York Area (home town, Grand Canyon, Ariz.), TKO, 2nd round.

Thomas White, S1, Ford Island, Pearl Harbor, representing Hawaiian Area, defeated Benjamin Brady, S1, *uss Randolph*, representing Atlantic Fleet (home town, Fayetteville, N. C.), decision.

Middleweight Division:

O. M. Perry, STM2, NavSta, Norfolk, Va., representing South Atlantic States (home town, Raleigh, N. C.), defeated Don Frye, Pvt., Disciplinary Barracks, Terminal Island, Calif., representing 11th Naval District (home town, Houston, Tex.), decision.

James Burrell, PHM2, Trinidad, British West Indies, representing Atlantic Fleet (home town, Clearwater, Fla.), drew with Charles Birdwell, S1, *uss Jason*, repre-



Maynard Jones
Heavyweight

representing New York Area (home town, Brooklyn, N. Y.), KO, 3rd round.



BIGGEST, best Navy sports show yet was description given by fans (above and p. 2) to boxing championships at San Diego. Note newsreel cameras in background.



DOWN THE flight deck of USS *Randolph* (CV 15) charge seven Boston school runners in track meet held aboard ship. One runner broke city record for mile run.

senting Far Pacific Area (home town, Nashville, Tenn.), technical draw (both fighters butted each other).

Raymond Nelson, PHM2, RecSta, Brooklyn, representing New York Area (home town, Brooklyn), defeated Woodrow Wilson, STM1, NOB, Kodiak, Alaska, representing North Pacific Area (home town, Indianapolis, Ind.), decision.

Herman Ike Patton, S1, RecSta, Pearl Harbor, representing Hawaiian Area (home town, Gary, Ind.), defeated Allen A. Wilson, S1, NAS, Pensacola, Fla., representing Mississippi Valley Area (home town, Black Ball, Minn.), decision.

Light-heavyweight Division:

Al Tsakiris, CM3, Beavertail Point, R. I., representing New York Area (home town, Bellwood, Ill.), defeated John W. Wright, CM3, USS PCE 896, representing Far Pacific Area (home town, Stanton, Va.), decision.

Dan Buccaroni, S1, NTC, Great Lakes, Ill., representing Mississippi Valley Area (home town, Philadelphia, Penna.), defeated Doston Oliver, STM2, NAS, Barbers Point, T. H., representing Hawaiian Area (home town, Lincoln, Ga.), decision.

Robert L. Duncan, STM1, NOB, Kodiak, Alaska, representing North Pacific Area, defeated Leo Grice, STM1, PacResFlt, NavSta, San Diego, representing 11th Naval District (home town, Philadelphia, Pa.), TKO, 3rd round.

Edward E. Hardy, AR2, FasRon 5, NAS, Oceana, Va., representing South Atlantic States (home town, Birmingham, Ala.), defeated Percy Magee, S1, Trinidad, British West Indies, representing Atlantic Fleet (home town, Yonkers, N. Y.), decision.

Heavyweight Division:

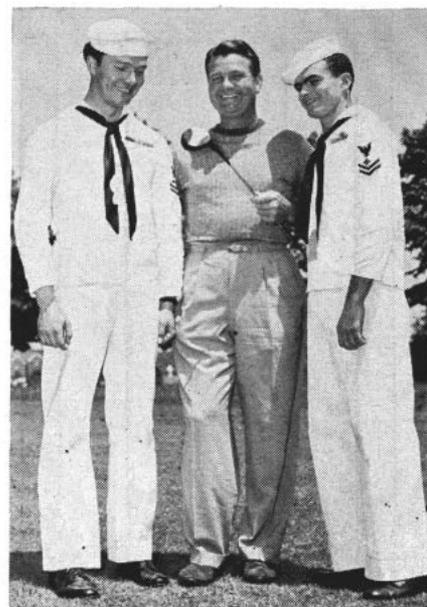
Joseph Tuvell, S1, NTC, Great Lakes, Ill., representing Mississippi Valley Area (home town, Indianapolis, Ind.), defeated Willis S. Smith, Pfc., Tsing Tao, China, representing Far Pacific Area (home town, Tulsa, Okla.), decision.

James W. Castano, AMM2, Kaneohe Bay, Hawaiian Islands, representing Hawaiian Area (home town, Tampa, Fla.), defeated James A. Humphrey, COX, APL 49, Sub Group One, Astoria, Ore., representing North Pacific Area (home town, Lake Geneva, Wis.), forfeit (Humphrey fractured his nose in training).

Joseph Mahoney, Pfc., Camp Lejeune, N. C., representing Atlantic Fleet (home town, Boston, Mass.), defeated Charles Norkus, Pfc., NSD, Bayonne, N. J., representing New York Area (home town, Belle-rose, L. I.), decision.

Maynard Jones, S1, NAS, San Diego, representing 11th Naval District (home town, Philadelphia), defeated Fred Ucci, Pfc., Quantico, Va., representing South Atlantic States (home town, White Plains, N. Y.), KO, 1st round (one punch).

Team standings at end of first round: South Atlantic States, Hawaiian Area—6 winners each; 11th Naval District, Mississippi Valley Area—5 winners each; Atlantic Fleet—4 winners; Far Pacific Area, New York Area—2 winners each; North Pacific Area—1 winner.



THE WORD on golf is given by Jimmy Demaret, ex-SPA1, to AMM2 Gavel (left) and PHM2 Clark of air station.

Track Meet on Carrier

Something else you can do on a carrier that you can't do on any other ship—besides land an airplane—is hold a track meet. The wooden flight deck makes a fine surface for running, and a three-lap mile course can be laid out, or a 440 with one turn and a 220 straightaway.

Two hundred and fifty Boston athletes—from school-boys to college stars—turned the flight deck of USS *Randolph* (CV 15) into a running track and turned in some very fast performances.

The *Randolph's* crew was stationed around the edges of the flight deck to prevent excited spectators from going overboard, and several crew members were bunched on the outside of the tight turns at each end of the deck, to reduce the mental hazard to the runners who had to charge down to very-nearly the ends of the deck before going into the turns.

Spiked track shoes were banned for the occasion, but the wooden decking gave a very good footing to rubber-soled shoes.

Second Round

Flyweight: Valderas defeated Murphy, decision; Olivovalentin defeated Grant, decision.

Bantamweight: Bossio defeated Wright, TKO, 2nd round; Kamber defeated Clemmens, decision.

Fatherweight: Ithier defeated Stellate, decision; Nelson defeated Clemmens, decision.

Lightweight: Moran defeated Henderson, decision; Cook defeated Douglas, decision.

Welterweight: Herring defeated Fisher, decision; White defeated Dolphin, decision.

Middleweight: Parton defeated Perry, decision; Nelson defeated Burrell, KO, 1st round (53 seconds).

Light-heavyweight: Buccaroni defeated Tsakiris, decision; Hardy defeated Duncan, decision.

Heavyweight: Tuvell defeated Castano, decision; Jones defeated Mahoney, TKO, 2nd round.

Team Standings at end of second round: Hawaiian Area, Mississippi Valley Area, 11th Naval District—3 winners each; Atlantic Fleet, South Atlantic States, Far Pacific Area—2 winners each; New York Area—1 winner; North Pacific none.

Finals—Championship Bouts

Flyweight: Olivovalentin defeated Valderas, unanimous decision.

Bantamweight: Bossio defeated Kamber, split 2-1 decision.

Fatherweight: Nelson defeated Ithier, unanimous decision.

Lightweight: Moran defeated Cook, unanimous decision.

Welterweight: Herring beat White, unanimous decision.

Middleweight: Patton defeated Nelson, TKO, 3rd round.

Light-heavyweight: Buccaroni defeated Hardy, unanimous decision.

Heavyweight: Jones defeated Tuvell, TKO, 3rd round.

Final team standings: 11th Naval District—3 winners; Mississippi Valley Area—2 winners; South Atlantic States, Atlantic Fleet, Hawaiian Area—1 winner each; Far Pacific Area, North Pacific Area, New York Area—no winners.

Sports Problems Clarified

Clarification of certain problems that have been brought to the attention of BuPers in sponsoring the All-Navy Sports Program was presented in BuPers Circ. Ltr. 92-47 (NDB, 31 May).

Host commands, selected for conducting eliminations, shall choose an activity—Navy or Marine Corps—to conduct eliminations subject to the acceptance of the responsibility by the activity designated. The primary responsibility of a host command is that of administration.

Grouping of commands ashore and afloat was made on a geographical basis and announced in BuPers Circ. Ltr. 68-47 (NDB, 15 April). Where certain activities could compete more conveniently in other eliminations, they may do so subject to the approval of the host command of the group in which they desire to compete. It is not authorized however, for any activity to compete in more than one elimination group.

Teams whose record in regular season play indicates that they are not serious contenders for All-Navy honors should be eliminated by host commands when determining teams to compete in play-offs.

Activities ashore and afloat with small complements are, in most cases, at a disadvantage in the All-Navy Sports Program. These smaller units may combine and form a representative team. For example, divisions of destroyers or submarines could each form a team representing their divisions.

BuPers does not intend to set forth rules that will prohibit a man from representing his activity because of a short period in a command. The only purpose of such a rule would be to prevent transferring athletes to strengthen certain teams. Members of teams representing naval activities are assumed to be attached to those activities for purposes other than participating in athletics and no restrictions upon length of service within a command in determining eligibility of athletes representing that command will be imposed.

Skyriders Ride High

The baseball season must start early in Panama. At any rate, the NAS, Coco Solo, nine already reports a near-clean sweep of the Pan-Canal Department championship playoff series, and a season record of 17 won, 4 lost. The NAS Skyriders state, and it seems a modest claim, that their record makes them one of the most successful military ball clubs ever to play in the Zone.

Careful coaching built a Skyrider infield of almost minor league class, correspondents report. In a post-season, Service All Stars vs. Brooklyn Dodgers game, a Skyrider hurler went in in the fourth inning with the score 12-0 against him and held the Dodgers to two runs for the remainder of the ball game, which wound up in a 10-inning, 14-14 tie.

INDIVIDUALS TO COMPETE IN SPORTS

WHAT IS ALMOST certainly the greatest test of individual sports prowess ever arranged—at least from the standpoint of numbers of participants, variety of events and area covered—is under way in the Pacific Fleet, with a potential 150,000 or so aspirants scattered from San Diego to Tsingtao and from Adak to Samoa.

It's the individual sports skill competition announced by CincPacFlt in Pacific Fleet Letter 27L-47, listing 82 events in 16 sports in which naval and marine personnel may test their abilities.

The idea, briefly, is that any member of the Pacific Fleet can try his hand at one or a number of the events, have his scores attested by two witnesses, and mail the results in to PacFlt headquarters. CincPacFlt will keep track of all scores turned in, and will announce winners in the various events.

A large number of events will be running at once at any given time, with six or seven of them winding up on the last day of each month, by which date all scores in the particular events must be in. And competition in any given event may not start more than four months before the deadline for that event.

Navy athletes can get out right now and run 120 yards against a watch, skim the 220 low hurdles or the pole vault crossbar, throw a baseball or fungo for distance, fire Course D from the Landing Force Manual with the .45 caliber pistol or throw a softball for distance, get their scores witnessed and send them in before 31 July to enter this month's competitions.

Events on tap before 31 August include the 60 and 100-yard freestyle swims, batting 10 fungos for aggregate distance, baseball pitch for accuracy, driving a golf ball for distance, softball fungos for distance or firing at 100 clay pigeons.

The 82 events cover a wide field in sports, and are so arranged that a variety of sports will wind up each month. Sports included in the list of events are basketball, swimming, bowling, duck pins, golf, gymnastics, track and field, baseball, archery, football, horseshoes, trap and skeet shooting, small arms and softball. Many sports, of course, were not included in the list, primarily because performance cannot be measured without using special equipment or devices.

The program is designed to complement other naval athletic programs, including the All-Navy sports competitions now so well established. CincPacFlt believes the individual sports skill competitions will result in large numbers of participants, eliminating travel and absence from com-

mands, and will have, in fact, more the aspect of a recreational program than of a formal sports series.

Events have been selected and rules written to insure maximum individual participation. Sports selected are those requiring little equipment, or those for which equipment is likely to be at hand. Many of the sports are of the spare-time, "Saturday afternoon" variety, including such as golf, trap shooting and bowling.

It is not necessary for any person desiring to enter an event to wait until a contest or tournament is arranged on his ship or station, although some commands may arrange some such forms of mass participation if they wish. All that an individual needs to do is complete the events within the time limits in the presence of two witnesses, one of whom must be a commissioned officer, fill out an entry blank and mail it in.

The competition is designed to be a continuing program, repeating itself each year. And each year's competitions will see a total of 246 individual trophies awarded first, second and third place winners in each month's events.

Some of the specific rules of interest include the following:

The closing date for each event is shown on the list of 82 events published as enclosure A to the letter. Any record submitted must have been performed within 120 days preceding the closing date of the event.

No entries will be accepted after the closing date.

Any event, once started, must be performed continuously. But contestants may make as many complete trials as they wish.

Events must be conducted according to the rules prescribed in the letter for each event, and must be witnessed and certified by two members of the service, at least one of whom must be a commissioned officer.

The competition is open to all personnel of the Pacific Fleet, which includes all personnel attached to naval activities afloat and ashore under the operational or administrative control of CincPacFlt.

The reporting form, on a 5 x 8 filing card, must be addressed to CincPacFlt, Attn: Welfare and Recreation Officer, c/o FPO, San Francisco.

The card must list the event, event number (taken from the list published in the letter), the record score, place, date of performance, contestant with serial number and rank or rate, contestant's service and home addresses, signatures of witnesses and of the commanding officer. No endorsement or letter of transmittal is required.

Winners of contests, and lists of coming events, will be published from time to time in ALL HANDS.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **DEPENDENTS** of enlisted personnel were advised by BuSandA that United States post offices will not forward allotment and family allowance checks. Dependents should submit changes of address to:

U. S. Navy Field Branch
Bureau of Supplies and Accounts
(Allotment Division)
Navy Department
13th and Euclid Aves.
Cleveland 15, Ohio.

About 75 per cent of non-receipt of checks is due to failure of dependents to notify the Bureau of changes of address.

● **SOUVENIR** hand grenades and like war trophies are injuring too many civilians. And so the Navy, War and Treasury Department, and the National Rifle Association, are co-operating in an emergency program to protect the public against battlefield booty.

The agencies have formed a committee in the hope of reducing further casualties, now running at a rate of several thousand a year, according to some authorities. An additional goal will be to educate souvenir owners in means to keep dangerous trophies out of criminal hands.

The program was initiated by the Treasury Department, legally responsible for the control of private ownership of machine guns and other full-automatic weapons. The National Rifle Association was called in to enlist the support of sportsmen in the program.

Except for the Federal requirement

that full-automatic weapons must be registered, the control of souvenirs will be on a purely volunteer basis. Army and Navy have agreed to offer their facilities for reception and examination of land mines, grenades, shells and other explosives which now grace America's mantles. Dangerous trophies will be de-activated, if possible.

The Alcohol Tax Unit of the Bureau of Internal Revenue will assist owners of machine guns and other full-automatic weapons in the registration of the firearms and will also, if the owners desire, seal the operating parts to make the guns permanently safe, without affecting their appearance and interest as souvenirs.

The National Rifle Association is prepared to offer advice on the safe handling of a wide variety of weapons.

SecNav James Forrestal said: "There is a traditional and honorable place in American life for the veteran's souvenir and the sportsman's hunting gun, but there goes with both a responsibility for public safety and common sense. Our program is based on this idea."

● **DIVIDENDS** on National Service Life Insurance are in the offing, but they will not be forthcoming at an early date.

The dividends arise because NSLI is mutual insurance, and gains and savings are repayable to policyholders. No dividend has been paid as yet; the coming dividends will be the first.

Dividends, when declared, will be paid in cash. However, persons with a policy in force, and provided it is not a term policy, may request that dividends be left on deposit to accumulate at interest. Dividends so accumulated may be withdrawn at any time. And any accumulations not previously withdrawn will go to the person entitled to the policy's proceeds when the policy matures.

Before dividends can be paid, it is necessary to determine the amount of surplus available for dividend distribution and to arrive at an equitable dividend scale. When declared, dividends probably will be based on the insured's age, amount and type of insurance, and period during which the policy was in force.

It is also necessary that the VA branch offices be in a sufficiently advanced state of organization to handle the tremendous flood of work incident to dividend distribution. For these reasons, VA says, it is impossible to estimate exactly how long it will take to get dividend checks in the hands of policyholders.

● **NATIONAL** rifle and pistol matches will be fired during 4-16 Aug 1947 at Camp Perry, Ohio. The nation's top civilian and service sharpshooters will compete in the matches, sponsored this year by the National Rifle Association.

Instructions were being issued by CNO to naval commands, relative to competition in the matches by naval personnel. The Navy Department does not plan to enter an all-Navy pistol team.

The national matches will include .22 caliber rifle firings during 4-9 August, and .22, .38 and .45 caliber pistol firings during 11-16 August. There will be no .30 caliber rifle competition. The National Individual Pistol Match and the National Pistol Team Match will be among the contests.

● **REVIEW** of the naval records of any active member or veteran of the naval service (including the Marine Corps) is the function of a new civilian board set up by SecNav—the Board for Correction of Naval Records. AstSecNavAir John Nicholas Brown is chairman. The board has completed organization and now is ready for business.

The board was formed under provisions of Public Law 601, 79th Congress (the Legislative Reorganization Act), to relieve Congress of consideration of many bills for private relief arising from injustice or error in service records.

The board will review any case in which the applicant for review thinks there has been an error or injustice in any of his naval records, except in cases where relief may be afforded by other boards.

Among cases already received for consideration, the following types of cases have been represented: terminal leave adjudications; bad conduct discharges, dishonorable discharges and dismissals resulting from sentence of a general court martial (all other discharges or dismissals are within the province of the Board of Review, Discharges and Dismissals); applications for correction of records to show that checkage of pay was in error or that pay and allowances were erroneously denied; correction of naval records to allow applicants to qualify for pension benefits (one case now before the board dates back to the Spanish-American War); requests for decisions in cases of V-12 students discharged as apprentice seamen instead of in the highest rate they held before entering the V-12 program; removal of unsatisfactory material from record, which would tend to retard promotion.

Persons wishing information and application blanks, or to submit a case for review, may address:

The Secretary of the Navy, Board for Correction of Naval Records, Washington 25, D. C.

Persons on active duty must submit requests by official correspondence, via COs. Naval veterans may submit requests via district commandants or direct.

HOW DID IT START?

Touching the Stars

During training cruises and Fleet maneuvers, sailors will be making trips to Europe and other foreign countries. In all probability an old sentimental custom will be revived. It is the custom of touching the stars which decorate their dress uniforms.

This custom is supposed to have been started by the French and Scandinavian girls. They would touch these stars with the hope that it would bring the girls good luck.

However, the underlying thought has undergone a change. When an American woman—wife, mother, sweetheart or sister—touches the stars of a man's uniform she is offering a silent prayer for his safekeeping and a quick and happy voyage home.



ROUNDUP OF LEGISLATION AFFECTING NAVAL PERSONNEL

Filipinos—Public Law 50 (H.J. Res. 90): Permits transfer to Fleet Reserve of certain Filipinos discharged prior to 4 July 1946 and reenlisted subsequent to 4 July 1946, but before the expiration of three months following discharge.

Marriage Payments—Public Law 55 (H.R. 1363): Amends Pay Readjustment Act so as to validate payments of allowances based on purported marriages which were made in good faith and later declared invalid.

Chief of Chaplains—Public Law 56 (H.R. 1365): Establishes a Chief of Chaplains with rank of rear admiral while so serving and with pay and allowances provided by law for a rear admiral of the upper half.

Under SecNav—Public Law 57 (H.R. 1369): Makes permanent the offices of Under Secretary of the Navy and Under Secretary of War.

Foreign Medals—Public Law 58 (H.R. 1381): Authorizes members of the armed forces to accept, until one year after the end of the war, decorations tendered them by governments of cobelligerent nations neutral nations or the other American republics. It also authorizes personnel heretofore or pursuant to this act, receiving such decorations, to wear them.

Civil Engineers—Public Law 62 (H.R. 1359): Increases authorized number of CEC officers from 2 to 3 per cent of the total number of line officers of the Navy.

Submarines—Public Law 63 (H.R. 1367): Authorizes the construction of experimental submarines, and for other purposes.

Naval Academy—Public Law 71 (H.J. Res. 116): Corrects errors in Public Law 729 (79th Congress) and restores authority to appoint members of the Naval Reserve to Naval Academy; increases the number of such appointments, together with the number from the regular Navy, from 100 to 160 each, annually.

Medical Services Corps—H.R. 3215: Passed House; to establish a Medical Services Corps in both the Army and the Navy. This is a substitute bill combining the provisions of two Navy bills, H.R. 1361 (establishing commissioned grades in the Hospital Corps of the Navy) and H.R. 1603 (establish-

ing a Medical Associated Sciences Corps in the Navy). (See ALL HANDS, March 1947, p. 20).

Promotion—S. 902, H.R. 2537: Hearings concluded before House ASC subcommittee; revision of laws relating to promotion, involuntary retirement and distribution in rank of all officers in the regular Navy and Marine Corps (see ALL HANDS, April 1947, p. 54).

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

Physicians, Surgeons—H.R. 3254 (Navy), H.R. 3174 (Army): Introduced; to provide additional inducements to physicians and surgeons to make a career in the military services.

Aviation Duty—H.R. 3312: Introduced; to repeal that part of Act of 24 June 1926 (44 Stat. 767) relating to percentage in time of peace, of enlisted personnel employed in aviation tactical units of Navy and MarCorps.

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

Disability Retirement—S. 1200, H.R. 3251: Favorably reported by House ASC, with amendment; to amend Sec. 8 of Act of 24 July 1941, as amended, to provide physical disability retirement for certain temporary officers who were retired for physical disability while serving in officer rank.

Medical Claims—H.R. 3540: Introduced; to authorize payment of certain justifiable claims for medical, dental and hospital care and treatment while on leave (does not apply to dependents).

Family Allowance—S. 333, H.R. 1604: Hearings held; to extend dependency benefits to dependents of enlisted personnel to 1 July 1949 (bill has been further modified to effect complete agreement with Army).

Death Gratuity—S. 319, H.R. 1380: Favorably reported by House ASC; to delete from gratuity statutes the restrictive phrase, "not result of own misconduct."

Terminal Leave—S. 1284, 1339; H.R. 3501, 3630: Introduced; to amend and rewrite Armed Forces Leave Act of 1946 to provide lump-sum payment in lieu of terminal leave.

Naval Justice—S. 1338, H.R. 3687: Introduced; to amend the Articles for the Government of the Navy to improve the administration of naval justice (see p. 50).

Income Tax—S. J. Res. 123: Introduced; to terminate various war control legislation, including termination of the \$1500 income tax exemption for officers of the armed services, effective 1 Jan 1948.

Supply Duty—S. 277, H.R. 1371: Passed House; to authorize SecNav to appoint, for supply duty only, officers of the line of the Mar Corps.

National Defense—S. 758, H.R. 2319: Reported with amendments by Senate ASC; to promote national security by providing for a National Security Organization, under a Secretary of National Security, and with departments of the Army, Navy and Air Force.

Veterans Subsistence—H.R. 3584: Introduced; to provide increased subsistence allowance to veterans pursuing certain courses under the Servicemen's Readjustment Act of 1944, as amended.

Guam—H.R. 3563: Introduced; to provide a government for Guam and to confer U. S. citizenship upon certain of the inhabitants.

American Samoa—H.R. 3564: Introduced; to provide a government for American Samoa and to confer U. S. citizenship upon certain of the inhabitants.

Navy Department—S. 1252, H.R. 3432: Introduced; to make certain changes in the organization of the Navy Department, and for other purposes.

Flight Pay—H.R. 3449: Introduced; to provide for equalization of flight pay for Navy and MarCorps officers and former officers who did not receive flight pay equal to that paid Army officers engaged in regular and frequent aerial flights.

Full-pay Retirement—H.R. 3364: Introduced; to provide for retirement at full active-duty pay for any individual who has served in the Army or Navy on the active list for a period of 50 years or more.

(Legislation previously listed in this column, which has had no change in status, has been omitted; these bills will be listed again as changes occur. The abbreviation ASC stands for Armed Services Committee, which in both the House and Senate is the consolidation of the former Military and Naval Affairs committees).

Hobby Shops Handbook Now Being Distributed

A handbook for construction and operation of hobby shops (NavPers 15, 662) has been published and is being distributed. Manuals covering 37 crafts are being printed also, and will be distributed to commands on record as having hobby shops, BuPers Circ. Ltr. 85-47 (NDB, 15 May) stated.

Stocks of surplus equipment and hand tools acquired for distribution will have been exhausted prior to the end of this fiscal year and will not be renewed.

Due to personnel reductions, services available to COs from BuPers will be limited to furnishing published non-technical advice, including information on commercial dealers and—until further notice—financial assistance in accordance with Circ. Ltr. 88-46.

NAS Ottumwa, Iowa, Moving to Pensacola

The Naval Air Station at Ottumwa, Iowa, is scheduled to be deactivated this summer and the pre-flight school located there will be moved to NAS, Pensacola, Fla.

Affected by the move will be approximately 400 midshipmen who are undergoing pre-flight training at Ottumwa under the NACP program. All personnel, equipment and functions will be transferred to Pensacola and the pre-flight school will be redesignated.

THE NAVY LOOKS AHEAD

WHEN IT COMES to scientific research the Navy is keeping well abreast of, if not ahead of, the best scientific developments of the present time.

At present the Navy is erecting the largest research center of its kind in the world. It is the new Naval Ordnance Laboratory.

Here will be housed over \$10,000,000 worth of highly technical equipment which will be operated by more than 1,000 scientists and engineers. Working in partnership with naval experts these scientists and engineers will not only perform research jobs that will benefit humanity, but also develop new weapons and devices that will assist the nation in keeping a firm peace.

Already finished are many of the 50 buildings that will comprise the 938-acre area. Some of these buildings, especially the administrative units, are fitted with moveable steel partitions prefabricated in sections. Should the nature of work warrant larger space a little juggling of the walls would derive the desired space. Completely serviced working spaces as small as 11 x 22 feet or any multiples thereof may be easily provided in this flexible laboratory.

Other buildings—there are seven of them—are completely magnetic free. They have been so constructed that all ferrous or magnetic materials have been eliminated. Because the commonly used red brick contains iron oxide the walls have been built of concrete brick. Other features are pipes made of copper, electrical conduits of fiber. To be sure that nothing has been overlooked the nails in the

wooden structures are made of copper.

In machine shops with an area of 64,000 square feet will be produced the finest mechanisms and weapons that the Navy needs in years to come.

But let us examine something else beside the general building construction of the new Naval Ordnance Laboratory. Let's wander around this immensely valuable area, and see what is in store from scientific and engineering angles.

We don't have to go far. One of the most popular of present day scientific developments is a highly developed implement of aerodynamic research, the Nazi supersonic wind tunnel. This famous wind tunnel was captured by the American forces in Kochel, Bavaria, and was brought to this country because it was vastly superior to any other such tunnel in existence. The tunnel is of extreme value in developing projectiles, rockets, bombs, and guided missiles that are intended for use at speeds greater than sound.

The wind tunnel now being erected at NOL's site at White Oak, Md., was originally set up by German physicists and engineers at a government research facility in Peenemunde, Germany, in 1935. The nucleus of the research personnel at Peenemunde was a group of amateurs whose efforts had been devoted to developing a rocket to reach the moon. When the Nazis took over in 1935 they immediately changed the program to the development of military rockets and guided missiles. By 1938 the Nazis had achieved a substantial lead on the rest of the world in supersonic aerodynamics and rocket propulsion.

The bitter fact that Germany was

years ahead of us in the field of supersonic aerodynamics became apparent when the destructive and horrible V-2 ran havoc in England during the closing stages of the war. The entire work on the V-2 was completed in the supersonic wind tunnel in 1941, which had been moved from Peenemunde to Kochel in Bavaria by the German army in order to be safe from Allied bombings.

Speeds up to Mach number 4.4 or about 3,600 miles an hour can be obtained in the supersonic wind tunnel. The Mach number 1 is a flexible number which equals the speed of sound at any altitude or under any given conditions. A vacuum is created in a large spherical chamber about 42 feet in diameter. When a tremendous quick-acting valve is opened, the vacuum draws air from which all moisture has been removed through two ingenious throats, between which the projectile, rocket, bomb or missile being tested is located.

One throat near the outside air inlet acts like a floodgate, restricting the volume of air which can pass through. At that point the speed of the air equals the speed of sound. Beyond that point the speed of air accelerates rapidly and the temperature drops to 300 degrees below zero Fahrenheit. The speed of this very thin air in the working part of the tunnel is controlled by the second throat, which can be enlarged or contracted from the control panel.

This rapid flow of air passing over the supersonic projectiles is observed through optical equipment and photographed. Through this process the supersonic scientists are able to determine the ballistic characteristics of the projectile being tested in the airstream.

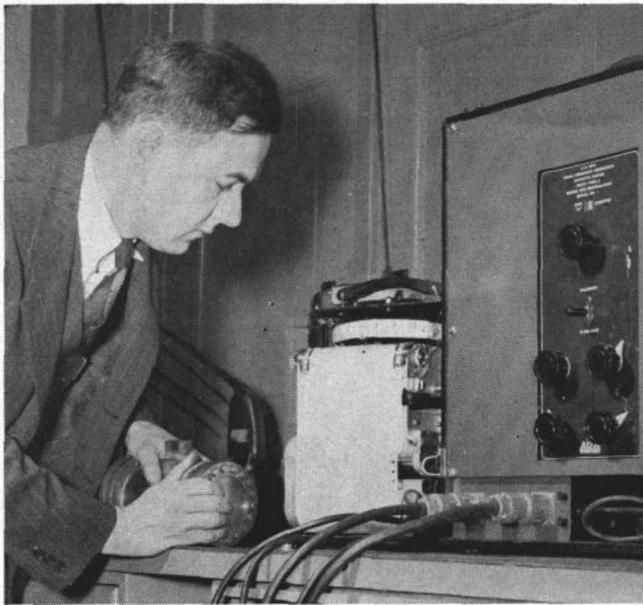
The supersonic tunnel is not completed as yet and probably will not be placed in operation for another year. There is a tremendous amount of work involved, such as assembling and reconstructing the 38 railroad cars of tunnel equipment that was brought over from Bavaria. Then there is the job of reconstructing the motors which provide the power for the tunnel. In Germany these motors operated on 6,000 volts at 50 cycles. Once converted these motors will operate on 4,000 volts at 60 cycles.

When fully developed the Navy's supersonic testing installation calls for a gradual increase to seven tunnels and air speed up to 10 times the speed of sound.

The Acoustics Division, which devotes its work to the study of sound, made the headlines recently when it obtained valuable seismic and microbarometric measurements of the "Big Bang" explosion that blew the former Nazi stronghold at Helgoland to kingdom come. From the 10 observation stations established across Europe the



BALLISTIC characteristics of supersonic missiles are tested in wind tunnel at NOL. Optical bench contains mirrors which are used in photographing flow of air.



VIBRATIONS of earth are recorded by seismic instrument (left). NOL scientists describes use of wind tunnel model (right).

Navy acoustic scientists hoped to obtain greater knowledge about the effects of mammoth explosions, and of the nature of the upper air strata where rocket weapons will be fired. These same scientists had the inside track during the Bikini atom explosions also.

In the future, the Acoustics Division plans to build apparatus whereby controlled sound waves can be sent to the upper air strata and more accurate information about temperatures and pressures can be obtained. Presently, the main sources of such scientific data are balloons and V-rockets fired into the stratosphere.

During the war, while studying the characteristics of underwater noises, the acoustic scientists found that the croaker is one of the biggest noise makers in the fish kingdom. One may wonder what a study of fish noises has got to do with the Navy but with the development of the acoustic mine this became an important factor.

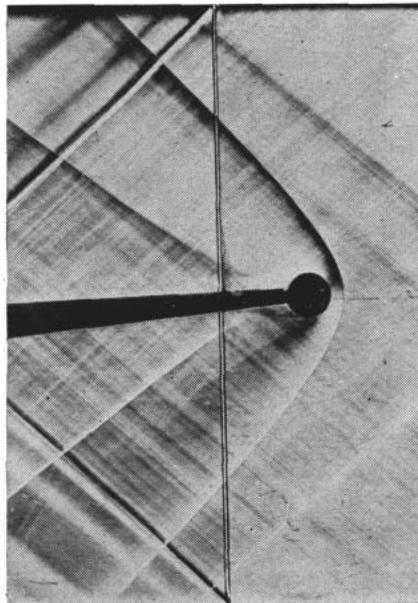
It was found that a school of fish in the vicinity of an acoustic mine could generate enough noise to explode the mine. Since the mine was to be set off by the noises created by the passing ships, interference from loud-mouthed fish proved to be a nasty monkey-wrench in the delicate machinery.

By taking sound recordings and motion picture sound tracks of the noises created by all types of ships, large and small, NOL's acoustic scientists came through with the solution. In their instrument-filled laboratory they simulated actual conditions of underwater tests by spinning a record of ships' noises on the turntable and watching its effect upon the mine fuzes. Through this process they were able to overcome their difficulties, and by such continuous studies future acoustic fuzes of the Navy are being developed to a high degree.

Among other facilities of the Acous-

tics Division will be an anechoic room where sound phenomena will be studied. Harvard University has what is now the largest of such rooms in the world, but once NOL's facilities at White Oak have been erected, the U.S. Navy will be the proud possessor of the world's largest room for the promulgation of sound in air.

The whole room—it's three stories high—will be lined on every wall, roof and floor, with five feet long glass fiber wedges. These wedges will be so installed that whenever a sound is made in the middle of the room no echo will be created. The sound will be completely lost among the thousands of these staggered wedges.



WAVE PATTERN produced by air moving past sphere tested in wind tunnel at supersonic speed is pictured here.

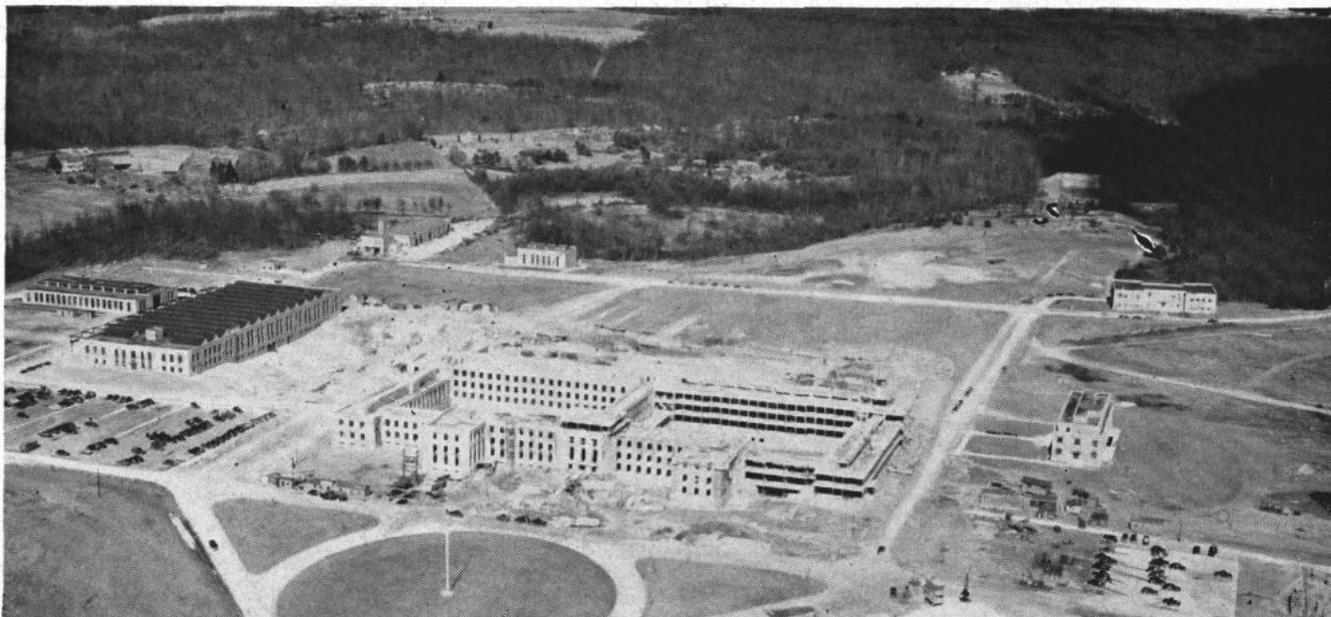
When fully constructed this anechoic room will be 99.9% sound proof.

The control room will be located on the second floor. Access to the anechoic room will be through a vault-like door, and instruments to be tested will be hung from thin steel frames in the free field sound room.

Loud speakers, microphones, sirens and acoustic air fuzes will be studied. Acoustic air fuzes are moderately new, and have not been fully developed. During the late stages of the war, the Germans began an intensive study of acoustic air fuzes. Fighter planes would fly above bomber formations and drop "air mines" that would explode when within close range of the bombers. However, the Germans weren't very successful with the experiment, mainly because they could not build fighter planes that could climb to higher altitudes than our bombers. Not much is known about the sound phenomena in the higher stratosphere, but NOL's acoustic scientists are probing the field with eagerness.

It is anticipated that Navy doctors will find this room an important experimental station in studying the sounds created by humans, and the effect various types of sound have upon the human body. A future project is the study of oral communication to see how much sound can be omitted before a person fails to comprehend the spoken words. This is of tremendous value to aviators and Navy personnel who are using inter-communication systems.

As the result of the importance of piezoelectric crystals for the controlling of frequencies and as highly selective filter elements in radio the Naval Ordnance Laboratory at White Oak is growing its own crystals. These crystals are used in weapons and such intricate devices as the sonar, or underwater sound detection and transmission, systems. Crystals are also



AERIAL view shows Naval Ordnance Lab at White Oak, Md., where Navy will have the finest research center of its kind.

used in radio-phonograph sets to transform the vibrations of the phonograph needle into electrical sound waves. Because there are few crystals which are known to possess the piezoelectric property the Navy hopes to discover new methods to produce and apply them to weapons and devices.

Under construction at the General Electric Co. is a 20,000,000-volt betatron which will be installed at what will become one of the most complete X-ray experimental stations in the world—the Radiographic Laboratory of the Naval Ordnance Lab. To be included in this great collection of electronic equipment will be a 2,000,000-volt betatron, fluoroscopic apparatus, and various types of X-ray machines that will range from 50 to 400 kv. Nothing is to be left out.

A betatron is an electrical instrument which produces strong penetrating radiation by causing highly accelerated electrons or beta rays to strike upon the target of an X-ray tube. In the 20,000,000-volt betatron these electrons will, at high speeds, strike the target, producing an effect that will make the X-rays penetrate steel plates of at least 20 inches in thickness, exposing radiographic film in less than one minute.

The uses for X-ray machines are varied. However, their main use in naval ordnance is to examine the effectiveness of explosions, testing metal for flaws, and taking safety pictures of projectiles and other missiles. In studying the interior of foreign ordnance the X-ray machines have proved to be invaluable.

A unit with a fancy name and a job of tremendous importance is the Ammunition and Explosive Sub Division of the Technical Evaluation Department of the Naval Ordnance Laboratory.

The primary job of the men who work in this department is to test, evaluate and recommend the many types of ordnance in the Navy.

When testing live, loaded fuzes they use a 75-foot drop-tower of steel construction which is capable of handling bombs and projectiles weighing up to 1,000 pounds. The live fuzes are mounted in inert projectiles and bombs, then dropped 40 feet on either armor plate or sand in order to get an indication of the safety of the fuzes for future handling.

The pieces of ordnance being tested can be dropped at any height to land on the nose, side, or tail. From these daily drop tests an idea of how to handle and cope with pieces of ordnance that are actually dropped during handling aboard ships can be derived.

If at any time the fuzes are damaged in the drop test, a portable X-ray

unit is used to check the position of the fuze so as to determine if it is safe or unsafe before extracting. The findings and recommendations of these tests are invaluable to the men in the fleet who daily come in contact with ammunition.

Relative to the drop test, this same department conducts other equally important ordnance safety tests. A vibration machine is at hand which simulates transportation vibration of ordnance material equal to railroads, trucks, airplanes, loading and unloading aboard ships. Placed in this machine the pieces of ordnance tested get the daylight shaken out of them. It is a must for all safety tests being conducted.

What happens to live-loaded rounds of ammunition when continuously drenched with salt spray is also on the agenda of NOL's ordnance men. Ammunition to be tested this way is placed in a salt water spray cabinet, and receives a three-to-four-week drench treatment.

In surveillance buildings there are contained cabinets and cubicles that look like huge iceboxes. They are temperature boxes in which the temperature can be raised from normal to 200 degrees Fahrenheit, or changed from minus 60 to plus 200.

Surveillance tests are conducted on pieces of ordnance in these cubicles. In a 12-week cycle a period of at least four or five years of simulated storage can be conducted. Samples of pyrotechnics, bomb fuzes, demolition pins, delayed fuses, primers, projectile fuses, etc., are the primary objects being tested.

What has been described here is only a small part of the scientific development now being conducted at the new site of the Naval Ordnance Laboratory. Volumes could be written about the nationally important work that has been conducted and is being done. But it would take too long—NOL's work is never done.



LIVE fuzes mounted in bombs receive drop-tests daily from 75-foot drop-tower situated at Naval Ordnance Lab.

SCOPE SCHOOLS

A COURSE in radar operation and operational maintenance has been opened at naval schools for radarmen in Boston, Mass., and Norfolk, Va. The schools are expected to relieve the shortage of radarmen and to alleviate the shortage of ETMs by training operators in both manipulation and elementary maintenance problems common to the type of radar equipment installed in their own ships.

The acute shortage of electronics personnel, caused by demobilization, will continue for some time, due to the limited number of qualified candidates and to the length of courses.

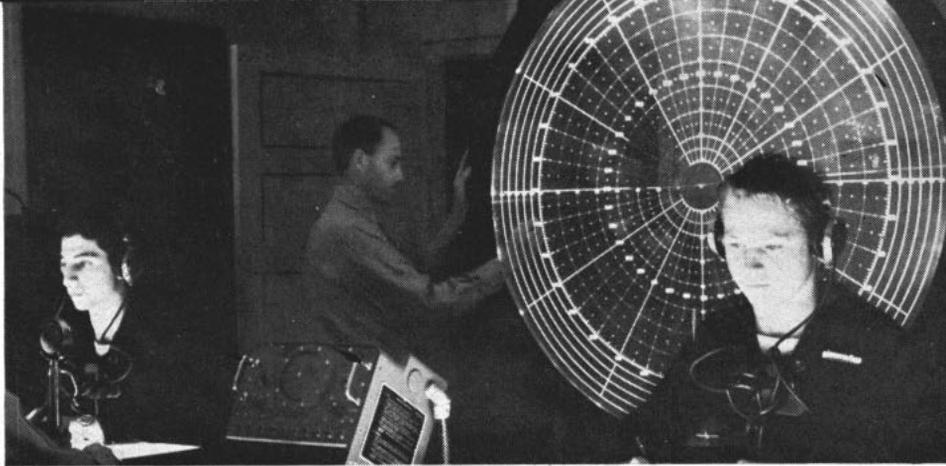
The administration of CincLant Radar Operation and Operational Maintenance Schools at Boston and Norfolk has been transferred from the Fleet to BuPers. Similar training for men in the Pacific Fleet has been opened under CO, Naval School, Electronics Materiel, Treasure Island, Calif.

All rated personnel are eligible for these courses, including CPOs, under quotas assigned the Fleets, with the exception of personnel in aviation ratings, special artificer ratings, yeomen, storekeepers, printers and all specialist ratings.

Qualifications for personnel selected under fleet quotas are:

- Minimum GCT plus ARI score of 100.
- One year's obligated service upon completion of the course, exclusive of terminal leave, or agree to extend or reenlist.

Instruction will include eight weeks' basic electronic theory and practical elementary maintenance and 12 weeks' actual operation and maintenance training on specific types of radar



STUDY in black and white are enlisted men receiving training in radar operation and maintenance. Men get instruction on equipment like gear on their own ships.

equipment. The type of equipment will be determined by the type of ship from which the applicant comes and the equipment he will be expected to operate on his ship.

Upon completion of the 20-week course, fire controlmen and strikers will return to their respective ships. Others will receive four weeks' instruction in CIC operation and techniques, after which they will return to their ships. Applicants with previous training or experience who demonstrate acceptable proficiency in these phases of training may be progressed more rapidly and returned to their duty stations ahead of normal schedule. Applicants under fleet quotas who are dropped from training for failure to make satisfactory progress

or for disciplinary reasons will be returned immediately to their ships.

The Atlantic Fleet has been assigned quotas of 50 men every four weeks to each of the radarmen schools on the East Coast. The Pacific Fleet will provide 50 men every four weeks to the school at Treasure Island. These quotas will be augmented by the assignment of personnel from the Electronics Materiel Schools who have demonstrated aptitudes for operational rather than technical maintenance duties.

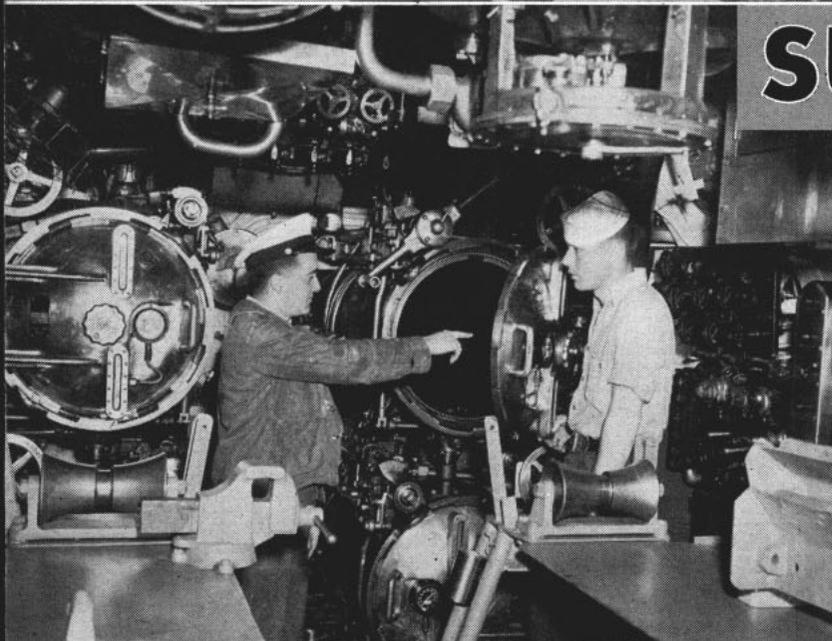
Commands may request training for their personnel, under the quotas, by request to ComServLant and ComServPac. Individuals should apply to their COs for assignment to the schools.



TRANSMITTER on board a cruiser is operated by radarman (left). Scope of ship's radar is eyed by operator at right.



SUB SAVVY



SAILOR reports for duty aboard USS *Drum*, assigned for use by Organized Reserves, and is shown workings of ship. Top: Boatswain's mate splices a line. Center: Chief explains one of the torpedo tubes in forward torpedo room. Lower left: Machinist's mate shows how the bowplane control operates. Below: Metalsmith demonstrates the use of propulsion controls in the maneuvering room.



SALUTE TO PROGRESS



SALUTING PROGRESS of Naval Reserve, Vice Admiral G. D. Murray, Com 9, reviews parade at NTC, Great Lakes.

THE NEW civilian Naval Reserve was one year old on the first of July, and could look back on a single year's growth to an organization of more than 730,000 persons which already has proved its ability to back up the U.S. Fleet.

The future will continue to challenge the ingenuity and resourcefulness of the leaders and members of the Reserve, but a solid foundation has been laid. And a glance at the Reserve's membership and their accomplishments in one year makes the future look bright. The nearly three-quarters of a million Americans who make up the new Naval Reserve already are a potent factor in the fight for international peace.

When the postwar Reserve was activated, membership was limited to veterans of World War II. The response to the Navy's invitation to enroll in the Reserve became more and more enthusiastic as Navy veterans and veterans of other branches of the service learned about the Reserve program. The pace of enlistments was stepped up again when it was announced that non-veterans could also join. Seventeen and 18-year-olds were particularly anxious to take their places along with the war veterans in the vital project of keeping the United States strong on the sea.

With traditional Yankee shrewdness, young Americans were quick to see the opportunities for bettering themselves in the Reserve. The program offers valuable training with the latest Navy equipment ashore and at

sea. Many of the Reserve-learned skills have helped Reservists to get ahead in the civilian occupations. Members of the Organized Reserve earn while they learn. In addition to training and pay, the program provides opportunities for fellowship with men who talk the same language. Extensive recreation activities have

Accomplishments

As the new civilian Naval Reserve observed its first birthday on 1 July, these were among the accomplishments the organization could look back upon:

Latest available figures showed the on-board strength of the Organized Reserve to be 116,000 officers and men in aviation, surface, submarine and special units.

Latest figures showed 613,000 officers and men in Reserve components other than the Organized Reserve.

There were about 750 divisions activated as of 1 June, of a total of 764 authorized.

There were armories of a permanent or temporary nature in about 200 locations of about 300 planned. The armory situation is changing rapidly, making it impossible to give precise figures at this time.

Ships assigned to Reserve units numbered 179 by latest counts, of which 105 ships were actually on station.

developed in connection with many Naval Reserve units.

But the story of a year's growth of the Naval Reserve is not just a history of personnel. It was necessary to acquire buildings and facilities all over the country to house the activities of the Reserve. Much has been accomplished in this field. Use of 82 existing buildings as Reserve armories has already been approved and contracts have been let for 43 hut-type armories. In all, a total of 296 armories are planned for 286 locations.

Approximately 179 ships have been assigned to the Reserve, with more than 96 ships of the total on station in the cities to which they have been assigned.

Naval Air Reserve training units have been set up in 22 different localities. Through a system of "satellite" training units, the number of officers and men who can participate in naval air training will be increased soon. The satellite units will be established in population centers within 100 or 200 miles of "parent" bases. Planes and instructors will be flown frequently to the outlying areas from the parent bases so that Air Reservists can take part in the program in their own home towns. The plan is scheduled for an initial test at Charleston, S.C., and Phoenix, Ariz., with NAS Atlanta and NAS Los Alamitos, respectively, acting as the parent bases.

Just as the gears are in motion to supply the demand for training in the Air Reserve wherever that demand occurs and wherever it can be ac-



TRAINING includes diesel engine instruction at Reserve Armory, Treasure Island, Calif. Good start has been made in establishing and equipping Reserve Armories.

commodated within limitations of over-all requirements and the budget, so it is for the other components of the Reserve. But the Reservist wants to work for something, wants to get ahead. This laudable desire has been handled by setting up plans for promotions of Reservists.

Advancement in rating requirements for enlisted personnel in the Reserve include a minimum period of service in present pay grade, periods of active or training duty in present pay grade, attendance at drills, satisfactory demonstration of knowledge of subjects required of all naval personnel and successful completion of training courses and professional examinations. The requirements vary depending upon the reserve classification of individuals. Many Reservists are already hard at work striking for higher ratings.

The promotion plan for Reserve officers likewise has been announced; however, Reserve officer promotions are linked to the regular Navy officer promotions. Generally, promotions in the regular Navy have been suspended for the time being while a study of the officer structure of the post-war Fleet is undertaken. The Reserve promotion plan contains the following general provisions:

- Reserve officer promotion will be linked with the promotion of regular Navy officers through the device of "running mates."
- Prerequisite for promotion will be a minimum period of active or training duty in grade.
- Qualification for promotion will be established by successfully passing or completing professional examinations or correspondence courses.

These examinations and courses are now being written. The project has been established at the Naval Gun Factory in Washington, D.C. and probably will not be completed until

1 July 1949 although a number of courses will be available in about 10 or 12 months.

So that Reservists may fulfill the requirements for advancement in rating a comprehensive training program has been set up. Under this program Reservists are being ordered to various Navy shore stations and activities for two weeks annual training. Many Reservists have also been ordered to the various Navy training schools. Quotas of Reserve trainees have been assigned to the majority of Navy training schools and Reservists may request annual training in their specialties.

Reserve cruises have proved popular for satisfying training requirements for promotion. First two-week

cruise under the program was that of the *USS Oregon City* (CA 122) which sailed from Philadelphia, making liberty stops at New York City and the British resort island of Bermuda. Liberty in foreign ports has been worked into the cruise schedules whenever possible. During some of their training cruises, Reservists from the West Coast visited Mexico or Canada, while 8th ND Reservists sometimes made liberties in Puerto Rico. Cruises leaving New York and Norfolk often put in at the Panama Canal Zone to allow Reservists a break in the training program.

In addition to the 14-day cruises, Reservists participated in the Atlantic and Pacific Fleet maneuvers, filling billets side by side with regular Navy officers and men. Approximately 100 Reserve officers and 700 Reserve enlisted men joined the training cruise of Academy midshipmen to the British Isles and Scandinavia.

Reserve training ashore and at sea was more or less experimental during the first year of the organization's activation. As the Reserve goes into the second year, the training program has been revamped in the light of experience of the first year. Cruises have been scheduled through November.

Regular Navy personnel on ships and stations are more familiar with the objectives of the Reserve and are much more able to assist and guide in the training. Many Regulars, too, have found that Reserve trainees can contribute much to the activity at which they receive training. Aboard training ships, for example, Reserve technicians have often been successful in placing into operation equipment that was out of order but had not been repaired because of the lack of regular Navy specialist personnel.

The plan under which the Naval Reserve has gone forward during the past year is prescribed by the Naval



ON CRUISES Reservists get instruction in the basic skills of being Navy sailors. Above, they learn to operate 20 mm. anti-aircraft gun on forecandle of *USS Albany*.

Reserve Act of 1938 which divides the Naval Reserve into four basic components: Volunteer, Organized, Merchant Marine and Fleet Reserves.

- The Volunteer Reserve is composed of men and officers of the Reserve who are not members of other components. They are qualified or partially qualified for mobilization billets, but are not obligated to attend drills or to perform training duty.

- The Organized Reserve is composed of those Reservists who obligate themselves to attend weekly drills at the Reserve armory and take part in annual training. They are paid one day's base pay for each drill completed.

- The Merchant Marine Reserve is composed of those men who follow the sea as a profession or are employed in connection with the seafaring profession.

- The Fleet Reserve is composed of men and officers with prior service in the regular Navy who have enlisted or have been appointed as members of the Fleet Reserve. They are in a non-organized, no-drilling retainer status.

To assure that the Navy can be quickly and efficiently expanded in event of international trouble, many programs have evolved under the basic Reserve components. Much has been heard about the Air, Surface and Submarine Reserve programs; however, the programs in the Reserve are now almost as numerous as legs on a centipede and some have a significance for the security of the nation far exceeding the numbers of personnel participating.

The Electronic Warfare Reserve, an extensive program, has been set up with the mission of training specialists that will be necessary if the Navy is to fight effectively in the atomic age. Electronic Warfare in the Reserve includes CIC, ASW, Communications, and electronics (technical), and electronics as related to such subjects as guided missiles, infra-red and nuclear physics.

Among the other programs in the Reserve are Civil Engineer Corps, Medical Corps, Supply Corps, Naval Intelligence, Communications Supplementary Activity, Chaplain Corps, Ordnance, Naval Transportation Service and Aerology.

One of the most interesting of the new Reserve programs is photography. Personnel participating in the program will be members of the Organized Air and Surface Reserve components. Billets in the Organized Air Reserve total 175 for officers and 381 for photographer's mates. In the Organized Surface Reserve 669 billets are being established for photographer's mates. Photographic laboratories have been authorized for the 21 Naval Air Reserve stations.

As the Naval Reserve approached its first birthday, the list of programs and opportunities for civilian sailors continued to grow. The Reserve's first year of progress was saluted by all who are aware of its objectives.



WEEKEND CRUISES are part of Reserve program. Above, they board one of own ships, USS Colahan. Below, pay line of Division 8-55, Kingsport, Tenn.



BIG SPURT in recruiting occurred when Reserve enlistments were opened to 17-year-olds. Below, students invade the Navy Recruiting Station in San Francisco.



BOOKS:

BASEBALL, ADVENTURE TRAVEL HAND IN HAND

"Play ball!"

The pitcher on the mound winds up. He throws and a fast curve-ball whizzes over the plate.

"Strike one!" yells the umpire. You and fifty million other Americans settle down to enjoy a blistering hot afternoon of first-class baseball, hot dogs and cokes.

So you're out at sea and can't watch your favorite pastime. Well, don't fret, because the solution to your problem is on its way. The baseball and umpire-baiting fans in BuPers have scored a couple of home runs in the form of top notch books about baseball. If your mail clerk doesn't linger too long these books should be in your ship and station library soon.

● **Strikeout Story** by Bob Feller; A. S. Barnes.

Rapid Robert, the number one pitcher in the American League, has chalked up another victory. This time the versatile Bob Feller has come through with one of the most interesting and exciting success stories of the sporting world. In his own words, Feller relates how, as a young farm boy, he dreamed of becoming a big-league ball player and how he achieved his goal, by hard training.

Giving his father the credit for starting him on the road to baseball fame, Feller goes on to relate how he struck out 18 players to set a new major league record for strike-outs in one game; how he pitched a no-hit game on opening day and, of course, how he struck out 348 men to break Rube Waddell's 42-year-old record.

Strikeout Story is full of anecdotes



STRIKE-OUT CHAMP Bob Feller, turned author, did hitch with Navy during war in Pacific and Japanese waters.

about the exciting career of the Iowa farm boy who rose from the sandlots to become the most valuable pitcher of the Cleveland Indians, and perhaps the greatest pitcher of a decade.

During the war Feller served with the Navy and saw action in the Pacific with Task Force 58. Of this experience he says that their first major Jap air attack was the most exciting 13 hours of his life and after such an experience the dangers of the Yankee Stadium seem trivial.

● **The Boston Red Sox** by Frederick G. Lieb; Putnam.

This is the third book the author has written about famous baseball clubs. The first two are *The St. Louis Cardinals* and *The Detroit Tigers*, both of which have already been distributed to ship and station libraries by BuPers.

Back Bay baseball fans will find this book full of interesting history and entertaining anecdotes about their American League club, the Red Sox. Not many baseball clubs have had such a colorful history of triumphs and downfalls as have the Boston Red Sox. After winning the flag and the World Championship in 1918, the Red Sox hit the down-hill trail, and scrubbed the bottom of the league in nine years out of eleven.

During early great years of the Red Sox, such diamond stars as Babe Ruth, Tris Speaker, Joe Wood, Duffy Lewis, Harry Hooper and Everett Scott made their big league debut with the team. Later years found such well known names as Jimmy Collins, Buck Freeman, Lou Criger, and Larry Gardner on the Red Sox's roster.

Hope, money and new life came to the Red Sox in 1933 when Tom Yawkey purchased the faltering baseball club. Yawkey spent several million dollars in building the Red Sox up to a first division team by buying such stars as Joe Cronin, Lefty Grove, Jimmy Foxx and Wes Ferrell. Although he came close, Yawkey didn't succeed in winning the pennant until 1946, when the Red Sox's farm system had developed such first-rate ball players as Ted Williams, Tex Hughson, Bobbie Doerr, Dave Ferris, Johnny Pesky, and Dom DiMaggio.

● **Best Sport Stories (1947 edition)**, edited by Marsh & Ehre; Dutton.

Herein is presented a selection of the major sports events of the past year as covered by our leading sports writers. Prizes were offered in three categories; news-coverage stories, news-feature stories and magazine stories. The judges—Franklin P. Adams, John Chamberlain and Quentin Reynolds—confessed it was difficult to make a choice, for 1946 seemed to have been a banner year for sport stories.

There are a great many more stories

included of present baseball heroes. In football there are stories of such upsets as Princeton's victory over Pennsylvania, and Navy's near win over Army. Other sports such as racing, boxing, tennis and the like come in for their share of colorful events and personalities in this year's anthology.

Besides 16 of the year's best sports pictures there is a review of the sports year, and a record of 1946 champions in all types of sports.

● **Without Seeing the Dawn**, by Stevan Javellana; Little, Brown & Co.

This is a well-written novel of Philippine life in a farming country and the tragedies brought upon its inhabitants by violence and occupation.

The story opens upon pleasant everyday surroundings. Handsome young Carding is about to win the hand of Lucing and friends and family feel it will be a most suitable match. We learn a great deal about the customs, habits and feelings of the village folk. Life was not easy even before the Japanese invasion. Carding worked hard to establish a home for his wife and young family, but man and the elements both conspired against him.

With the Japanese, however, comes real disaster to the village and nobody is safe. Having served in the Army, Carding hesitates to join the guerrilla forces for he feels the situation of the Philippine people is hopeless without help from the outside. His indecision is overcome when he learns of Lucing's experience at the hands of the Japanese, and the death of his son. As a guerrilla fighter he is a man to be feared. His hatred of collaboration is greater even than the bond of family, and Uncle Jaime who had returned to the village from America as a Japanese agent is not spared by Carding. The story ends dramatically with Carding's last visit to his wife and home before his small ragged battalion goes out to attack the town garrison.

Doubtless much of this novel is based on the author's own experiences for Stevan Javellana fled from Manila after the Japanese occupation to his native island of Panay where he joined the Army.

Book Depicts Life Of Wartime Waves

Two ex-Waves have compiled an informal pictorial history about the glamorous and not-so glamorous life of the wartime "sailor-girls."

Soon to be published by the Robert W. Kelly Publishing Corp., is *While So Serving*, by Eleanor Hart and Harriet Welling, a vivid and warm description about members of the Waves.

The human drama, pathos and humor of the Waves are expertly described in witty verse and sparkling prose. The 88-page book is generously filled with entertaining pictures.



LIFESAVING is peacetime role of this vessel on weather watch in the Atlantic, ready to assist ships in distress.

HIGH SPEED LIFE SAVING

SAVING LIVES in a hurry—that's the job assigned the Search and Rescue agency, peacetime continuation of the Air-Sea Rescue agency that kept so many of our pilots flying during the war.

Search and Rescue, with the Coast Guard acting as its coordinating and directing force, is prepared to rush to the rescue of airplanes or ships in trouble anywhere in the world within a very short time of the receipt of a trouble call.

Planes and ships of the Navy, the Army and the Coast Guard are stationed at strategic bases along all our coasts and at outlying possessions ready to take to the air or water within minutes after receiving a distress signal. The bases are so located that no scene of tragedy is more than six or seven hours by plane from a rescue base.

In most cases rescue is only a few minutes from the distressed mariner or airman since the rescue bases are located to serve the areas where there

is a large amount of overwater flying, as at a naval air training station, but the same rescue bases are called upon to serve all the transoceanic flights made by commercial airlines as well as the military.

In this long range concept the work of Search and Rescue is truly international, with rescue facilities similar to ours already established in many countries around the world. More and more facilities are being set up as international air travel increases and the need for high speed rescue work becomes more evident.

Around the North Atlantic ocean, for example, probably the most traveled overwater air routes in the world today, Search and Rescue bases equipped for long range overwater work are located or projected in the United States, Canada, Newfoundland, Greenland, Iceland, Norway, Great Britain, Bermuda, the Azores and Spain.

Further safety is provided by the establishment, since the war, of a net-

work of "Ocean Station Vessels" spotted over the seas in locations designed to give the maximum of assistance to planes flying all the major overwater routes.

Thirteen of these vessels, under an agreement reached by the major nations interested in transatlantic aviation, eventually will be stationed all over the North Atlantic. Their primary purpose will be to send weather reports to all the interested countries and to provide radio navigational aids to transient aircraft, but they also will be available as havens in the event of trouble in the air or on the sea.

By the terms of the agreement, seven of these vessels will be supplied by the United States, one by the U.S. and Canada jointly, two by the United Kingdom, one by France, one by Belgium and the Netherlands, and one by the United Kingdom, Sweden and Norway jointly.

The U.S. Coast Guard will act as the coordinating agency for all search and rescue in the Atlantic, and prob-



NEWEST METHOD of air-sea rescue is demonstrated by helicopter which has plucked man from sea. The simulated rescue also tested new U-type harness.

ably will provide and man the ships furnished by the U.S. for the ocean station network.

In operation, Search and Rescue works like this: A radio distress call from any plane puts into action a great chain of radio direction finding stations on both sides of the Atlantic, all of which are continually "guarding" the distress frequencies. All of them able to receive the signal take a bearing on its point of origin.

All these bearings are immediately sent—by radio, telephone or telegraph—to the rescue coordinating center, where they are plotted on a large chart of the area which also shows not only all the permanent rescue facilities but also the position of all transient merchant vessels and planes.

The intersecting lines of bearing having given the position of the plane in trouble, the center can see at a glance which rescue facilities are closest to the scene and which merchant vessels might be in position to help.

Immediate messages flash to the permanent rescue facilities and their long range search planes and rescue boats are manned. Merchant vessels near the distressed plane are alerted.

If the plane indicates that it is forced to ditch, the planes and boats from the rescue facilities get under way immediately, and nearby merchant vessels are directed to proceed to the scene of the accident.

All this activity takes place within a few minutes of the receipt of the message, and rescue parties are fre-



DISTRESS SIGNAL is answered by long-range for another plane in trouble. New radar

quently heading for the scene of a ditching before the plane in trouble is in the water.

With the location of the crash pinpointed exactly by the radio direction finding stations, and with rescue facilities operating so fast, it is a matter of only a few hours at most before the survivors in the water see a search plane circling above their heads and an even shorter time after that until the plane's radio brings surface boats to the scene to pick up the survivors.

Actually, ditching is almost unknown with modern long-range planes. Statisticians have figured that the probability of ditching on the flight from Gander, Newfoundland, to Foynes, Ireland, 1,850 miles, is only one in 33,000, or about one every four years at the present rate of crossing.

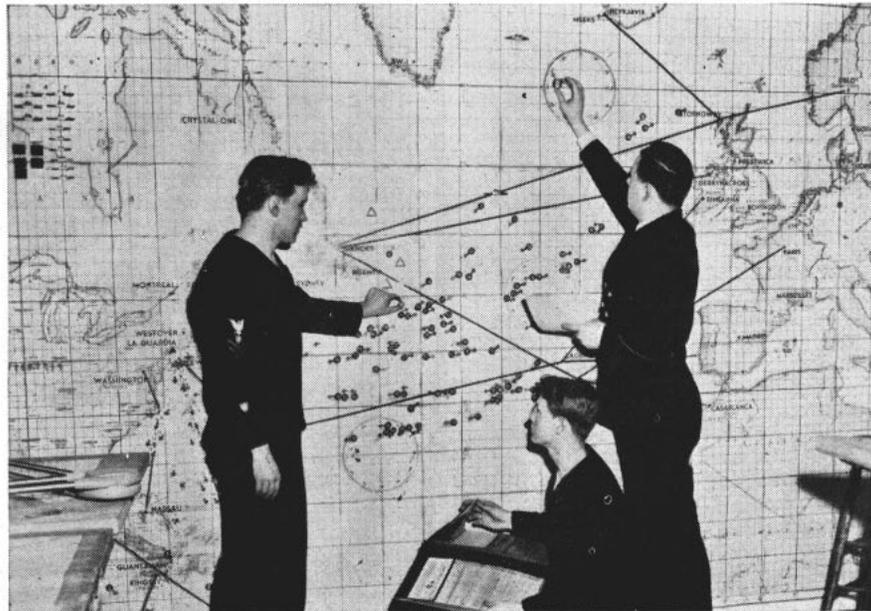
The greater part of the work of American Search and Rescue lies close in to the coasts of this country where military pilots in training and practice flights, which necessarily violate the best safety principles, have a much higher accident rate.

Near each of these training areas there is at least one base manned continuously by the Search and Rescue crews, which are standing by for immediate action any time training flights are in the air.

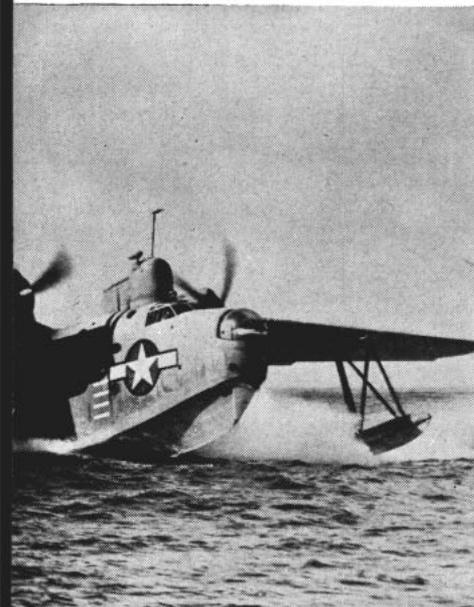
The basic principles of Search and Rescue function here in the same way they do in transoceanic flights, but generally action is even faster than it is on the long flight routes.

In one case, for instance—probably the record for lifesaving speed—the pilot who parachuted from his disabled plane was picked up and aboard a rescue boat in 90 seconds after he hit the water.

In this case—admittedly unusual—the rescue boat was standing by at sea in an area of heavy training operations, saw the accident, and just barely missed catching the pilot as he floated



PLOT BOARD gives the locations of major vessels, and is invaluable in rescue operations. Enlisted men, above, make daily changes in the positions of ships.



range PBM Mariner, taking off to search equipment assists pilot in making rescue.

down under his parachute toward the water.

During the war Air-Sea Rescue was a Navy function with the Coast Guard—as a wartime part of the Navy—manning most of the installations. Navy control of the agency was dropped in July 1946, after the 1 Jan 1946 return of the Coast Guard to the Treasury Department, but the Navy was ordered in Alnav 351-46 (NDB 15 July) to continue to provide rescue facilities as required, and to continue full cooperation with the Coast Guard and other agencies in Search and Rescue.

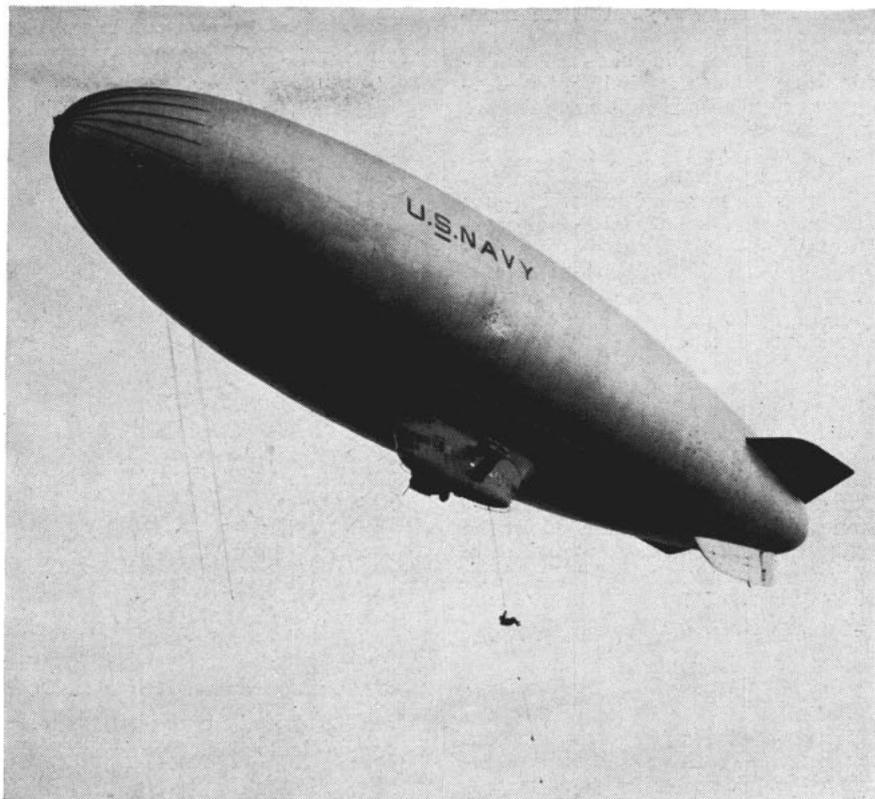
Air-Sea Rescue, although it had been discussed and tentative steps toward it taken long before the war, was in fact a war development. The need for some efficient system of saving the lives of fliers forced down at sea was clearly shown in the Battle for Britain, when the few pilots of the RAF, fighting their desperate battle against the Luftwaffe, were shot down or forced down by engine failure into the English Channel.

The British solution was to station air picket boats all through the channel, and, by trial and error methods rather than any deliberate planning, to work up adequate communications.

The percentage of pilots returned to active duty from dunkings, and the morale factor when pilots learned they had an excellent chance of being rescued even if they did go down, were so apparent that Air-Sea Rescue quickly was promoted from a comparatively haphazard activity to a highly organized, scientific agency.

The first British Air-Sea Rescue unit had been formed in May 1940, and by September 1941 a deputy directorate of air-sea rescue was established as a branch of the office of the British Directorate General of Aircraft Safety.

JULY 1947



BLIMP RESCUE is carried out in much the same way as with helicopter. Picture shows the tiny figure of a man being hauled up to the gondola from the sea.

When the U.S. entered the war, she inherited from the British their experiences and accomplishments in the field, and was equal to the task of expanding air-sea rescue within a very short time to a worldwide organization protecting our fliers in all the war zones, and on all the supply lines of global war.

Search and Rescue during the war was more than a question of providing rescue facilities where they were needed. In laboratories in all the Allied nations, scientists and technicians worked continually to develop and perfect devices of all kinds to aid and protect fliers forced down, wherever they might be.

New life rafts, better life vests, compact kits containing all the necessities for life on a rubber raft at sea, "jungle" kits designed to support the flier forced down in the jungles—all were developments of this research.

At the same time, as the continuing research in supplies was going on, techniques in lifesaving, from the rescue of castaways on a desert island to the transfer of wounded and injured men from liferafts, were being developed and disseminated.

Search and Rescue Ready To Assist Ships, Planes In Trouble Anywhere in World Shortly After It Receives Distress Call

The value of Search and Rescue is clearly visible in some of the statistics gathered about its operation during the war.

In the last 21 months of the war, for instance, nearly one-third of all the carrier-based airmen forced to make emergency landings at sea were rescued within 15 minutes of the time they hit the water. Figures like that are a potent factor in keeping up the morale of pilots. A further breakdown of figures for this same period shows that of 1,229 flying personnel in difficulty (for whom Search and Rescue facilities were available) 30.9 per cent were rescued within 15 minutes, 38.7 within one hour, and 28.7 within 24 hours.

The Air-Sea Rescue unit of the Western Sea Frontier, operating off the West coast of the U.S., saved over 80 lives in one four-month period of operation, saving 98 per cent of the survivors of all plane crashes off that coast.

With the end of the war, Search and Rescue has broadened its work.

The use of the helicopter for this type of work is an example of development that has been almost entirely postwar. It was used for rescue work to some degree before the close of hostilities but most of the development has been since that time.

Widespread attention of the public press has been given the use of helicopters in rescuing downed and injured fliers in several accidents in Newfoundland and northern America, and in their experimental operations

with the recent Navy Antarctic expedition.

It's quite probable that further developments in the helicopter—improving weight-carrying and distance qualities—will result in its incorporation as standard equipment in all Search and Rescue bases.

Another field in which techniques are improving rapidly is that of communications—one of the most important factors in swift, efficient rescue.

It's obvious that if no one knows a plane is going down, the best of Search and Rescue facilities can do the fliers no good, and that if Search and Rescue does know of a plane in trouble but can't contact its components, that knowledge does no good.

The end of the war found Search and Rescue with excellent communications facilities. Specialized electronic gear had been developed for the express purpose of transmitting a traceable distress signal from a plane in trouble, and wartime use of the direction-finding networks had developed their inter-communications systems to high efficiency.

In the words of the *Air-Sea Rescue Bulletin*, the official organ of the Agency, "Today it is a vast efficient network which includes . . . a well organized communications system utilizing radio, radar, racon and loran. . ."

Of course, the greatest change since the end of the war has been the establishment of the internationally-provided ocean station vessels as mid-ocean points of reference and rescue.

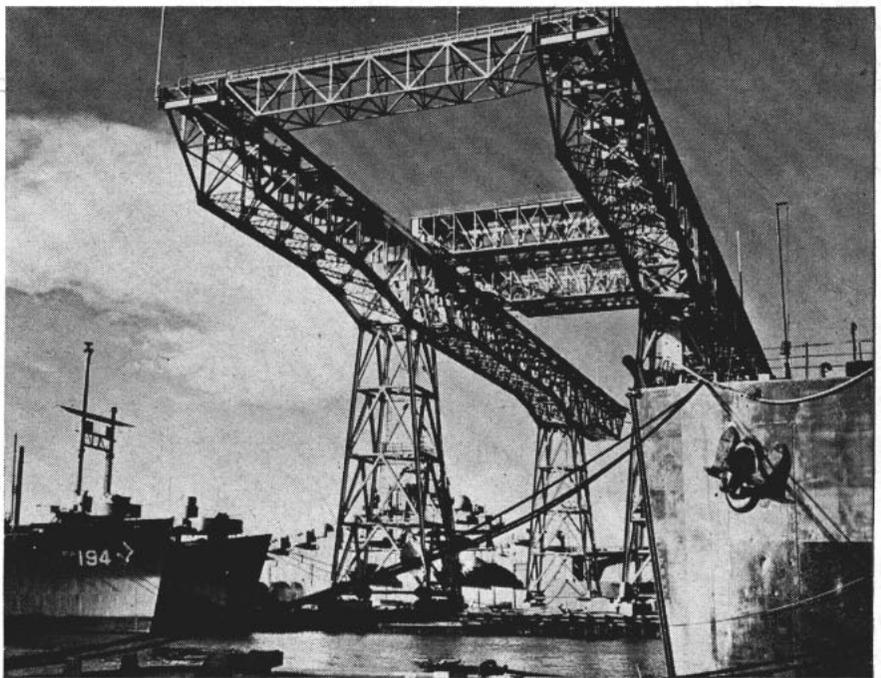
Ocean stations have been used since the early days of the war—as a matter of fact probably their first use was shortly after Pearl Harbor when planes not really adequate for the task were forced to make the long hop from the west coast to Honolulu. Ships then were placed along that route and were found to be highly efficient in aiding fliers.

All wartime station vessels, though, were military projects and as such had fulfilled their usefulness with the end of the war. The subsequent establishment of these vessels as a permanent measure by international agreement is certainly some kind of milestone on the path of cooperation between nations.

A word about the use of the terms "Air-Sea Rescue" and "Search and Rescue" in this article: the first, Air-Sea Rescue, was conceived in war and applied to the rescue of survivors from incidents peculiar to military operations. After the close of the war, however, authorities and agencies connected with the work selected "Search and Rescue" as a more definitive term and recommended that it be defined as . . . "The act of finding and returning to safety the survivors from an emergency incident."

This term in its broader concept applies to survivors of accidents to both planes and ships, which is true of the work of the organization.

Its motto might be "Lifesaving—anytime, anywhere."



WORLD'S largest crane being completed by the Navy will permit speedier repair of major fleet units. Operators will talk to ground crews by two-way radio.

NAVY BUILDS WORLD'S LARGEST CRANE

A new crane, so huge its operators will use two-way radio to talk with ground crews, is being completed at the Naval Shipyard, San Francisco. The 450-ton crane is the largest in the world.

BuDocks reports the gigantic hoister will have a lifting capacity 100 tons greater than the largest ground or floating crane equipment in existence, including the 350-ton floating crane acquired from the German Navy after World War II (see ALL HANDS, March 1947, p. 21).

Incidentally, BuDocks, in describing the new crane, uses long, or 2,240-pound, tons.

The new crane stands 182 feet over its dock, operates along a 730-foot overhead runway of the bridge type, and its twin lifting devices can operate singly or together. Singly, each has a capacity of 245 tons.

Perhaps the neatest part of the design is the crane's ability to overcome "tide loading" problems. Hoist brakes are so designed that if the crane must remain rigged for a time to a load fastened onto a ship, the hoists will slip and pay out enough cable to lessen the strain as soon as a falling tide has increased the load to 170 per cent of the crane's rated load.

Communications between the operators' cabs and ground crews will be carried on by two-way radios in the cabs and walkie-talkies on the ground. The cabs will be located in the supporting towers, and will be of sloping glass-sided construction, similar to airport control towers.

The crane will lift a capacity load

(450 tons) 78½ feet over the water, and a single unit will lift its 245 tons at 130½ feet over the water. The main hooks will travel from 25 feet below to 160 feet above mean water level, and auxiliary hooks will operate 35 feet below and 191 feet above the water.

Combined weight of the twin cranes is 1,593 tons; of the runway structure, 5,700 tons.

MarCorps Reservists To Receive Training

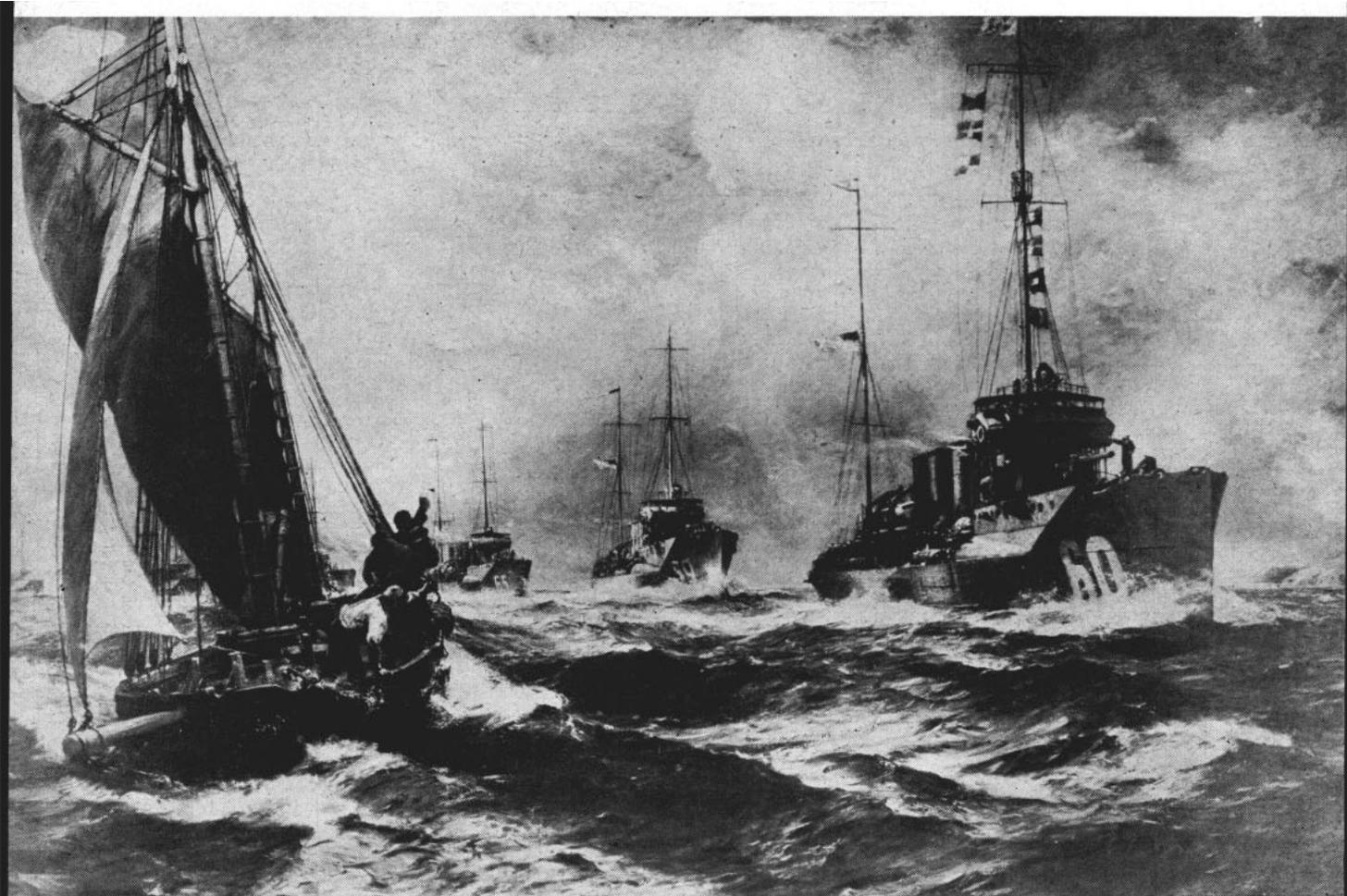
About 1,300 MarCorps Volunteer Reservists will receive two weeks' training this summer, assignments to training schools being restricted to those who volunteer, the Marine Corps announced.

Reservists living in the eastern U.S. will train at Quantico, Va., and Camp Lejeune, N. C.; those living in the western U. S. will go to Camp Pendleton, Calif.

Training for captains and lieutenants calls for approximately 80 hours of instruction. Primarily a refresher course, subjects include infantry, artillery, communications, tanks, amphibious tractors, engineering, intelligence, motor transport, ordnance and quartermaster.

Training for majors and above will be confined to general infantry and staff subjects. Second lieutenants who have not served on active duty as commissioned officers will receive a basic indoctrination course.

Enlisted Reservists will train with Organized Reserve units.



TIN CANS, shown here entering the Queenstown destroyer base, proved to be indispensable ships of first world war.

SPEEDY, SCRAPPY TIN CAN

IT TOOK a world war for the destroyer to be recognized as a fighting ship.

Although this speedy little fighter had been in existence for years, it was one type of warship of which the public knew little and cared less. It had been modestly referred to as a "torpedo boat destroyer" by naval architects, but its compressed fighting power had not been fully developed and proven.

At the height of the German U-boat warfare in World War I it became evident that the destructive tin can would be the Allies' main defense against the deadly subs. With speed as its ally, the fleeting tin can assisted greatly in breaking the back of the German submarine warfare. Patrolling, dropping depth charges, and escorting convoys from port to port, the destroyers made the seas generally unhealthy for the U-boats. Eventually the fighting spirit of the Huns deteriorated to such an extent that the effectiveness of their submarine warfare became nil.

The Kaiser had no fear about the U. S. entry into the war, and cared less about American naval power. As far as the Germans were concerned our entry into World War I would not

help the Allies win. They calculated that their intensive submarine campaign would finish the Allies about 1 July or 1 August 1917.

There wasn't much hope for victory in the Allies' camp either. The fear that Germany would win the war

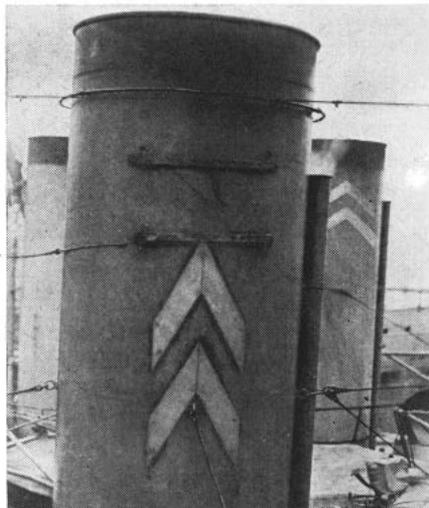
if the U-boat warfare could not be stopped was expressed by the British Admiral Lord Jellicoe to Rear Admiral William S. Sims, usn, when Sims went to England to establish closer relations with the Allied naval forces.

In the spring of 1917 it was realized that something would have to be done—and done fast—to drive the German subs from the seas. At this time the British were losing from 800,000 to 900,000 tons of shipping per month.

Such was the situation when the first force of American destroyers arrived in Queenstown, Ireland.

The Eighth Destroyer Division was the first group of our destroyers to receive orders to join the Allied Fleet in Queenstown. Sailing under sealed orders from Boston on 24 April 1917, the division commander, Comdr. Joseph K. Taussig, usn, knew only that he was going on an extended trip. Fifty miles out at sea he learned of the destination of his "extended trip."

The secret orders were signed by Secretary of the Navy Josephus Daniels and ordered the destroyer division to proceed to Queenstown, Ireland, where they arrived on the morning of 4 May 1917. This force was composed of *uss Wadsworth*, flagship of Comdr. Taussig, *uss*



CHEVRONS for overseas service were displayed on the funnels of American ships participating in World War I.



ROUGH and rugged was the weather encountered by the flush deck tin cans when they were hunting and destroying the destructive U-boats of the Kaiser's fleet.

Conyngnam, Porter, McDougal, Davis, and the Wainwright.

Although nothing had been released in the press by the English or Americans, word of the arrival of the American destroyers had somehow gotten around, and the American sailors were given a rousing welcome by the citizens of Queenstown.

Upon arrival, the division commander, Comdr. Taussig, reported to the British admiral commanding in Irish waters, Vice Admiral Sir Lewis Bayly. The gruff admiral, being a man of action and few words, bluntly asked Taussig when the American destroyers would be ready to go to sea.

There is no type of ship that is so chronically in need of overhauling after a sojourn at sea as the destroyer, and although well knowing that some of his ships could stand patching up, Comdr. Taussig promptly replied:

"We are ready now, sir!"

Naturally the admiral was pleased with the spirit indicated by the

American, and he gave them four days for repairs and liberty before sending them out to sea.

For the first month or six weeks, our destroyers spent practically all their time on patrol duty in the waters around the Irish coast. On these patrol runs each destroyer was assigned an area of 30 square miles, and was required to keep within the allotted area unless, of course, it was pursuing an enemy submarine.

The patrol area around Queenstown was 25,000 square miles, and only about four or five British destroyers usually patrolled this area prior to the arrival of the first American destroyer flotilla. The American destroyers were built with the widest possible cruising radius, and because of this, British destroyers were withdrawn to operate chiefly in the home coastal waters of the British Isles.

Admiral Bayly's orders were for the American destroyers to comb the seas in constant search for treacher-

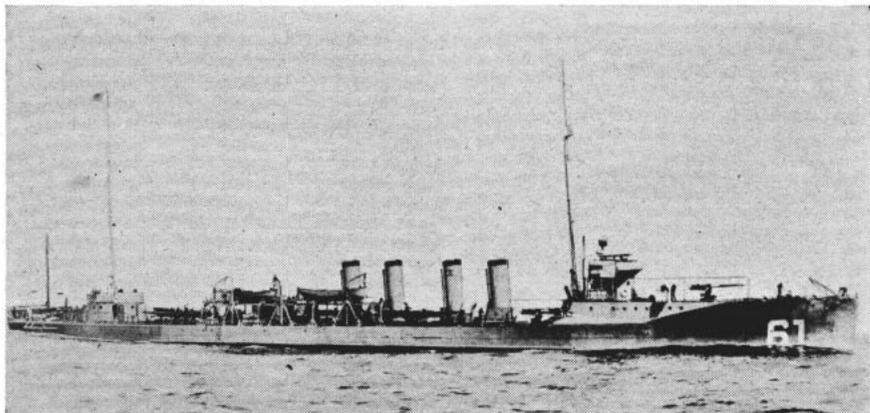
ous U-boats for periods of six days, two days rest before returning to the job, and five days about once a month for general overhaul and boiler cleaning. The three imperative duties of the destroyers were, in order named: First, to destroy submarines; second, to convoy and protect merchant shipping; and third, to save the lives of the passengers and crews of torpedoed ships.

The second of our destroyer flotillas to reach Queenstown consisted of six ships and arrived on 17 May 1917. Thereafter, until the first week in July a new destroyer division arrived every week to take part in combating the U-boat warfare. By 5 July 34 American destroyers had arrived in European waters. To keep this force in shape and in constant readiness, we had sent over two destroyer tenders, *uss Melville* and *uss Dixie*.

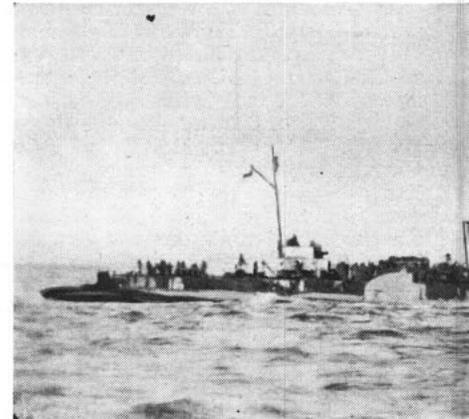
At the time the first group of American destroyers arrived in Ireland, Germany's submarine campaign had reached its peak. The situation was precarious. Ships were being sunk faster than they could be replaced, and our side's lines of communication were being cut. No longer did the Allies rule the sea. That week, as the result of U-boat warfare, 240,000 tons of Allied shipping had been sunk, and if the destruction had kept up at that rate, an early German victory would have been imminent. The use of the convoy system had been thought of, but was not immediately placed into effect.

The adaption of the convoy system to fight the menace of submarine warfare was nothing new when used in World War I. As early as the 13th century, merchant ships of the Hanseatic League had used the convoy system in order to protect their shipping against the pirates that lurked constantly in the Baltic Sea.

However, the reason for Britain's not adapting the convoy system earlier was because of the opposition from the skippers of the merchant ships. They strongly contended that a group of merchant ships could not maneuver as quickly and effectively as could naval ships to which convoy



FIRST American destroyer to be sunk in World War I was the *USS Jacob Jones*. She was torpedoed while enroute to her home base on the coast of Ireland.



PRISONERS from the U-58 are taken sub after one of the shortest and most

maneuvering was second nature. They argued that the Allies would lose more ships by collisions than by the U-boat destruction.

When the situation became desperate it was finally decided to have a trial convoy sail from Gibraltar to England, and the success of this convoy convinced the British Admiralty and merchantmen that the adaptation of the convoy system, coupled with the effectiveness of the destroyers, was their long-awaited answer to combat and destroy the submarine menace. By using the destroyer and the convoy system the world was saved from the terrors that would have been inflicted upon it had the submarine warfare at sea brought about a victory for the Kaiser and his henchmen.

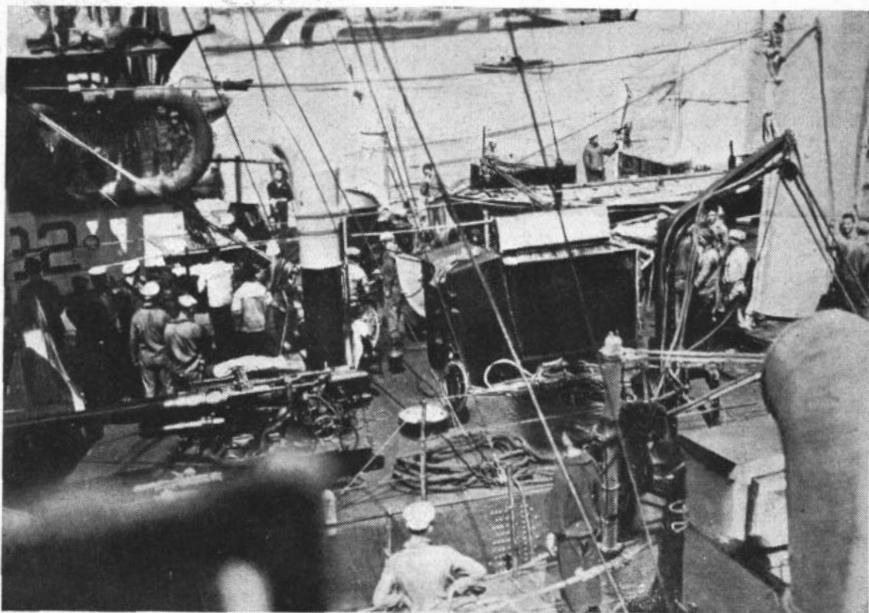
The convoy system was formally adopted in the latter part of May, but was not effectively put into use until August or September 1917.

The destroyers' job in escorting convoys was of tremendous importance. Unlike what most people thought, the Germans did not destroy and sink ships because of the material and manpower carried aboard their victims. Their paramount objective in destroying Allied ships was the tonnage of shipping. By destroying more tonnage than we could build, they would eventually cut our lines of communications and could have forced the Allies into an early defeat.

Thus, the job of our destroyers was of tremendous magnitude. To say that our fleeting tin cans did their job well is an understatement—4.0 plus is a far better description.

To seek out and find the U-boats was a tough job for our tin cans of World War I. Yet, without the aid of such highly developed instruments as radar and sound gear, our destroyers went out and made 256 attacks on the enemy subs.

One of the quickest and most effective encounters with a U-boat was fought by *uss Fanning* and *uss Nicholson* on 17 November 1917 while escorting a convoy into a British port. At 1610, the lookout of the *Fanning* spotted a tiny periscope close aboard a British merchant ship, about 400



ENTERING the destroyer base at Queenstown, Ireland, a newcomer is being welcomed by veteran sailors serving aboard the destroyers nested in the harbor.

yards away. With full speed ahead, the *Fanning* bore down on the U-boat, and when directly over it dropped a depth charge that caused such a concussion it made the sub practically unmanageable by wrecking the motors, jamming the diving rudders, and breaking the oil leads.

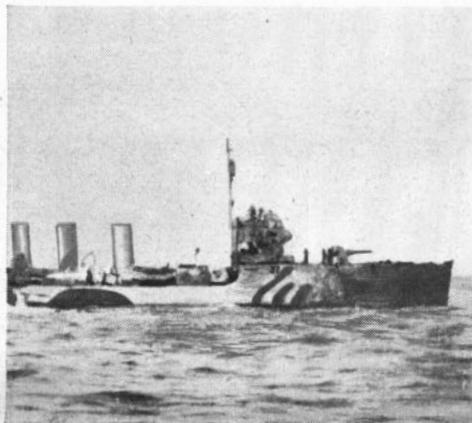
Leaving her station, the *Nicholson* followed the *Fanning* in attacking, and while approaching, the conning tower appeared. While dropping a depth charge alongside the sub, the *Nicholson* fired her stern gun. The sub's bow shot up in the air, plainly revealing its torpedo tubes. She was badly damaged and began settling by the stern. It looked very much like she was finished and sinking. However, the Germans blew the ballast tanks, and in escaping the horrible death that awaited them below, the sub rose to the top.

It was the U-58. The *Fanning* opened fire immediately with her forward gun. As the third shot was fired the hatch on the conning tower

opened, and out popped the German skipper closely followed by his crew who, upon reaching the deck shouted in unison: "Kamerad! kamerad! kamerad!"

The short battle had ended at 1628, only 18 minutes after the first contact with the German sub. The *Fanning* cautiously approached the defeated U-boat, and the *Nicholson* stood by with her 4-inch guns trained upon the unhappy Germans, ready to blast them out of the water at the first sign of a false move. While preparations were made to take the crippled submarine in tow, two of her crew disappeared below to perform a duty that was so characteristic of defeated German sailors. They opened the sea-cocks and scuttled their ship. As the submarine sank, the Germans jumped into the water and swam for the *Fanning*. Heaving lines were thrown to them, and four officers and 35 men were made prisoners.

Unlike the treatment that the Germans usually gave to their prisoners



aboard *USS Fanning*. Germans scuttled effective sub battles of World War I.



TORPEDOED in British coastal waters, *USS Cassin* stayed afloat to out-manuever the attacking German U-boat which was eventually driven away by gunfire.

of war, the tin can sailors gave their prisoners plenty of hot coffee, sandwiches and cigarettes, an item on the hard-to-get list in the Fatherland.

The *Jacob Jones* was the first American destroyer to be sunk in World War I. (Ironically enough, her namesake (DD 130) suffered the same fate, being the first destroyer sunk in World War II.) The "Jakie" was proceeding alone on 6 December 1917 from Brest to Queenstown when a lurking U-boat fired a torpedo which struck the fuel-oil tanks and exploded. The ship settled aft immediately, and desperate attempts were made to put the depth charges on "safe," but in vain. Within eight minutes the ship went down, and as it slipped into its watery grave the depth charges exploded, killing many men in the vicinity.

One of the most well-remembered men among the swaggering, go-get-'em tin can sailors of World War I was Gunner's Mate Osmond K. Ingram, who served in *uss Cassin*.

On patrol duty on 15 October 1917, the *Cassin* sighted a submarine about four miles away. In accordance with well-established tin can tradition, the *Cassin* bore down upon the enemy with full speed. However, when about 400 yards away from its objective the *Cassin* spotted a deadly torpedo heading straight for midship.

Ingram saw the onrushing missile, and realized that if the torpedo should hit the stern of the ship it would set off and explode the many ashcans (depth charges) stowed about the after deck.

Quickly leaving his station at the stern gun he ran aft and began stripping the depth charges and releasing them overboard. When the torpedo struck the ship Ingram was blown to pieces, but he had helped to save his ship.

Although the *Cassin* could only maneuver with the aid of her engines, she zigzagged to and fro to avoid being struck again. In about an hour the U-boat skipper brought his ship to surface, and was promptly met by a salvo from the stricken ship. That proved to be enough for the Hun and he disappeared safely into Neptune's domain.

The part played by the destroyers in the first global war remains unchallenged. Once the ugly duckling of the Navy, the destructive tincan became a hero of World War I. Never before in the history of naval warfare had one group of ships been called upon to perform so many diversified duties as had the destroyer.

The magnificent striking power possessed by the tin cans was well explained when a British naval officer commented to an American that he preferred their destroyers to ours.

"Yours seem to me rather feminine in appearance," said the Briton.

"Yes," replied the American, "that's so, but you must remember what Kipling says, 'The female of the species is more deadly than the male.'"



BARNACLED deck and five 14-inch guns of the *Oklahoma* break water as battleship is righted after being sent to the bottom of Pearl Harbor by the Japanese.

OKLAHOMA SINKS ON LAST VOYAGE

Some 3,000 blue Pacific fathoms closed over the hulk of the old *uss Oklahoma*, and the battleship that won renown at Pearl Harbor found an honorable resting place. The hulk sank 540 miles northeast of Pearl Harbor, while she was under tow to a West Coast junkyard.

Oklahoma was commissioned in 1916, sister ship of the *Nevada*. They were the first exclusively oil-burning battleships. The *Oklahoma* was equipped with reciprocating engines, the *Nevada* turbines.

Jap torpedos sent *Oklahoma* to the bottom of Pearl Harbor 7 Dec 1941. The Navy planned originally to raise her and fit her to fight again, as was done with the *Nevada*, *Maryland*, *Tennessee*, *West Virginia*, *Pennsylvania* and *California*. But the *Oklahoma*, it turned out, was beyond economic repair.

She rode out the war at a Pearl Harbor dock, reminder to the grim ships that daily slipped in and out of that

base of the infamy of Pearl Harbor Day.

Stripped of guns and all superstructure but turrets, *Oklahoma* set out from Pearl under tow, her hull apparently watertight. She began to list heavily one afternoon, six days out, and she went down like a stone that night. No one was aboard the hulk at the end.

An unscheduled test of the durability of U. S. submarines occurred off New London, Conn., when *uss Torsk* (SS 423), in a shallow dive, was run over by *uss Johnston* (DD 821) while both vessels were on routine maneuvers.

Torsk's conning tower punched a very small hole in the *Johnston's* hull and the submarine sustained some damage. There were no personnel casualties and both vessels were able to return to port under their own power, *Torsk* to New London and *Johnston* to Newport, R. I.



READY for last voyage, the battleship *Oklahoma* lies at Pearl Harbor. The great ship had been stripped of guns and superstructure in preparation for scrapping.

DECORATIONS, MEDALS AND RIBBONS

A summary of the regulations governing the issuance and wearing of awards now designated for naval personnel

(For specific instructions on individual medals, see BuPers Manual.)

Since the Government presented a medal to George Washington in 1776, to commemorate the evacuation of Boston by the British, decorations and ribbons have become firmly established in U. S. military tradition.

Decorations, medals and ribbons represent the thanks of the nation for services rendered in its honor. They commemorate entire wars, single campaigns, individual action and group and personal heroism.

The wearing of decorations upon the uniform is a privilege and honor reserved to the military man. Like the uniform, they are worn with pride. And, like the uniform, they must be worn correctly to have true meaning.

In these pages will be found a summary of the existing U. S. medals, decorations and ribbons, together with some foreign decorations, which may be awarded to naval personnel. Significance of the decorations is defined, and general regulations governing their award are stated. Included, also, is a transcript of the new Chapter XII, Uniform Regulations, which outlines in detail the proper wearing of decorations, medals and ribbons. There is, too, a full-color picture of the awards made to naval personnel, in the order of their precedence and appearing as they should when worn.

MEDAL OF HONOR

AWARDED TO: Any person who, while in the naval service of the United States, shall, in action involving actual combat with the enemy, or in the line of his profession, distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission. Awarded for *combat or non-combat action*.



Medal of Honor

(Width of actual medal: 2 inches)

AWARDED WITHIN 3 YEARS OF ACT OR SERVICE.

GRATUITY: \$2 per month from date of distinguished act—to enlisted men only.

TIME LIMITS for recommendations or awards: Must be issued within 5 years of date of distinguished act, and recommended

AUTHORIZED BY: Act of 21 December 1861; act of 3 Mar 1901; act of 3 Mar 1915; act of 4 Feb 1919; and act of 7 Aug 1942, which supersedes previous acts.

MEDAL OF HONOR (1917-18)

No longer awarded

AWARDED TO: Any person who, while in the naval service of the United States, shall, in action involving actual conflict with the enemy distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission. Awarded for *combat action only*.

TIME LIMITS for recommendations or awards: Must be issued within 5 years from date of distinguished act, and recommended within 3 years of act or service.

GRATUITY: \$2 per month from date of distinguished act—to enlisted men only.

AUTHORIZED BY: Act of 4 Feb 1919.

NAVY CROSS

AWARDED TO: Any person serving in any capacity with the naval service of the United States who distinguishes himself by extraordinary heroism in connection with military operations against an armed enemy. Awarded for *combat action only*.



Navy Cross

(Width of actual medal: 1½ inches)

TIME LIMITS for recommendations or awards: Must be issued within 5 years from date of distinguished act and recommended within 3 years of act or service.

GRATUITY: \$2 per month from date of distinguished act—to enlisted men only.

AUTHORIZED BY: Act of 4 Feb 1919, and act of 7 Aug 1942.

DISTINGUISHED SERVICE MEDAL

AWARDED TO: Any person who, while serving in any capacity with the Navy of the United States, since 6 Apr 1917, has distinguished himself by exceptionally meritorious service to the Government in a duty of great

responsibility. Awarded for *combat or noncombat action*.

TIME LIMITS for recommendations or awards: Must be issued within 5 years from date of distinguished service, and recommended within 3 years of service.

GRATUITY: \$2 per month from date of distinguished act, for enlisted men only.

AUTHORIZED BY: Act of 4 Feb 1919, and act of 7 Aug 1942.

SILVER STAR MEDAL

AWARDED TO: Any person who, while serving in any capacity with the Navy of the United States, since 6 Dec 1941, has distinguished himself conspicuously by gallantry and intrepidity in action, not sufficient to justify the award of Medal of Honor or Navy Cross. Also cases of persons previously submitted, recommended for Medal of Honor or Navy Cross or Distinguished Service Medal, and who were turned down, may be reconsidered, all cases to be considered on records now in Navy Department. Awarded for *combat action only*.

TIME LIMITS for recommendations or awards: Must be issued within 5 years from date of distinguished act or service, and be recommended within 3 years of act or service, except when awarded in cases previously submitted and turned down for award of Medal of Honor, Distinguished Service Medal, or Navy Cross.

GRATUITY: \$2 per month from date of distinguished act, subsequent to 6 Dec 1941, for enlisted men only. Retroactive cases to be decided later.

AUTHORIZED BY: Act of 7 Aug 1942.

LEGION OF MERIT

AWARDED TO: Personnel of the armed forces of the United States and the Philippines; and personnel of the armed forces of friendly foreign na-



Distinguished Service Medal

(Width of actual medal: 1½ inches)



Silver Star Medal

(Width of actual medal: 1½ inches)

tions who, since 8 Sept 1939, shall have distinguished themselves by exceptionally meritorious conduct in the performance of outstanding services. For United States Armed Forces, the Legion Merit is awarded without reference to degree, and for this purpose the medal and ribbon of the fourth degree is used. Others are awarded the Legion of Merit in four different degrees—Chief Commander, Commander, Officer, and Legionnaire. Awarded for *combat or noncombat action*.



Legion of Merit

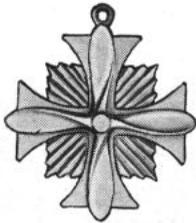
(Width of actual medal: 1 3/8 inches)

GRATUITY: No gratuity provided.

AUTHORIZED BY: Act of 20 July 1942, and Executive Order No. 9260 of 29 Oct 1942.

DISTINGUISHED FLYING CROSS

AWARDED TO: Any person who, while serving in any capacity with the Air Corps of the Army, National Guard and Organized Reserves, or with United States Navy, Marine Corps, or Coast Guard, subsequent to 6 Apr 1917, has distinguished himself by heroism or extraordinary achievement while participating in an aerial flight. Members of military, naval, or air forces of foreign governments while serving with the United States are also eligible. Awarded for *combat or noncombat action*.



Distinguished Flying Cross

(Width of actual medal: 1 11/16 inches)

TIME LIMITS for recommendations or awards: Must be issued within 3 years from date of distinguished act or service, and recommended within 2 years from date of act or service.

GRATUITY: \$2 per month from date of distinguished act or service, for enlisted men only.

AUTHORIZED BY: Act of 2 July 1926, Executive Order No. 4576 of 28 Jan 1927, and Executive Order No. 7786 of 8 Jan 1938.

NAVY AND MARINE CORPS MEDAL

AWARDED TO: Any person who, while serving in any capacity with the United States Navy or Marine Corps, including Reserves, shall have, since 6 Dec 1941, distinguished himself or herself by heroism not involving actual conflict with an enemy, or to any person to whom the Secretary of the Navy has formerly awarded a letter of commendation for heroism, regardless of date, subject to approval of the Board of Decorations and Med-

als. Awarded for *noncombat action only*.

TIME LIMITS for recommendations or awards: Must be issued within 5 years from date of distinguished act or service, and be recommended within 3 years of act or service, except when awarded in lieu of a letter of commendation previously awarded for heroism.

GRATUITY: \$2 per month from date of distinguished act, subsequent to 6 Dec 1941. Retroactive cases to be decided later.

AUTHORIZED BY: Act of 7 Aug 1942.

BRONZE STAR MEDAL

AWARDED TO: Any person who, while serving in any capacity in or with the Army, Navy, Marine Corps, or Coast Guard of the United States on or after 7 Dec 1941, distinguishes, or has distinguished himself by heroism or meritorious achievement or services not involving participation in aerial flights in connection with military or naval operations against the enemy of the United States.

GRATUITY: No gratuity authorized.

AUTHORIZED BY: Executive Order No. 9419 of 4 Feb 1944.

AIR MEDAL

AWARDED TO: Any person who, while serving with Army, Navy, Marine Corps, or Coast Guard of the United States, in any capacity, subsequent to 8 Sept 1939, distinguishes himself by meritorious achievement while participating in an aerial flight. Awarded for *combat or noncombat action*.



Air Medal

(Width of actual medal: 1 11/16 inches)

AUTHORIZED BY: Executive Order No. 9158 of 11 May 1942 and General Order No. 175 of 27 June 1942.

COMMENDATION RIBBON

All personnel of the Navy, Marine Corps, and Coast Guard who received an individual Letter of Commendation signed by the Secretary of the Navy, Commander-in-Chief United States

Fleet, Commander-in-Chief Pacific Fleet, or Commander-in-Chief Atlantic Fleet for an act of heroism or services performed between 6 Dec 1941 and 11 Jan 1944 are authorized to wear the Commendation Ribbon.

All personnel of the above services who subsequent to 11 Jan 1944 shall have received such a commendation signed by the Secretary of the Navy or other delegated authorities, are authorized to wear the Commendation Ribbon, provided such Letter of Commendation contains in the text such authorization, signifying the desire of the issuing officer to accord the privilege.

GRATUITY: No gratuity authorized.

AUTHORIZED BY: Alnav 11 of 11 Jan 1944.

PURPLE HEART MEDAL

AWARDED TO: Persons wounded in action against the enemy of the United States, while serving with the Navy, Marine Corps, or Coast Guard of the United States, or as a result of act of such enemy, if wound necessitated treatment by medical officer. Also awarded posthumously to the next of kin of service personnel killed in action or who die as a direct result of wounds received in action against an enemy of the United States, or as a result of an act of such enemy. For the purpose of awarding the Purple Heart, a wound is defined as an injury to any part of the body from an outside force, element, or agent sustained as the result of a hostile act of the enemy or while in the face of the enemy. Awarded for *combat action only*.



Purple Heart Medal

(Width of actual medal: 1 3/8 inches)

GRATUITY: No gratuity authorized.

AUTHORIZED BY: Executive Order No. 9277 of 3 Dec 1942, and General Order No. 186 of 21 Jan 1943.

SPECIALLY MERITORIOUS MEDAL

No longer issued

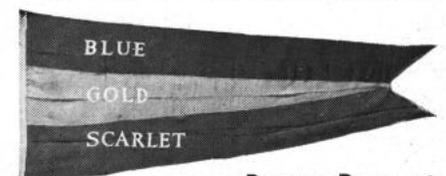
AWARDED TO: Officers and men of the Navy and Marine Corps who rendered specially meritorious service other than in battle, during the War with Spain. Awarded for *noncombat action only*.

GRATUITY: No gratuity authorized.

AUTHORIZED BY: Act of 3 Mar 1901.

PRESIDENTIAL UNIT CITATION

AWARDED TO: Any ship, aircraft or



Burgee Pennant

ALL HANDS

naval units, any Marine aircraft detachment or higher unit, for outstanding performance in action on or after 16 Oct 1941.

GRATUITY: No gratuity authorized.

AUTHORIZED BY: Executive Order No. 9050 of 6 Feb 1942, and General Order No. 187 of 3 Feb 1943.

NAVY UNIT COMMENDATION

Awarded by the Secretary of the Navy to any ships, aircraft, detachment or other unit in the Naval service of the United States for outstanding heroism in action against the enemy, but not sufficient to justify the award of the Presidential Unit Citation; or for extremely meritorious service not in combat, but in support of military operations.

GRATUITY: No gratuity authorized.

AUTHORIZED BY: Alnav 224 of 18 Dec 1944.

LIFE SAVING MEDALS

Awarded by the Treasury Department

Gold Life-saving Medals may be awarded to those persons who, by extreme and heroic daring, have endangered their lives in saving or endeavoring to save lives from the perils of the sea in waters over which the United States has jurisdiction, or upon American vessels.

Silver Life-saving Medals may be awarded to those persons who, in cases not sufficiently distinguished to deserve the gold medal, have endangered their lives in saving or endeavoring to save lives from the perils of the sea in waters over which the United States has jurisdiction, or upon American vessels.

SERVICE REQUIRED: The saving of life or giving of succor does not in itself entitle a person to a medal. The medals can be given in only those instances in which exceptional bravery has been displayed or in which unusual effort or some great personal sacrifice has been made. The saving of persons from drowning in waters wholly within a State and not forming a part of the navigable waters of the United States or in small inland streams, ponds, pools, etc., does not entitle rescuer to medals.

EVIDENCE REQUIRED: Satisfactory evidence of the services performed must be filed in each case. This evidence should be in the form of affidavits made by eyewitnesses of good repute and standing testifying of their own knowledge. The opinion of witnesses that the person for whom an award is sought imperiled his life or made signal exertions is not sufficient, but the affidavits must set forth in detail all facts and occurrences tending to show clearly in what manner and to what extent life was risked or signal exertions made, so that the Department may judge for itself as to the degree of merit involved. The precise locality, whether within the waters over which the United States has jurisdiction or upon an American vessel, the date, time of day, nature of

the weather, condition of the sea, the names of all persons present when practicable, the names of all persons rendering assistance, and every pertinent circumstance should be stated.

TO WHOM RECOMMENDATIONS ADDRESSED: Recommendations for life-saving medals to be awarded under the provisions of these regulations will be addressed to the Secretary of the Navy, who will take appropriate measures to cause their transmission to the Secretary of the Treasury. Recommendations and affidavits to be submitted in duplicate; the original to be forwarded by the Navy Department to the Secretary of the Treasury, and copy to be retained for the Navy Department files.

NAVAL RESERVE SPECIAL COMMENDATION RIBBON

This ribbon is awarded to those officers of the Organized Reserve who have officially commanded in a meritorious manner for a period of 4 years between 1 Jan 1930 and 7 Dec 1941, an organized battalion, squadron, or separate division (not part of a battalion) of the Naval Reserve, or an organized battalion or squadron of the Marine Corps Reserve, and have had a total service in the Reserve of not less than 10 years.

AUTHORIZED BY: Alnav 180 of 16 Apr 1946.

GOOD CONDUCT MEDALS

Good Conduct Medals and pins will be issued by the Bureau of Naval Personnel. A medal will be issued as the first award. A pin, to be worn on the suspension ribbon of the medal will be issued for each subsequent award. A bronze star three-sixteenths (3/16) of an inch in diameter shall be worn on the ribbon bar of the medal for each pin awarded. The wearing of the ribbon bar and of bronze stars thereon will be authorized by commanding officers upon fulfillment of the necessary requirements, appropriate entries to that effect will be made on page nine of the service record, and recommendation for issuance of the medal or pin will be forwarded to the Bureau.

1. Eligibility requirements for active service terminating on or after 15 Aug 1945:

(a) Service—any three (3) years of continuous active service as an enlisted person in the regular Navy, Naval Reserve, or as an inductee. Service during this period in either a commissioned or warrant rank will not be included in computing time served, but will not be considered as an interruption in computing enlisted service.

(b) Conduct—within the above three (3) year period, no convictions by court martial including deck court, not more than one lesser offense, no mark in conduct less than 3.0, an average mark in conduct of not less than 3.8, and a final average of not less than 3.5 in proficiency in rating. No person shall be deprived of a med-

al or pin because of disciplinary action taken prior or subsequent to this three (3) year period. When a person is convicted by general court martial, a new three (3) year period shall begin with the date of restoration to duty, even though on a probationary basis; if convicted by a summary court martial, with the date of approval of sentence by the Immediate Superior in Command or the Senior Officer Present; if convicted by deck court, with the date of approval by the Convening Authority. The date of commission of an offense tried by court martial will be considered as the date on which the period ends.

2. The eligibility requirements listed in paragraph 1 above apply only to active service or enlistments (including involuntary extensions) terminating on or after 15 Aug 1945 and are not retroactive to enlistments or active service terminating prior to that date. For active service or enlistments terminating on or after 1 July 1931 and prior to 15 Aug 1945 good conduct awards will be made in accordance with the requirements as to service and marks in effect at that time, which were as follow:

(a) Service—Regular Navy.

(1) For first enlistment or minority enlistment, and if extended for two (2) years, the last four (4) years in lieu thereof, may be considered provided first period of service would have terminated with an honorable discharge.

(2) For second or subsequent enlistment or extensions of 3 or 4 years.

(3) For a total of four (4) years served in extension of an enlistment.

(4) In a six (6) year enlistment, for first three (3) years and also for remaining period of the enlistment, provided enlistment terminates with an honorable discharge.

(5) Service in extensions of one (1) or two (2) years (except as indicated in (1) and (3) above) or for enlistments terminated prior to expiration (except when discharged for convenience of the Government within 3 months of expiration of enlistments) will not be considered for good conduct awards.

(b) Conduct—All classes.

Within any one of the above periods, a clear record (no offense or qualifying remarks entered in service record), and with a final average of 3.5 in proficiency in rating. No person shall be deprived of a medal or pin because of disciplinary action taken prior or subsequent to one of the above periods, except by conviction for an offense committed in a prior enlistment in which a medal or pin had been previously held to have been earned but not bestowed.

3. For service terminating prior to 1 July 1931, good conduct awards will be made in accordance with the requirements as to marks and recommendations in effect at the time of the period of service under consideration and in accordance with service requirements as follow:

(a) Prior to 3 Mar 1899; for second

enlistment under continuous service.

(b) From 3 Mar 1899 to 28 Sept 1914, both dates inclusive; for eight (8) years' continuous service. From 27 Aug 1912 to 29 Sept 1914, first enlistments terminating during this period.

(c) From 29 Sept. 1914 through 30 June 1921:

(1) For a second or subsequent enlistment, provided a prior enlistment was terminated with honorable discharge by reason of expiration of enlistment. Continuous service is not required.

(2) For a second enlistment changed to duration of war; and for an extension of four (4) years (or extensions aggregating four (4) years) changed to duration of war under AINav 196 of 11 July 1919, provided that a prior enlistment shall have been terminated with honorable discharge, and further provided that said extension shall have been an extension of an enlistment ending between 3 Feb 1917 and 11 Nov 1918.

(3) For honorable discharge from not less than 2 year service in the Regular Navy, following transfer from the United States Naval Reserve, under AINav 196 of 11 July 1919, for the purpose of completion in the Regular Navy of the period of enrollment, provided that a prior enlistment shall have been terminated with honorable discharge. Continuous service is not required.

(4) For an extension of four (4) years or extensions aggregating four (4) years, provided basic enlistment would have been terminated with honorable discharge.

(d) For service terminating on or after 1 July 1921:

(1) For first enlistment or for minority enlistment, provided the enlistment is extended or upon reenlistment within three (3) months.

(2) For first enlistment if honorably discharged from service begun in the Naval Reserve Force, and continued in the Regular Navy by transfer, provided that the service in the Navy is of not less than 2 years duration and that reenlistment is under continuous service.

(3) For a second or subsequent enlistment, previous enlistment having terminated with honorable discharge. Continuous service is not necessary.

(4) Upon discharge from an extension of four (4) years (or a total of four (4) years) of a first or other enlistment, provided that basic enlistment would have terminated with an honorable discharge.

(5) For a constructive enlistment of four (4) years (or three (3) years and nine (9) months) active duty in the Regular Navy and continued in the Naval Reserve (classes F-3, F-4, or F-5), or where a retired man is recalled and completes not less than three (3) years and nine (9) months active duty.

(e) Good Conduct awards are made to those who enlisted or who reenlisted on or after 7 Apr 1917; upon the date of the execution of oath of first

permanent commission or warrant in the Navy of those officers who shall have served a total of not less than three (3) years and nine (9) months in enlisted and either commissioned or warrant status.

AUTHORIZED BY: Directive of SecNav, 17 Feb 1870.

NAVAL RESERVE MEDAL

The Naval Reserve Medal may be awarded by the Chief of Naval Personnel to any officer or enlisted man of the Naval Reserve who completes, or has completed, 10 years' honorable service in the Naval Reserve, Naval Reserve Force, National Naval Volunteers, or federally recognized Naval Militia in an active-duty or inactive-duty status; and for each additional 10 years of such honorable service, a bronze star may be worn on the ribbon.

In time of war or national emergency, members of the Naval Reserve shall not become eligible for award of a Naval Reserve Medal until they report for active duty.

Application for the medal shall be submitted via the commanding officer if the applicant is on active duty; otherwise application may be made directly to the Chief of Naval Personnel. The application, in letter form, must state the period or periods of service upon which the application for the medal and the authority to wear the bronze star (if entitled) is based.

The commanding officer shall state in his forwarding endorsement whether or not the applicant's service has been honorable in his present assignment.

Present holders of the Naval Reserve Medal are authorized to wear bronze stars, to which entitled, without specific authorization.

AUTHORIZED BY: SecNav, 12 Sept 1938.

MEDAL COMMEMORATING THE BATTLE OF MANILA BAY (DEWEY MEDAL)

This medal is issued to the officers and men of the ships of the Asiatic Squadron of the United States under the command of Commodore George Dewey on 1 May 1898. These ships are listed in change 13 of Part A, Chapter 1, of the Bureau of Naval Personnel Manual of 1925. (Act of 3 June 1898.)

MEDAL COMMEMORATING NAVAL ENGAGEMENTS IN THE WEST INDIES (SAMPSON MEDAL)

This medal is issued to officers and men of the Navy and Marine Corps who participated in the naval and other engagements in the waters of the West Indies and on the shores of Cuba during the War with Spain, deemed by the Secretary of the Navy to be of sufficient importance to deserve commemoration. (Act of 3 Mar 1901.)

PEARY POLAR EXPEDITION MEDAL (1908-1909)

This medal was established for

award to certain individuals in recognition of their efforts and services as members of the Peary Polar Expedition of 1908-1909, in the field of science and for the cause of Polar exploration by aiding in the discovery of the North Pole by Admiral Peary.

AUTHORIZED BY: Act of Congress approved 28 Jan 1944.

MEDAL COMMEMORATING THE FIRST TRANSATLANTIC FLIGHT IN THE U. S. NAVAL FLYING BOAT "NC-4" IN MAY 1919

This medal was established for award to members of the NC-4 for the extraordinary achievement in making the first successful transatlantic flight in the United States naval flying boat NC-4 in May 1919. (Act of 9 Feb 1929.)

MEDAL COMMEMORATING THE BYRD ANTARCTIC EXPEDITION OF 1928-30

This medal was established for award to the officers and men of the Byrd Antarctic Expedition to express the high admiration in which the Congress and the American people hold their heroic and undaunted services in connection with the scientific investigations and extraordinary aerial explorations of the Antarctic Continent. (Act of 23 May 1930.)

MEDAL COMMEMORATING THE SECOND BYRD ANTARCTIC EXPEDITION OF 1933-35

This medal was established for award to the deserving personnel of the Second Byrd Antarctic Expedition that spent the winter night at Little America or who commanded either one of the expedition ships throughout the expedition, to express the high admiration in which the Congress and the American people hold their heroic and undaunted accomplishments for science, unequalled in the history of Polar exploration. (Act of 2 June 1936.)

UNITED STATES ANTARCTIC EXPEDITION MEDAL (1939-41)

This medal was established for award to the members of the United States Antarctic Expedition of 1939-41 in recognition of their valuable services to the Nation in the field of Polar exploration and science.

AUTHORIZED BY: Act of Congress approved 24 Sept 1945.

SERVICE MEDALS CIVIL WAR MEDAL

This medal is issued to officers and enlisted men of the Navy who served in the Navy during the Civil War, between 15 Apr 1861 and 9 Apr 1865.

EXPEDITIONARY MEDAL

(Navy and Marine Corps, initial award 1874)

The medal will be awarded to the officers and enlisted men of the Navy and Marine Corps who shall have actually landed on foreign territory

and engaged in operations against armed opposition, or operated under circumstances which, after full consideration, shall be deemed to merit special recognition and for which service no campaign medal has been awarded.

No person in the Navy or Marine Corps service is entitled to more than one Expeditionary Medal (either Navy or Marine Corps). Participation in more than one expedition will be recognized by the issue of bronze stars (one star for each expedition in excess of one), to be worn on the ribbon of the Expeditionary Medal.

All officers and men of the Navy and Marine Corps who, under the above-mentioned conditions, took part in certain authorized operations listed in the Bureau of Naval Personnel Manual between the dates designated, may submit to the Chief of Naval Personnel or the Commandant, United States Marine Corps, respectively, through official channels, applications for the above medal. The applications should include the names and dates of the expeditions and a statement to the effect that the applicant actually served ashore as a member of a landing party during the period for which the medal is claimed.

Navy and Marine Corps personnel who served in the defense of Wake Island 7 Dec to 22 Dec 1941, will wear a Silver "W" on the service ribbon of the appropriate Expeditionary Medal.

SPANISH CAMPAIGN MEDAL

This medal is issued to all persons who were in the naval service between 20 Apr 1898 and 10 Dec 1898.

PHILIPPINE CAMPAIGN MEDAL

This medal is issued to officers and enlisted men of the Navy who served in the Navy in Philippine waters during the period 4 Feb 1899 and 15 Sept 1906 and were attached to certain vessels between designated dates.

CHINA RELIEF EXPEDITON (1900-1901)

This medal is issued to officers and enlisted men of the Navy who served in the Navy in Chinese waters during the period 5 Apr 1900 to 27 May 1901 and were attached to certain vessels between designated dates.

CUBAN PACIFICATION MEDAL

This medal is issued to all officers and enlisted men of the Navy who served ashore in Cuba during the period 12 Sept 1906 to 1 Apr 1909, or who were attached to certain vessels between designated dates.

NICARAGUAN CAMPAIGN MEDAL (1912)

This medal is issued to officers and enlisted men of the Navy and Marine Corps who served in Nicaragua or on board certain vessels during the period 29 July to 14 Nov 1912.

MEXICAN SERVICE MEDAL

This medal is issued to all officers and enlisted men of the Navy and

Marine Corps who served on shore at Vera Cruz from 21 Apr to 23 Apr 1914 or on board certain vessels between designated dates.

HAITIAN CAMPAIGN MEDAL (1915)

This medal is issued to any officer or enlisted man of the Navy or Marine Corps who served in Haiti during the period 9 July to 6 Dec 1915, or any part of such period; also officers and enlisted men who were attached to certain vessels between designated dates.

DOMINICAN CAMPAIGN MEDAL

This medal is issued to commemorate the services performed by the personnel of the Navy and Marine Corps during the operations in Santo Domingo from 5 May to 4 Dec 1916; also the officers and enlisted men who were attached to certain vessels between designated dates.

VICTORY MEDAL (World War I)

This medal is issued to all persons in the naval service who served on active duty between 6 Apr 1917 and 11 Nov 1918, or who entered the naval service on or after 12 Nov 1918, and prior to 30 Mar 1920, and served not less than 10 days on shore in northern Russia or Siberia or who were attached to one of the following vessels: *Albany, Brooklyn, Des Moines, Eagle No. 1, Eagle No. 2, Eagle No. 3, New Orleans, Sacramento, South Dakota, or Yankton.*

A service clasp with the duty inscribed thereon, to be worn on the ribbon of the medal, will be authorized for each person who performed certain duties between designated dates.

A bronze star, three-sixteenths of an inch in diameter, will be placed on the service ribbon in lieu of clasp authorized. When any person has been commended as the result of the recommendation of the board of awards by the Secretary of the Navy for performance of duty not justifying the award of a Medal of Honor, a Distinguished Service Medal, or a Navy Cross, he shall wear a silver star for each such citation.

A bronze Maltese cross, three-sixteenths of an inch in diameter, will be placed on the service ribbon for those officers and men of the Marine Corps and Medical Corps, United States Navy, who were attached to the American Expeditionary Forces in France any time between 6 Apr 1917 and 11 Nov 1918, and who are not entitled to any clasp.

ARMY OF OCCUPATION OF GERMANY MEDAL (1918-23)

The act of 21 Nov 1941 provides: "That the Secretary of War is hereby authorized and directed to procure and issue an Army of Occupation of Germany Medal of appropriate design, including suitable appurtenances, to be issued to each officer and enlisted man of the armed forces, or

to the nearest of kin surviving of those deceased, who served in Germany or Austria-Hungary during the period of occupation at any time during the inclusive period from 12 Nov 1918 to 11 July 1923: Provided, That such medals and appurtenances shall not be issued in cases where the person has, during or subsequent to such service, been dismissed or discharged other than honorably from the service, or deserted."

Qualification for the Army of Occupation of Germany Medal is service ashore in Germany or Austria-Hungary between 12 Nov 1918 and 11 July 1923. A member of the naval service attached to and serving on board a vessel of the United States Navy in a port of Germany or Austria-Hungary is not entitled to this medal unless he was detached from the ship for temporary duty ashore by competent authority.

HAITIAN CAMPAIGN MEDAL (1919-20)

This medal will be issued to the officers and men of the Navy and Marine Corps who participated in the operations in Haiti from 1 Apr 1919 to 15 June 1920, and any officer or enlisted man of the Navy or Marine Corps who served in Haiti during this period is entitled to this medal, as are also the officers and enlisted men who were attached to certain vessels between designated dates.

SECOND NICARAGUAN CAMPAIGN MEDAL

This medal is issued to commemorate the services performed by the personnel of the Navy and Marine Corps during the operations in Nicaragua between 27 Aug 1926 and 2 Jan 1933.

The award will be made to the officers and enlisted men of the Navy and Marine Corps who served on shore in Nicaragua between the dates mentioned, and to the officers and enlisted men who were attached to and serving on board the vessels listed in the Bureau of Naval Personnel Manual between the dates designated.

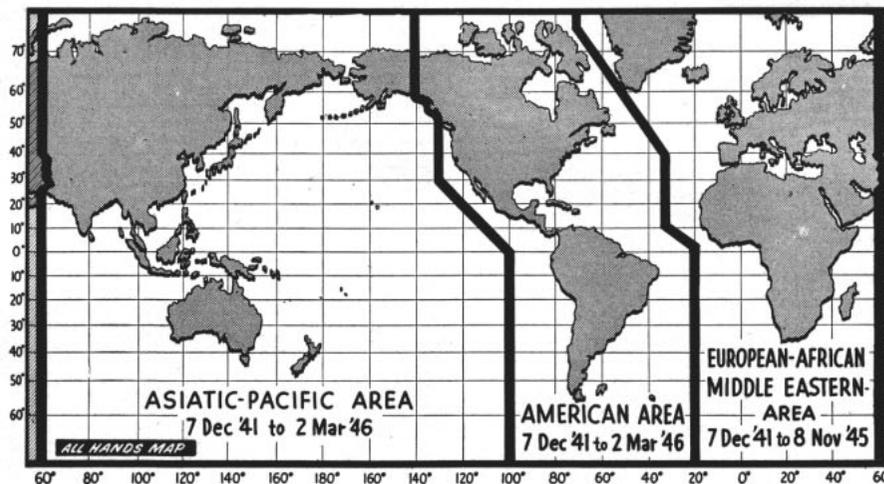
YANGTZE SERVICE MEDAL

This medal is issued to commemorate the services performed by the personnel of the Navy and Marine Corps who served on shore at Shanghai or in the valley of the Yangtze River in a landing force during the periods between 3 Sept 1926 and 21 Oct 1927; and from 1 Mar 1930 to 31 Dec 1932; and also by the officers and enlisted men who were attached to the vessels listed in the Bureau of Naval Personnel Manual between the dates designated.

CHINA SERVICE MEDAL

This medal is issued to commemorate the services performed by the personnel of the Navy and Marine Corps during operations in China from 7 July 1937 to 7 Sept 1939. The award will be made to the officers and enlisted men who participated in

MAP OF AREA CAMPAIGN MEDAL THEATERS



these operations and to the officers and enlisted men serving on board the vessels listed in the Bureau of Naval Personnel Manual between the dates designated. The period of eligibility for this medal has been extended to include service in China from 2 Sept 1945 to a date to be determined later. Ships and units eligible under the extension will be published in a forthcoming General Order.

AMERICAN DEFENSE SERVICE MEDAL

This medal will be awarded to all persons in the naval service who served on active duty between 8 Sept 1939 and 7 Dec 1941, both dates inclusive.

Naval Reserve personnel on training duty under orders must have served at least 10 days in such duty. Persons ordered to active duty for physical examination and subsequently disqualified are not entitled to this award.

A service clasp, "Fleet" or "Base," is authorized to be worn on the ribbon of the medal by each person who performed duties as set forth below. No person is entitled to more than one such clasp.

(a) *Fleet*.—For service on the high seas while regularly attached to any vessel or aircraft squadron of the Atlantic, Pacific, or Asiatic Fleets; to include vessels of the Naval Transportation Service and vessels operating directly under the Chief of Naval Operations.

Reserve officers ordered to ships of the fleet for training duty (cruise) and officers serving on board ships for temporary additional duty from shore stations are not considered "regularly attached" and are not entitled to the fleet clasp.

(b) *Base*.—For service on shore at bases and naval stations outside the continental limits of the United States.

Duty in Alaska is considered outside the continental limits of the United States.

A bronze star, three-sixteenths of

an inch in diameter, will be worn on the service ribbon in lieu of any clasp authorized.

A bronze "A" will be worn on the service ribbon by personnel of vessels attached to and operating with the Atlantic Fleet in actual or potential belligerent contact with the Axis forces at any time between 22 June 1941 and 7 Dec 1941. See list of vessels with dates eligible in the Bureau of Naval Personnel Manual.

AREA CAMPAIGN MEDALS

American, European-African-Middle Eastern and Asiatic-Pacific campaign medals

These medals may be awarded to members of the land and naval forces of the United States, including the Women's Reserve of the United States Naval Reserve, and to members of the Women's Army Auxiliary Corps whose service during periods designated below under the appropriate medals, meets the requirements set forth in the Bureau of Naval Personnel Manual.

For the purposes of this order, the Territory of Alaska shall be considered as outside the continental limits of the United States.

The geographical definitions of the respective areas are defined as follow:

American Area

(7 Dec 1941 to 2 Mar 1946, both dates inclusive)

EAST BOUNDARY: From the North Pole, south along the 75th meridian west longitude to the 77th parallel north latitude, thence southeast through Davis Strait to the intersection of the 40th parallel north latitude, and the 35th meridian west longitude, thence south along that meridian to the 10th parallel north latitude, thence southeast to the intersection of the Equator and the 20th meridian west longitude, thence along the 20th meridian west longitude to the South Pole.

WEST BOUNDARY: From the North Pole, south along the 141st meridian west longitude to the east boundary

of Alaska, thence south and southeast along the Alaska boundary to the Pacific Ocean, thence south along the 130th meridian to its intersection with the 30th parallel north latitude, thence southwest to the intersection of the Equator and the 100th meridian west longitude, thence south along the 100th meridian west longitude to the South Pole.

European-African-Middle Eastern Area

(7 Dec 1941 to 8 Nov 1945, both dates inclusive)

EAST BOUNDARY: From the North Pole, south along the 60th meridian east longitude to its intersection with the eastern border of Iran, thence south along that border to the Gulf of Oman and the intersection of the 60th meridian east longitude, thence south along the 60th meridian east longitude to the South Pole.

WEST BOUNDARY: Coincident with the east boundary of the American area.

Asiatic-Pacific Area

(7 Dec 1941 to 2 Mar 1946, both dates inclusive)

EAST BOUNDARY: Coincident with the west boundary of the American area.

WEST BOUNDARY: Coincident with the east boundary of the European-African-Middle Eastern area.

WORLD WAR II VICTORY MEDAL

This medal may be awarded to members of the armed forces of the United States or of the Government of the Philippine Islands who served on active duty in World War II at any time between 7 Dec 1941 and 31 Dec 1946, both dates inclusive.

NAVY OCCUPATION SERVICE MEDAL

This medal may be issued to personnel of the Navy, Marine Corps, and Coast Guard who shall have participated in the occupation of certain territories of the enemies of the United States during World War II. Regulations governing this award relative to areas, organizations, units, ships, and personal eligibility will be promulgated in a Navy Department General Order at a later date.

PHILIPPINE DEFENSE RIBBON

This ribbon was established by the Philippine Commonwealth and authorized to members of the Armed Forces of the United States who served in the defense of the Philippines during the period 7 Dec 1941 to 15 June 1942.

PHILIPPINE LIBERATION RIBBON

This ribbon was established by the Philippine Commonwealth and authorized to members of the Armed Forces of the United States who participated in the operations in the pre-

RIBBONS OF DECORATIONS AND MEDALS



MEDAL OF HONOR



NAVY CROSS



DISTINGUISHED
SERVICE MEDAL



SILVER STAR MEDAL



AIR MEDAL



COMMENDATION
RIBBON



PURPLE HEART



SPECIALY
MERITORIOUS MEDAL



RESERVE SPECIAL
COMMENDATION
RIBBON



NAVY GOOD
CONDUCT MEDAL



MARINE CORPS GOOD
CONDUCT MEDAL



NAVAL RESERVE
MEDAL



PEARY POLAR
EXPEDITION
MEDAL



NC-4 MEDAL



BYRD ANTARCTIC
EXPEDITION MEDAL



SECOND BYRD
ANTARCTIC
EXPEDITION MEDAL



SPANISH
CAMPAIGN MEDAL



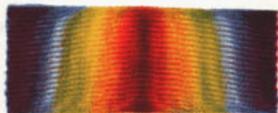
PHILIPPINE
CAMPAIGN MEDAL



CHINA RELIEF
EXPEDITION MEDAL



CUBAN
PACIFICATION
MEDAL



VICTORY MEDAL
WORLD WAR I



HAITIAN
CAMPAIGN MEDAL
(1919-1920)



SECOND NICARAGUAN
CAMPAIGN MEDAL



YANGTZE
SERVICE MEDAL



ASIATIC-PACIFIC
AREA CAMPAIGN
MEDAL



WORLD WAR II
VICTORY MEDAL



NAVY OCCUPATION
SERVICE MEDAL



PHILIPPINE
DEFENSE RIBBON



3/8" Gold Star worn on
Suspension Ribbon in
lieu of 2d award



5/16" Gold Star worn on
ribbon bar in lieu of 2d
award



5/16" Silver Star worn
on ribbon bar in lieu of
5 awards same decora-
tion



3/16" Bronze Star worn
on PUC, NUC, CR and
campaign ribbons as
prescribed



5/16" Silver
in lieu of 5 B

DEVICES WORN

ALS AWARDED TO NAVAL PERSONNEL



LEGION OF MERIT



DISTINGUISHED
FLYING CROSS



NAVY AND MARINE
CORPS MEDAL



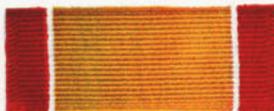
BRONZE STAR MEDAL



PRESIDENTIAL
UNIT CITATION



NAVY UNIT
COMMENDATION



GOLD LIFE
SAVING MEDAL



SILVER LIFE
SAVING MEDAL



ORGANIZED
MARINE CORPS
RESERVE MEDAL



MARINE CORPS
RESERVE RIBBON



DEWEY MEDAL



SAMPSON MEDAL



U. S. ANTARCTIC
EXPEDITION MEDAL
1939-1941



CIVIL WAR MEDAL



NAVY
EXPEDITIONARY
MEDAL



MARINE CORPS
EXPEDITIONARY
MEDAL



NICARAGUAN
CAMPAIGN MEDAL
(1912)



MEXICAN
SERVICE MEDAL



HAITIAN
CAMPAIGN MEDAL
(1915)



DOMINICAN
CAMPAIGN MEDAL



CHINA SERVICE
MEDAL



AMERICAN DEFENSE
SERVICE MEDAL



AMERICAN AREA
CAMPAIGN MEDAL



EUROPEAN-AFRICAN-
MIDDLE EASTERN
AREA CAMPAIGN MEDAL



PHILIPPINE
LIBERATION RIBBON



PHILIPPINE
INDEPENDENCE
RIBBON



NAVY
EXPERT RIFLEMAN
MEDAL



NAVY EXPERT
PISTOL SHOT
MEDAL

UPON RIBBONS



3/8" Bronze letter A worn on American Defense Service Medal as prescribed



3/8" Silver letter W worn on Navy Expeditionary Medal for Wake Island



1/4" Bronze letter V worn for combat award of Legion of Merit and Bronze Star Medal



3/16" Bronze Maltese Cross worn on WW I Victory Medal by Medical Corps for service in France

scribed Philippine area resulting in the liberation of the Philippines during the period 17 Oct 1944 to 3 Sept 1945.

PHILIPPINE INDEPENDENCE RIBBON

This ribbon was established by the President of the Philippine Republic and authorized to members of the Armed Forces of the United States who were on active duty status in the Philippine Territory on 4 July 1946.

GUNNERY MEDALS

EDWARD TRENCHARD MEDAL

This medal is awarded annually on 1 July to the set of three turret pointers attaining the highest merit for turret guns at short-range battle practice.

KNOX GUN-POINTER MEDAL

The Knox gun-pointer medals are awarded annually by the Knox Trophy Foundation to the set of gun pointers making the highest merit for guns at short-range battle practice.

SMALL ARMS MEDALS AND BADGES

NAVY DISTINGUISHED MARKSMAN GOLD BADGE

This badge is awarded to individuals who have won three medals in either or both the national rifle matches, or who have won two medals in the national rifle matches and a place medal in either force or fleet rifle match.

NAVY DISTINGUISHED PISTOL SHOT'S GOLD BADGE

This badge is awarded for similar accomplishments as above in equivalent pistol matches.

NAVY EXPERT RIFLEMAN'S MEDAL

This medal is awarded for attaining qualification as expert with either the rifle or carbine in prescribed courses.

NAVY EXPERT PISTOL SHOT'S MEDAL

This medal is awarded for attaining qualification as expert with either the .45 caliber pistol or .38 caliber revolver in prescribed courses.

(NOTE.—Detailed regulations for the above four awards will be found in ch. 19 of the Landing Force Manual, as will regulations for the Fleet Rifleman's and Fleet Pistol Shot's Badges, which do not have equivalent ribbons.)

MARINE CORPS AWARDS

(In Addition to Navy Awards)

U. S. MARINE CORPS BREVET MEDAL

(No longer awarded)

This medal was awarded to the holder of a commission issued by the President and conferred by the Senate for distinguished service in the presence of the enemy. It was prescribed by the Secretary of the Navy

on 7 June 1921, and ranks immediately after the Congressional Medal of Honor. Brevet commissions were conferred upon 23 Marine Corps officers in the Mexican War, Civil War, Spanish-American War, Philippine Insurrection, and the Boxer hostilities of 1900.

MARINE CORPS GOOD CONDUCT MEDAL

Effective 10 Dec 1945, and retroactive to current service-record books as of that date, the following regulations will govern the awarding of Good Conduct Medals and bars:

(1) Service—Same as for the Navy.

(2) Conduct Requirements—Same as for Navy except that applicant is allowed two commanding officers' punishments, and markings in service record book not considered under requirement for award.

NOTE: By the term "current Service-Record Book" is meant the books still open and includes the period of service covered by that book only. Entries of previous service in this book are not considered.

ORGANIZED MARINE CORPS RESERVE MEDAL

To be eligible, one must attend with an organized unit of the reserve for 14 days annual field training period each year for 4 consecutive years; must attend at least 38 drills yearly for 4 consecutive years, and in the case of officers, must have received no unsatisfactory fitness reports, or, in the case of enlisted men, must be awarded a final average service record marking of 4.5 or over upon discharge. (The medal was authorized by the Secretary of the Navy on 19 Feb 1939.)

MARINE CORPS RESERVE RIBBON

This ribbon is awarded to any member of the Marine Corps Reserve who shall have completed 10 years honorable service in any Class or combination of Classes of the Marine Corps Reserve, and whose subsequent service, if any, is satisfactory, except as noted below:

Service on active duty, except training duty, and service by which a Reservist qualifies or has qualified for the Organized Marine Corps Reserve Medal, may not be counted in computing the ten years required to qualify for the Marine Corps Reserve Ribbon.

No person will be eligible for this award who was a member of the Marine Corps Reserve in time of war and who did not serve on active duty during the course of the war.

For each additional award for ten years of such honorable service, a bronze star may be worn on the Marine Corps Reserve Ribbon.

COAST GUARD AWARDS

(In addition to Navy Awards)

Medals and devices worn by Coast Guard personnel are awarded in accordance with Coast Guard regulations.

FOREIGN DECORATIONS

Awards tendered to personnel by foreign governments must be approved by existing law and the Navy Department before final acceptance. In the absence of proper authority, where refusal would cause embarrassment to the power conferring it, such award may be accepted subject to approval by an Act of Congress and should be forwarded to the Bureau of Naval Personnel for disposition until acceptance becomes legal.

MEDAL OF HONOR ROLL

Public Act No. 56, approved 27 Apr 1916, established in the War Department and in the Navy Department, respectively, a roll, designated as "the Army and Navy Medal of Honor Roll."

Upon written application made to the Secretary of the proper department, and subject to the conditions and requirements hereinafter contained, the name of each surviving person who has served in the military or naval service of the United States in any war, who has attained or shall attain the age of 65 years, and who has been awarded a medal of honor for having in action involving actual conflict with an enemy distinguished himself conspicuously by gallantry or intrepidity, at the risk of his life, above and beyond the call of duty, and who was honorably discharged from service by muster out, resignation, or otherwise, shall be, by the Secretary of the proper department, entered and recorded on said Roll. (Note: Personnel placed on the retired list of the Navy are considered as members of the Naval Service.) Applications for entry on said roll shall be made in such form and under such regulations as shall be prescribed by the War Department and Navy Department, respectively, and proper blanks and instructions shall be, by the proper Secretary, furnished without charge upon request made by any person claiming the benefits of this act.

It shall be the duty of the Secretary of War and of the Secretary of the Navy to carry this act into effect and to decide whether each applicant, under this act, in his department is entitled to the benefit of this act. If the official award of the Medal of Honor to the applicant, or the official notice to him thereof, shall appear to show that the Medal of Honor was awarded to the applicant for such an act as is required by the provisions of this act, it shall be deemed sufficient to entitle the applicant to such special pension without further investigation. Otherwise all official correspondence, orders, reports, recommendations, requests, and other evidence now on file in any public office or department shall be considered. A certificate of service and of the act of heroism, gallantry, bravery, or intrepidity for which the Medal of Honor was awarded, and of enrollment under this act, and of the right of the special pensioner to be entitled to and to receive the special pension herein

WEARING OF DECORATIONS, MEDALS, BADGES AND RIBBONS

12-1. GENERAL.—In accordance with the instructions contained in the Bureau of Naval Personnel Manual, certain decorations, medals, and badges are authorized for the U. S. Navy. In addition, other decorations, medals, and badges may be worn as outlined herein. Temporarily only the ribbon bars of decorations, medals, and badges listed herein are authorized for wear on the naval uniform, except as noted in Art. 12-2 (b).

(a) DESCRIPTION OF RIBBONS.—Ribbons of decorations, medals, and badges shall be made in $\frac{1}{2}$ " lengths of the same ribbon that supports the decoration, medal, or badge, with sufficient stiffening to keep them from wrinkling. These ribbons shall be exact replicas of the ribbons that support the decorations, medals, or badges and shall not be impregnated with unnatural preservatives nor be worn with artificial protective coverings.

(b) MANNER OF WEARING ON UNIFORMS.—All ribbons of decorations, medals, and badges to which an individual is entitled shall be worn in horizontal rows of three each without intervals, if that number or more be possessed. If not in multiples of three, the upper row shall contain the lesser number, the center of this row to be over the center of the one below it. Ribbons may be sewed to uniforms or arranged on a bar or bars to be attached to uniforms. They shall be worn on the left breast with the lower edge of the bottom row approximately

$\frac{1}{2}$ " above the pocket and clear of the lapel, as far as practicable (or approximately in that position if the uniform has no pocket or lapel), except that on the coat of the nurses' gray seersucker working uniform one or two rows of ribbons shall be centered on the left pocket flap and each succeeding row shall be worn above the pocket flap. The arrangement of ribbons by seniority shall be from top down and from inboard-outboard.

(c) WEARING OF DECORATIONS, MEDALS, BADGES AND RIBBONS ON CIVILIAN CLOTHES.—Decorations, medals, badges, and ribbons shall not be worn on overcoats, nor with civilian clothes, except that on appropriate occasions miniature medals complete with authorized appurtenances (except the Medal of Honor) may be worn with civilian evening dress. Miniature replicas of ribbons of decorations, medals, and badges (except the Medal of Honor), made in the form of lapel buttons, may be worn on civilian clothes. The ribbon of the Medal of Honor, made up in rosette form, may be worn on civilian clothes. Honorable discharge buttons may be worn with civilian clothes.

12-2. AMERICAN DECORATIONS, MEDALS AND BADGES—ORDER OF ARRANGEMENT:

(a) Ribbons of American decorations, medals, and badges shall be worn in the following order. Ribbons of medals or badges awarded for service performed while in the Army, Ma-

rine Corps, Coast Guard, or other branch of the Government, if not included in the following, should be worn in the order specified by the respective services. In all cases of relative priority Navy decorations, medals, or badges shall take precedence. If awarded for war or campaign service, they should be worn to conform with the chronological sequence as set forth in the following list, but if for other meritorious conduct or service proficiency, they should be worn to conform with the general plan as set forth in these regulations and, as far as consistent, with the order specified by their respective services. No decorations, medals, badges, or ribbons other than those authorized in this chapter, or those which may hereafter be authorized, shall be worn.

- Medal of Honor
- Marine Corps Brevet Medal
- Navy Cross
- Distinguished Service Cross
- Distinguished Service Medal
- Silver Star Medal
- Legion of Merit
- Distinguished Flying Cross
- Navy and Marine Corps Medal
- Soldier's Medal
- Bronze Star Medal
- Air Medal
- Commendation Ribbon
- Purple Heart
- Specially Meritorious Medal
(no longer awarded)
- Presidential Unit Citation
- Distinguished Unit Emblem
(worn by naval personnel on left breast with other awards)
- Navy Unit Commendation
- Gold Life Saving Medal
(old and new)
- Silver Life Saving Medal
(old and new)
- Reserve Special Commendation Ribbon
- Navy Good Conduct Medal
- Marine Corps Good Conduct Medal
- Army Good Conduct Medal
- Coast Guard Good Conduct Medal
- Naval Reserve Medal

Medal of Honor Roll

(Continued from preceding page)

granted, shall be furnished each person whose name shall be so entered on said roll. The Secretary of War and the Secretary of the Navy shall deliver to the Commissioner of Pensions a certified copy of each of such said certificates as he may issue, as aforesaid, and the same shall be full and sufficient authority to the Commissioner of Pensions for the payment by him to the beneficiary named in each such certificate the special pension herein provided for.

Each such surviving person whose name shall have been entered on said roll in accordance with this act shall be entitled to and shall receive and be paid by the Commissioner of Pensions in the Department of the Interior, out of any moneys in the Treasury of the United States not otherwise appropriated, a special pension of \$10 per month for life, payable quarterly. The Commissioner of Pensions shall make all necessary rules and regulations for making payment of

such special pensions to the beneficiaries thereof.

Such special pensions shall begin on the day that each person shall file his application for enrollment on said roll in the office of the Secretary of War or of the Secretary of the Navy after the passage and approval of this Act, and shall continue during the life of the beneficiary.

Such special pension shall not deprive any such special pensioner of any other pension or of any benefit, right, or privilege to which he is or may hereafter be entitled under any existing or subsequent law, but shall be in addition thereto.

The special pension allowed under this act shall not be subject to any attachment, execution, levy, tax, lien, or detention under any process whatever.

In case any person has been awarded two or more Medals of Honor, he shall not be entitled to and shall not receive more than one such special pension.

Rank in the service shall not be considered in applications filed under this act.

Organized Marine Corps Reserve Medal
 Marine Corps Reserve Medal
 Dewey Medal
 Sampson Medal
 Peary Polar Expedition Medal
 NC-4 Medal
 Byrd Antarctic Expedition Medal (1928-30)
 Second Byrd Antarctic Expedition Medal (1933-35)
 U.S. Antarctic Expedition Medal (1939-41)
 Civil War Campaign Medal
 Indian Campaign Medal
 Expeditionary Medal
 Spanish Campaign Medal
 Spanish War Service Medal
 Army of Puerto Rican Occupation
 Army of Cuban Occupation
 Philippine Campaign Medal
 Philippine Congressional Medal
 China Relief Expedition Medal
 China Campaign Medal
 Cuban Pacification Medal
 Army of Cuban Pacification Medal
 Nicaraguan Campaign Medal (1912)
 Mexican Service Medal
 Haitian Campaign Medal (1915)
 Mexican Border Service Medal
 Dominican Campaign Medal
 Victory Medal—World War I
 Army of Occupation of Germany Medal (1918-23)
 Haitian Campaign Medal (1919-20)
 Second Nicaraguan Campaign Medal
 Yangtze Service Medal
 China Service Medal
 American Defense Service Medal
 Area Campaign Medals (worn in order earned):
 (1) American Area Campaign Medal
 (2) European-African-Middle Eastern Area Campaign Medal
 (3) Asiatic-Pacific Area Campaign Medal
 Victory Medal—World War II
 Navy Occupation Service Medal
 Army of Occupation Medal
 Philippine Defense Ribbon

Philippine Liberation Ribbon
 Philippine Independence Ribbon
 Admiral Trenchard Section, Navy League, Turret-Gun-Pointer Medal
 Knox Trophy Gun-Pointer Medal
 Bailey Medal
 Merchant Marine Distinguished Service Medal
 Merchant Marine Meritorious Service Medal
 Merchant Marine Gallant Ship Unit Citation
 Merchant Marine Mariners Medal
 Merchant Marine Combat Bar
 Merchant Marine Defense Bar
 Merchant Marine War Zone Bars (worn in order earned):
 (1) Atlantic War Zone
 (2) Mediterranean Middle-East War Zone
 (3) Pacific War Zone

(b) The following order is prescribed for medals or badges for excellence in small arms firing. When ribbons are prescribed, any of these medals or badges not having a ribbon may be worn 1/4" below the center of the bottom row of ribbons.

- (1) Expert team rifleman's medal (no longer issued)
- (2) Expert rifleman's bar (no longer issued)
- (3) Sharpshooter's medal (no longer issued)
- (4) Expert pistol shot's pin (no longer issued)
- (5) Navy, Marine Corps, and Coast Guard distinguished marksman's medal
- (6) Navy, Marine Corps, and Coast Guard distinguished pistol shot's medal
- (7) Fleet rifleman's badge
- (8) Fleet pistol shot's badge
- (9) Navy and Coast Guard expert rifleman's medal (not worn if (5) is held)
- (10) Marine Corps expert rifleman's badge (not worn if (5) is held)
- (11) Navy and Coast Guard expert pistol shot's medal (not worn if (6) is held)
- (12) Marine Corps expert pistol shot's badge (not worn if (6) is held) (no longer issued)

12-3. BADGES (OPTIONAL).—The wearing of the following medals or badges (or their ribbons) for excellence in small arms is optional with the holder, but if any of these are worn, none of the ribbons of the decorations, medals, or badges listed in Art. 12-2 shall be worn at the same time.

- (a) Marine Corps sharpshooter's badge
- (b) Marine Corps marksman's badge
- (c) Marine Corps rifle competition badge
- (d) U. S. Fleet, Fleet and Force rifle match "place" medal
- (e) Marine Corps division rifle competition badge
- (f) Marine Corps pistol competition badge
- (g) U. S. Fleet, Fleet and Force pistol match "place" medal
- (h) Marine Corps division pistol competition badge

- (i) Lauchheimer trophy badge
- (j) Medals won by winning teams in Fleet and Force rifle and pistol matches
- (k) Medals won in the national matches
- (l) Short-range battle-practice medal for midshipmen
- (m) Medal for Naval Reserve Officers' Training Corps
- (n) Marine Corps Basic Badge (for infantry weapons other than rifle) has the following bars fastened between the holding pin and medallion of basic badge:
 - (1) EX—Bayonet (no longer issued)
 - (2) EX or SS—Pistol (38 and 45 cal.)
 - (3) EX or SS—Auto. rifle
 - (4) EX or SS—Sub-machine gun
 - (5) EX or SS—Machine gun (no longer issued)
 - (6) EX or SS—Thompson sub-machine gun (no longer issued)
 - (7) EX or SS—Howitzer (no longer issued)
 - (8) EX or SS—L. Arty. (no longer issued)
 - (9) EX or SS—Defense Arty. (no longer issued)
 - (10) EX or SS—Carbine
- (o) Marine Corps Expert Rifleman's Re-qualification Bar (worn with Expert Rifleman's Badge)

12-4. BADGES OF MILITARY SOCIETIES, VETERANS' ORGANIZATIONS, AND MISCELLANEOUS CIVILIAN ORGANIZATIONS:

(a) An Act of Congress permits officers and enlisted men of the Army, Navy, and Marine Corps who are members in their own right of military societies commemorative of wars of the United States (including the Revolutionary War, War of 1812, Mexican War, Civil War, Spanish-American War and the incidental insurrection in the Philippines, the China Relief Expedition of 1900, and World War I) to wear the distinctive medals or badges adopted by those societies on all ceremonial occasions. Persons who by right of inheritance and election are members of these societies are members thereof in their own right.

(b) Officers and enlisted men who are members of the societies mentioned in (a) above, or of those listed below may wear the medals or badges adopted by those societies with the decorations, medals, and badges listed in Art. 12-2 while actually attending meetings or conventions or while participating in parades or other ceremonies as members of such organizations. These medals or badges shall be worn after those listed in Art. 12-2.

(1) Regular Army and Navy Union and the Army and Navy Union of the United States.

(2) Corps and division badges of the Civil and Spanish-American Wars.

(3) American Legion, Veterans of Foreign Wars, and other officially recognized veterans' societies.

(4) Medical or scientific societies (including awards of such societies).

12-5. FOREIGN DECORATIONS:

(a) When authorized by law the wearing of ribbons of foreign decorations or service medals is optional, except as otherwise prescribed below. They shall be worn on the same occasions as prescribed for ribbons of American decorations, service medals, or badges, respectively, and shall be

arranged in the order of the date of receipt, after all ribbons of American decorations, service medals, and service badges, except that when one individual possesses two or more decorations from the same foreign country, the order of precedence of those particular decorations shall be determined by the rules of the country concerned.

(b) So far as may be consistent with the above, ribbons of foreign decorations and medals will be worn as nearly as practicable in accordance with the regulations of the country concerned.

(c) A person who has received a decoration from the government of a foreign country will wear the ribbon of the decoration as a courtesy to that country when attending any public

function in any country in the house of, or in honor of, a public official or other distinguished citizen or subject of the country whose decoration he possesses. The ribbon of a foreign decoration or service medal will not be worn alone; the ribbon of at least one American decoration, medal, or badge must be worn with a foreign award.

12-6. FOURRAGERE.—Officers and chief petty officers entitled to the Fourragere may wear it on all naval uniform coats whenever ribbons of decorations, medals, or badges are authorized to be worn. Other enlisted men entitled thereto may wear the Fourragere on all jumpers whenever ribbons of decorations, medals, or badges are authorized to be worn. In order to attach the Fourragere to the naval uniform, a button may be sewed to the left shoulder of the coat or jumper under the collar. The Fourragere, if worn, shall be attached to the left shoulder and under aiguillettes, if they are worn. The left arm will pass through the Fourragere and the small loop will engage the button under the collar, with the metal pencil hanging to the front.

12-7. INSIGNIA TO BE WORN UPON RIBBONS.—Insignia are authorized to be worn upon ribbons as follows:

(a) **GOLD, BRONZE, AND SILVER STARS:**

(1) If an individual already holds any one of the Navy decorations listed in Art. 12-2 (a) above and is awarded the same decoration a second or subsequent time, the Navy will issue a gold star (of a size to be inscribed in a circle 5/16" in diameter), except for those decorations listed in subparagraph (2) below, to be worn on the ribbon bar of the first award when ribbons only are worn. In lieu of five such stars upon one ribbon, one silver star of the same dimension shall be worn. In the event the second or subsequent award is an Army decoration, an oak leaf cluster, issued by the War Department, shall be worn in lieu of a gold star. (Gold stars, presented in lieu of additional awards of the same decoration, to be worn upon the suspension ribbon of medals shall be of the following sizes: of a size to be inscribed in a circle 3/8" in diameter for wear on the suspension ribbon of large medals; of a size to be inscribed in a circle 1/8" in diameter for wear on the suspension ribbon of miniature medals.)

(2) Stars authorized to be worn upon the Presidential Unit Citation ribbon, the Commendation ribbon, the Navy Unit Commendation ribbon, the Navy Good Conduct ribbon, the Naval Reserve ribbon, the Reserve Special Commendation ribbon, and upon campaign ribbons for which a star has been authorized shall be of bronze and of a size to be inscribed in a circle 3/16" in diameter in lieu of five such stars, one silver star, of a size to be inscribed in a circle 5/16" in diameter, shall be worn.

(3) The first star authorized to be worn upon a ribbon shall be centered

upon the ribbon. If more than one star is worn, they shall be placed in a horizontal line close to and symmetrically about the center of the ribbon. A silver star, worn in lieu of five bronze or gold stars, shall be located as near the center of the ribbon as the symmetrical arrangement permits. Stars shall be placed upon the ribbon with one ray pointing down.

(4) All previously authorized stars may continue to be worn in the manner previously prescribed until replaced by new equipment.

(b) **SILVER LETTER "W".**—Certain personnel who served in the defense of Wake Island are authorized to wear a silver letter "W" on the service ribbon of the Navy Expeditionary Medal. Such letter shall be 3/8" in height and shall be worn centered on the ribbon.

(c) **BRONZE LETTER "A".**—In accordance with the Bureau of Naval Personnel Manual certain personnel are entitled to wear a bronze letter "A" in lieu of a bronze star on the service ribbon of the American Defense Service Medal. Such letter shall be 3/8" in height and shall be worn centered on the ribbon. When the "A" is worn, no star shall be worn upon the ribbon.

(d) **COMBAT DISTINGUISHING DEVICE, BRONZE LETTER "V".**—Personnel who have been awarded the Legion of Merit, the Bronze Star, or the Commendation Ribbon for acts or services involving direct participation in combat operations are authorized to wear a Combat Distinguishing Device, a bronze block letter "V," 1/4" in height, in the center of the ribbon. Only one "V" may be worn upon a single ribbon. Gold or silver stars indicating more than one award of the same decoration shall be arranged symmetrically, the first star to the wearer's right of the "V," the second to the left, etc.

(e) **CLASPS, SILVER STAR, AND MALTESE CROSS (VICTORY MEDAL, WORLD WAR I).**—Service clasps and battle clasps are authorized for wear on the ribbon of the Victory Medal, World War I, only. Personnel who are entitled to such clasps shall wear a bronze star on the service ribbon of the Victory Medal, World War I, when ribbons are prescribed. When any person has been commended by the Secretary of the Navy as a result of the recommendation of the Board of Awards, for performance of duty during World War I not justifying the award of a Medal of Honor, a Distinguished Service Medal, or a Navy Cross, he shall wear a silver star, of a size to be inscribed in a circle 3/16" in diameter, on the service ribbon of the Victory Medal, World War I, for each such citation. A bronze Maltese cross is placed on the service ribbon for those officers and men of the Medical Corps who were attached to the American Expeditionary Forces in France any time between 6 April 1917 and 11 November 1918, and who are not entitled to any battle clasp provided for by General Order No. 83, War Department, 30 June 1919.

Ribbon Rules

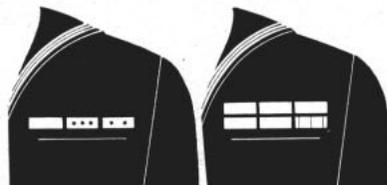
The correct manner in which ribbons of decorations, medals and badges are worn is shown in the drawings below.

- Ribbons are worn in horizontal rows of three each, if you have that many; the rows are 1/4 inch apart. Any row with less than three ribbons becomes the top row and is centered over the row or rows beneath it.



- Only one "V" (Combat Distinguishing Device) may be worn upon a single ribbon. Personnel awarded the Legion of Merit, the Bronze Star or Commendation Ribbon for services or acts performed in actual combat with the enemy are authorized to wear the "V."

- Stars shall be placed in a horizontal line close to and symmetrically about the center of the ribbon. A silver star worn in lieu of five bronze or gold stars, shall be located as near the center of the ribbon as the symmetrical arrangement permits



- Ribbons for medals or badges for excellence in small arms firing are worn immediately following (note striped ribbon above) all decorations, medals and ribbons, as outlined in accompanying article. Foreign decorations and medals are worn to the left of all American decorations.

TABLE OF NAVAL DECORATIONS AND RIBBONS—REGULATIONS FOR

Name of medal and ribbon	Authorized by:	Awarded to	Award for:	Time limits for recommendations or awards	Gratuity
Medal of Honor.	Act of 21 Dec 1861; act of 3 Mar 1901; act of 3 Mar 1915; act of 4 Feb 1919; act of 7 Aug 1942 which supersedes above acts.	Any person who, while in the naval service of the United States shall, in action involving actual combat with the enemy, or in the line of his profession, distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission.	Combat or noncombat.	Must be issued within 5 years from date of distinguished act, or recommended within 3 years of act, or service.	\$2 per month from date of distinguished act, to enlisted men only.
Medal of Honor (1917-18) (no longer issued).	Act of 4 Feb 1919.	Any person who, while in the naval service of the United States shall, in action involving actual conflict with the enemy, distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission.	Combat only.	.....do.....	Do.
Navy Cross.....	Act of 4 Feb 1919; act of 7 Aug 1942.	Any person serving with the naval service of the United States who distinguishes himself by extraordinary heroism in connection with military operations against an armed enemy.	.....do.....	.....do.....	Do.
Distinguished Service Medal.	Act of 4 Feb 1919; act of 7 Aug 1942.	Any person who, while serving in any capacity with the Navy of the United States since 6 Apr 1917, has distinguished himself by exceptionally meritorious service to the Government in a duty of great responsibility.	Combat or noncombat.	.....do.....	Do.
Silver Star Medal.	Act of 7 Aug 1942.	Any person who, while serving in any capacity with the Navy of the United States since 6 Dec 1941, has distinguished himself conspicuously by gallantry and intrepidity in action, not sufficient to justify the award of Medal of Honor or Navy Cross; also cases of persons previously submitted, recommended for Medal of Honor or Navy Cross or Distinguished Service Medal, and who were turned down, may be reconsidered, all cases to be considered on records now in Navy Department.	Combat only.	Must be issued within 5 years from date of distinguished act or service, or recommended within 3 years, except when awarded in cases previously submitted and turned down for Medal of Honor, DSM, or Navy Cross.	\$2 per month from date of distinguished act, for enlisted men only, since 6 Dec 1941.
Legion of Merit.	Act of 20 July 1942; Executive Order No. 9260 of 29 Oct 1942.	Personnel of the armed forces of the United States and the Philippines; and personnel of the armed forces of friendly foreign nations who, since 8 Set 1939, shall have distinguished themselves by exceptionally meritorious conduct in the performance of outstanding services.	.....do.....	No time limit.....	No gratuity provided.
Distinguished Flying Cross.	Act of 2 July 1926; Exec. Order No. 4576 of 28 Jan 1927; Exec. Order No. 7786 of 8 Jan 1938.	Any person who, while serving in any capacity with the Air Corps of the Army, National Guard, and Organized Reserves, or with U. S. Navy, Marine Corps or Coast Guard, subsequent to 6 Apr 1917, has distinguished himself by heroism or extraordinary achievement while participating in aerial flight. Members of military, naval, or air forces of foreign governments, while serving with the United States.	Combat or noncombat.	Must be issued within 3 years or service, or recommended from date of distinguished act within 2 years from date of act or service.	\$2 per month from date of distinguished act or service, for enlisted men only.
Navy and Marine Corps Medal.	Act of 7 Aug 1942.	Any person who, while serving in any capacity with the U. S. Navy or Marine Corps, including Reserves, shall have, since 6 Dec 1941, distinguished himself or herself by heroism not involving actual conflict with an enemy, or to any person to whom the Secretary of the Navy has formerly awarded a letter of commendation for heroism regardless of date, subject to approval of the Board of Decorations and Medals.	Noncombat only.	Must be issued within 5 years from date of distinguished act or service, or recommended within 3 years, except when awarded in lieu of a letter of commendation previously awarded for heroism.	No gratuity for services prior to 7 Dec 1941 \$2 per month from date of distinguished act, after 7 Dec 1941, for enlisted men only.
Bronze Star Medal.	Exec. Order No. 9419 of 4 Feb 1944.	Any person serving with Army, Navy, Marine Corps or Coast Guard on or after 7 Dec 1941 who distinguishes himself by heroic or meritorious achievement or service, not involving participation in aerial flight, in connection with military or naval operations against an enemy.	Combat or noncombat.	No time limit.....	No gratuity authorized.
Air Medal.....	Exec. Order No. 9158 of 11 May 1942; Gen. Order No. 175 of 27 June 1942.	Any person who, while serving with Army, Navy, Marine Corps or Coast Guard of the United States in any capacity, subsequent to 8 Sept 1939, distinguished himself by meritorious achievement while participating in an aerial flight.	.....do.....	.....do.....	Do.
Commendation Ribbon.	Alnav 11-44, 11 Jan 1944.	All personnel of Navy, Marine Corps and Coast Guard who receive an individual letter of commendation signed by SecNav, Cominoh, CinePac or CinCLant, or a Fleet Commander of rank of Vice Admiral or above, for an act of heroism or service performed since 6 Dec. 1941 (but ribbon may not be worn for letters received after 11 Jan 1944 unless text so authorizes, or for any letters from Fleet Commanders prior to 13 Sept 1944).	.....do.....	.....do.....	Do.
Purple Heart...	Exec. Order No. 9277 of 3 Dec 1942; Gen. Order No. 186 of 21 Jan 1943.	Persons wounded in action against the enemy of the United States while serving with the Navy, Marine Corps, or Coast Guard of the United States or as result of act of such enemy, if wound necessitated treatment by medical officer. Also to next of kin of persons killed in action.	Combat only.	.....do.....	Do.
Specially Meritorious Medal, WarwithSpain (no longer issued).	Act of 3 Mar 1901.	Officers and men of the Navy and Marine Corps who rendered specially meritorious service, other than in battle, during the War with Spain.	Noncombat only.	.....do.....	Do.
Presidential Unit Citation.	Exec. Order 9050 of 6 Feb 1942; Gen. Order 187 of 3 Feb 1943.	Any ship, aircraft, or naval units, any marine aircraft detachment or higher unit for outstanding performance in action on or after 16 Oct 1941.	Combat only.	.....do.....	Do.
Navy Unit Commendation.	Alnav 224 of 18 Dec 1944.	Any ship, aircraft detachment, or other unit in the naval service of the U. S. for outstanding heroism in action against the enemy, but not sufficient to justify the award of the Presidential Unit Citation; or for extremely meritorious service not in combat, but in support of military operations. (Awarded by SecNav only.)	Combat or noncombat.	.....do.....	Do.

NOTE.—A gold star is awarded in lieu of a second award of the same decoration. Each additional award, which carries a gratuity, shall entitle the recipient to further additional pay at the rate of \$2 per month from date of the distinguished act or service for which the award is made, and such additional pay shall continue throughout his active service, whether such service shall or shall not be continuous.

LETTERS TO THE EDITOR

Honorable Discharge

SIR: Is a man eligible for an honorable discharge if he had two summary court martials during the first year of his first enlistment?—M. L. S., S1, USN.

• No, unless (1) BuPers approves his CO's recommendation for an honorable discharge; (2) he has been awarded a Medal of Honor, has been decorated for heroism or distinguished service or has received a letter of commendation from SecNav; or (3) he is discharged as a result of disability received in action against an enemy. (See Section 1, Chapter 9, Part D, of BuPers Manual.) If he is not eligible for an honorable discharge under one of these conditions, he may receive a discharge under honorable conditions. One SCM conviction would have no effect on the character of discharge given—except to make it tougher to meet the 3.25 conduct mark required for all honorable discharges. Except for the bar against most men with one general or two summary convictions, the type of discharge a man earns depends upon his entire record.—Ed.

No Rate for PBX Operators

SIR: Is there a rate for PBX operators? I know that Waves doing that work hold the rate of SPXSB. Can I strike for that rate?—H. R. G., S2, USN.

• No. The SPXSB rating was established primarily for Class V-10 personnel. Regular Navy personnel are not eligible for advancement in this rating group (see BuPers Circ. Ltr. 191-46 (NDB, 31 Aug 1946)). SPXSB is not included in the new rating structure for the regular Navy.—Ed.

More Poetry than Truth

SIR: I have recently heard of an Alnav which states that all men who enlisted for a period of four years or for a minority cruise when they were 17 can be discharged two years after the date of their enlistment. Is there any truth to this?—K. E. L., S1, USN.

• Pure scuttlebutt.—Ed.

Ships' Sponsors

SIR: Can you tell me who christened these ships? (1) USS *Philippine Sea* (CV 47). (2) USS *Leyte* (CV 32). (3) USS *Corregidor* (CVE 58). (4) USS *Mindoro* (CVE 120). (5) USS *Cebu* (ARG 6).—J. B. V., STM2, USN.

• (1) Mrs. Albert B. Chandler, wife of Albert B. Chandler, then U. S. Senator from Kentucky, 5 Sept 1945 (2) Mrs. James M. Mead, wife of James M. Mead, then U. S. Senator from New York, 23 Aug 1945. (3) Mrs. John Hallett, 12 May 1943 (this was a Maritime Commission hull). (4) Mrs. R. L. Bowman, wife of Capt. R. L. Bowman, USN, 27 June 1945. (5) Mrs. M. G. Bird, 18 Oct 1943 (also a Maritime Commission hull).—Ed.

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

No Mustering Out Pay

SIR: I went into the Fleet Reserve in 1945 and was placed on the inactive list in November 1946. (1) Am I entitled to mustering out pay? (2) If not, is there a bill pending which would modify this?—J. L., CFC, USNR F4D.

• (1) No. Mustering out payment is not made to any member of the armed forces who, at the time of discharge or relief from active service, is transferred or returned to the retired list with retirement pay or in a status in which he receives retirement pay. It has been held by the Comptroller General that retainer pay is a form of retirement pay. Consequently, members of the Navy who are transferred to the Fleet Reserve and who are entitled to retainer pay are in a status in which they are ineligible to receive MOP. (2) No.—Ed.

Must Serve Enlistment

SIR: Are men who shipped over for two years to enable them to go to a service school eligible for discharge if they wash out before finishing the school?—H. F. P., ARMI, USN.

• No. Men who ship over or extend enlistments to establish eligibility for a service school must serve the enlistment whether they complete the school or not.—Ed.

Longevity and Drill Pay

SIR: Are members of the Naval Reserve, Class O1, entitled to longevity on their weekly drill pay?—P. J. M., QM1, USNR.

• No. Although longevity credit is earned while on inactive duty in the Reserve, it is paid to members only when they perform annual training duty.—Ed.

No Waves on Guam

SIR: We have a man aboard this ship who swears he knew some Waves on Guam during the last year of World War II. Is that possible?—H. E. J., BM2, USN.

• No. Waves served overseas only in Com 14 (Hawaiian area) on permanent duty. Approximately 4,000 Waves served in that area during the war. In addition, some were assigned temporary duty in the American Theater, including Bermuda, Panama, Puerto Rico, Alaska and the Aleutians. Your friend did not know any Waves on Guam.—Ed.

Likes Bell Bottoms

SIR: Why the frowning on tailor-made blues. I think if a man thinks well enough of the uniform to spend \$40 or \$50 on a nicely made one, he should be allowed to wear it instead of going ashore disguised in civilian clothes as plenty of the fellows do.

For the past year we've heard a lot about future changes in the uniform. Those of us who really like the Navy don't want any changes. We like the uniform as is, except we do want bell bottom trousers back and a nice cloth (such a tailor-mades) that does not pick up dirt as easily.—R. G., S1, USN.

• The Navy "frowns" on tailor-mades for the simple reason that they're non-regulation, which means that they're non-uniform. In re your other comments it may be said that the uniform is still under discussion in the Navy Department, that among the features being discussed is the material of all naval uniforms, and that suggestions from the Fleet still are welcomed.—Ed.

Advancement in Rate

SIR: I have 14 months in the Navy and have been S1 for only four months. Is there a directive in effect at this time that authorizes my CO to rate me Y3 due to the lack of yeomen aboard ship?—P. D. C., S1, USN.

• No. You must serve six months as S1 before being eligible for advancement to Y3. See BuPers Circ. Ltr. 191-46 (NDB, 31 Aug 1946).—Ed.

Up From the Ranks

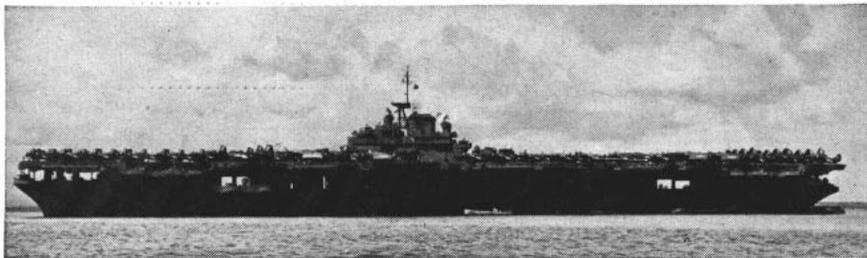
SIR: There are hundreds of petty officers, firemen and seamen with an eye on the future who would welcome an intensive course of study to prepare themselves for a permanent commission in the regular Navy. How about something like this:

A small group of regular Navy enlisted men, ages ranging from 18 through 25 (inclusive) with a minimum of 11 years of school, would be carefully selected from the Fleet and appointed midshipmen. The appointees would then be sent to a prep school (similar to that for Annapolis) and at the end of one year's study, those selected for further training would be split into groups and sent to sea on combatant ships of the Fleet. Three years would then be spent at sea in periods ranging from six to nine months in each department on board ship.

At the end of the four-year period, those remaining in the class would be returned to school for about six weeks of review in academic work, upon completion of which they would appear before a selection board to determine their fitness for a permanent commission in the regular Navy.

This plan would be open to all naval personnel and would furnish the naval service with a steady flow of versatile, capable officers from the ranks.—C. R. L., Y1, USN.

• Your plan looks fine, but somebody beat you to it. The Navy has long recognized the desirability of procuring a percentage of its officers from the ranks. In fact, that's what it's doing now under the Holloway Plan. Nearly 500 enlisted men selected by service-wide competitive examination from naval and marine ranks are now undergoing selection at Great Lakes Training Station for the NROTC and NACP programs. The Holloway Plan is an annual affair. For particulars see ALL HANDS, May 1947, p. 50 and June 1947, p. 49.—Ed.



PHILIPPINE SEA was named after battle in which attempts to reinforce Marianas were defeated.

Army Time Counts

SIR: In regard to "Army Time, Navy Retirement" (ALL HANDS, May 1947, p. 28), you say that service in the Army cannot be counted on 20-year transfer to the Fleet Reserve. I did two hitches in the Army and I figure it all counts on 20 in accordance with Public Law 720, 79th Congress, which was promulgated in Alnav 457-46 (NDB, 15 Aug 1946). How about it?—P. L. G., CY, USN.

• You're right. Active Army time can be counted on transfer to the Fleet Reserve after 20 years' active Federal service, but only under Public Law 720. It cannot be counted on transfer to Class F-5. Active Army time can also be counted on 30-year retirement direct to the retired list.—Ed.

'The Naval Reservist'

SIR: I have seen copies of a paper called *The Naval Reservist* and have been wondering what it is and how I can get a copy. I am a member of the Volunteer Reserve.—D. S. C., F1, USNR (Inactive).

• The Naval Reservist is published monthly by BuPers and contains news of interest to members of the Naval Reserve. Requests from enlisted personnel to be put on the mailing list of the Reservist should be mailed to their District Commandant. Officers should send their requests to BuPers (Attn: Pers 823). There is no charge for the publication.—Ed.

Must Fulfill Requirements

SIR: Is a graduate of a Class A school entitled to S1 automatically upon reaching a duty station, or does he have to take the regular S1 test?—R. P. S., S2, USN.

• Advancement is not automatic upon reaching a duty station. He must fulfill all requirements for normal advancement to S1 (see Para. 3(c) of BuPers Circ. Ltr. 191-46 (NDB, 31 Aug 1946)).—Ed.

Counting Time Served

SIR: I first enlisted in the Navy in August 1928 and was transferred to the Fleet Reserve, Class F-2, in May 1932. In June 1935 I returned to active duty and have served continuously since. My current enlistment expires in October 1948. Can I count the time served in Class F-2 for transfer to the Fleet Reserve, Class F-5?—R. P. B., CBM, USN.

• No. Class F-2 time does not count for purposes of transfer to the Fleet Reserve, Class F-5. It does, however, count for longevity and towards retirement from the Fleet Reserve in an inactive duty status.—Ed.

Officers' Raincoapes

SIR: In ALL HANDS, May 1947, p. 56, the statement is made that, "Dress uniforms, the boat cloak and the raincape were not included in new chapter II, inasmuch as it is not known at the present time when dress clothes will be required again."

I was under the impression that the officers' raincape, as authorized and pictured in Uniform Regs, 1941, was an article of the service uniform rather than of the dress uniform. I have attempted to buy a raincape but have never found a tailor who stocked them. The Naval Clothing Depot informed me that they were not sold by that activity. Can you advise me on this?—J. H. T., Comdr., USN.

• The officers' raincape is included in Uniform Regs, 1941, as an optional item of clothing. No explanation of the reason for its adoption has been found, but it is known that the boat cloak was adopted especially for use when full dress was worn, as the regular overcoat and raincoat could not be worn over epaulets. It is assumed that the raincape was adopted for the same reason. The revised chapter II does not include mention of the raincape and it is therefore not authorized for wear at this time. No evidence of its sale by naval tailors is available.—Ed.

Sorry, No Private Replies

To spare disappointment to the growing number of officers and enlisted men who write to this department asking for direct answers to their questions, ALL HANDS must emphasize the policy stated in type under the Letters to the Editor heading: We can make no private replies. The volume is far too great for a limited staff to handle, even if Navy Regulations permitted it.

We want you to keep writing, because your problem may be one which concerns many others. From the letters received each month a number are selected for printing here because they are representative and of general interest; the entire mail helps to determine the material to be covered comprehensively in articles elsewhere in the magazine.

But please don't request a personal answer to your individual problem. If you have a personal matter that requires an answer from BuPers, you may always submit an official letter for official action.—Ed.

NROTC-NACP Exams

SIR: I took the NROTC examination on 18 January and as yet I have not been notified whether I passed or not. When and how will I be notified?—H. G. J., F1, USN.

• BuPers Circ. Ltr. 76-47 (NDB, 30 April) contained the list of men selected for entrance into the NROTC-NACP program as a result of the examination conducted 18 January. These men have been issued transfer orders to Great Lakes. If you were not included in this list, you can assume that you were not selected for the program. The large number of applicants for the program, the high level of scores attained by the majority of the applicants and the limited number of vacancies existing in the program made it necessary to reject a large number of apparently well qualified candidates whose scores did not quite place them in the top brackets. Unsuccessful candidates will not be notified of non-selection.—Ed.

No Change in Uniform

SIR: All the recruits I observe are wearing the old regulation uniform. I was of the opinion that the new uniform was being issued. Am I correct?—D. J. A., SM2, USNR.

• No. There has been no change in the uniform issued.—Ed.

Early Discharges

SIR: Can a seaman on a two-year enlistment be discharged three months before expiration of his enlistment? A buddy of mine says that Art. 1686(2) of Navy Regs affects two-year enlistments and I say it doesn't. How about it?—R. P. S., S2, USN.

• BuPers Manual, Art. D-9104(4), provides for discharge within three months of expiration of enlistment when such discharge would be for the convenience of the Government. This applies to two-year enlistments as well as to enlistments for a longer term.

Art. 1686(2) of Navy Regs provides, in effect, that no enlisted man may be discharged more than three months prior to expiration of enlistment without authority of SecNav, except for certain causes.

There is no conflict between these two directives.—Ed.

Reservists May Use Titles

SIR: Do Reserve officers of and above the rank of commander retain the right to use the title of their rank upon returning to inactive duty?—L. C., Comdr., USNR.

• Yes. Para. 3, Art. H-1801 (revised 1947), BuPers Manual states, "The use of official naval titles by reserve personnel in inactive duty status is authorized." There is no limitation in regard to rank or rating.—Ed.

Can't Buy a .45

SIR: Is it possible at the present time to purchase the service model Colt .45 automatic pistol from the Government?—C. E. B., Ens., USNR (Inactive).

• Not at the present time. War Assets Administration has advised that inventories of the Colt .45 be reported to Washington, and disposition of the guns will be announced later.—Ed.

Carrier Islands

SIR: Why is the island always located on the starboard side of an aircraft carrier?—L. T. S., Cox., USN.

• BuShips experts say aviation customs, influenced by the fact that engine torque tends to turn planes to the left, are responsible for starboard placement of carrier islands. Traffic patterns for aircraft normally are set up for lefthand turns in rendezvous, approaching and taking off airports, and so forth. Consequently, landing signal officers are stationed on the port quarter of the flight deck and pilots approach carriers in a short left turn keeping the landing signal officer in view over the port bow of the plane. If planes are waved off, the sudden surge of power from their engines pulls them away from the island structures and the air turbulence surrounding them.—Ed.

CARRIER island (from which picture was taken) is always on ship's starboard side. Landing signal officer is stationed on port quarter of flight deck. Pilot approaches carrier in short left turn, keeping LSO in view over port bow of the plane. Engine torque tends to pull planes away from islands.



Forgive Me!

SIR: In ALL HANDS, April 1947, p. 30, 60 USNS commented on my letter that appeared in ALL HANDS recently (January 1947, p. 31). In my letter I suggested adopting the Marine Corps' uniform. I want to apologize for not being more definite in expressing myself.

I did not mean to suggest that we adopt their uniform as is. I was referring only to its style, which I think is better than the ones the Uniform Board has been experimenting with lately, and we should adopt it *only if the uniform has to be changed.*

As for the suggestion that I join the Marines—my ancestors would never forgive me!—W. R. T., S1, USN.

16-Year Retirement

SIR: I enlisted in the Navy on 5 May 1925, at which time the 16-year retirement bill was in effect. I reenlisted in 1939 and was told that after 16 years' service I could transfer to the Fleet Reserve for retirement purposes. Is this possible, and if so, what would my retirement pay be?—D. J. F., MM1, USN.

• Yes, if you were serving in the Navy on 1 July 1925 you will be eligible to transfer to the Fleet Reserve, Class F-4-C, upon completion of 16 years' service. You will receive retainer pay at the rate of one-third of the base pay which you were receiving at the time of transfer, plus longevity.—Ed.

Winnie's Crowning Glory

SIR: In reference to Winnie the Wave (ALL HANDS, May 1947, p. 47). The picture looks real enough and it's possible she could be a Wave. If so, she needs a GI haircut. If not, what is she doing in a Wave uniform?—M. C. S., Y1, Wave, USNR.

• Jealous?—Ed.

Souvenir Books Published by Ships and Stations

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

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

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

• USS Clamp (ARS 33). Address: CO, USS Clamp (ARS 33), c/o Commander San Pedro Sub Group, Pacific Reserve Fleet, Terminal Island Naval Shipyard, San Pedro, Calif.

• USS Bennion (DD 662). Address: Capt. J. W. Cooper, USN, Room 0323, Bureau of Ordnance, Navy Department, Washington 25, D. C. Will be published in late summer of 1947. Price, \$5 for first copy, \$2.50 for additional copies.

• USS Vicksburg (CL 86). Former crew members may address inquiries to: Lester D. Dawson Co., 529 Ocean Center Building, Long Beach 2, Calif.

• USS Oklahoma City (CL 91). Former crew members may address in-

Promotions of Reservists

SIR: Does Alnav 103 mean that I will not be promoted until 1 Mar 1948? I was commissioned in February 1945 and would have caught the next promotion Alnav.—M. D., Ens., USNR (Inactive).

• You're a little confused on this subject. Alnav 103-47 (NDB, 30 April) merely cancelled Alnav 346-45 (NDB, July-Dec 1945), which had established certain promotion policies. These policies referred only to active service in rank. No provision was made for future promotions of inactive officers.

Promotions of inactive Reserve officers are covered by BuPers Manual, Part H (Revised 27 Jan 1947), which provides that Reserve officers will be assigned running mates who are in the regular Navy. When this has been done, future promotions of inactive Reserve officers will be based upon the promotions of their running mates in the regular Navy. Because Alnav 346-45 has been cancelled, requests for promotion based on that Alnav are not desired since no action can be taken on them. BuPers will take the action required by the revision of the Manual and will give wide publicity to the action or notify officers individually. It is therefore impossible to set a date (as you do in your letter) when you may expect to be promoted.—Ed.

Discharge Prior to Expiration

SIR: May a man be discharged for immediate reenlistment three months ahead of the expiration date of his enlistment if the date is on a Saturday or Sunday, in accordance with Art. D-9104(4)(d) of BuPers Manual?—J. D. C., CY, USN.

• No. Although all provisions of Art. D-9104(4), BuPers Manual, were restored by Alnav 421-46 (NDB, 15 Aug 1946), subparagraph (d) of this article provides only that when a man's enlistment expires either on a Saturday, Sunday, holiday or day preceding a holiday, he may be discharged prior to his expiration of enlistment date so that his discharge and reenlistment may be effected on consecutive days other than those indicated.—Ed.

quiries to: CO, USS Oklahoma City (CL 91), c/o Commander, San Francisco Group, Pacific Reserve Fleet, San Francisco Naval Shipyard, San Francisco 24, Calif.

• USS Bennington (CV 20). Address: Commander Sub-Group 4, Norfolk Group, Atlantic Reserve Fleet, Newport News Shipbuilding and Dry Dock Corp., Newport News, Va. Free to former crew members.

• USS Lake Champlain (CV 39). Address: Commander Sub-Group 4, Norfolk Group, Atlantic Reserve Fleet, Newport News Shipbuilding and Dry Dock Corp., Newport News, Va. Free to former crew members.

• USS Texas (BB 35). Address: CO, USS Texas (BB 35), Hawkins Point, Baltimore, Md. Free to former crew members.

• USS Alaska (CB 1). Address: Commander Sub-Group 1, New York Group, Atlantic Reserve Fleet, U. S. Naval Supply Depot, Bayonne, N. J. Price \$1.50.

• USS Guam (CB 2). For information address: Stewart Publishing Co., Philadelphia, Pa.

• USS Wakefield (AP 21). For information address: Clark Printing House, Inc., 1228 Cherry St., Philadelphia, Pa.

• USS John Q. Roberts (APD 94). For information: Address Douglas Publishing Co., Jacksonville, Fla.

• USS Register (APD 92). For information: Address Douglas Publishing Co., Jacksonville, Fla.

• USS Cockrill (DE 398). Address: John Hasting, 4029 Monticello St., Richmond 22, Va. Price, \$3.50.

'Thanks for Fine Job'

SIR: This being my first letter to the publication I wish to express my thanks for the fine job that is being done by ALL HANDS. It is by far one of the best morale builders and boosters ever devised by the Navy Department. ALL HANDS gives the word in a clear, easy to understand picture which reaches "all hands," as the title indicates.

In your May 1947 issue, Letters to the Editor, a question is asked re Army time for 20-year retirement (transfer to Fleet Reserve). Your answer is in the negative. I think that Public Law 720, 79th Congress . . . —A. B. B., CY, USN.

• That's enough, chief. Yours was the 37th letter that caught our boner. You'll find the correction on these pages. Well, thanks anyway.—Ed.

MOP for Temporary Officers

SIR: Upon termination of my appointment as temporary lieutenant, and reversion to my enlisted status of CQM and discharge as CQM, am I entitled to mustering out pay?—F. S. H., Lt., USN.

• Enlisted men serving as temporary officers who are discharged on the same day they revert are not entitled to MOP if they are serving as (1) lieutenant commander or above; (2) lieutenant with over 17 years' service; or (3) CWO with 20 years' creditable record.

They may, however, receive MOP if they (1) revert and serve a period in enlisted status before being discharged, or (2) reenlist, making them eligible to receive payment at the termination of that enlistment.

All others serving in the lower pay periods (below pay period 4) will receive MOP when they revert and are discharged, either immediately or after further service, in enlisted status.—Ed.

Broken Service

SIR: Does broken service interrupt active duty for purpose of transfer to the Fleet Reserve?—P. W., MM2, USN.

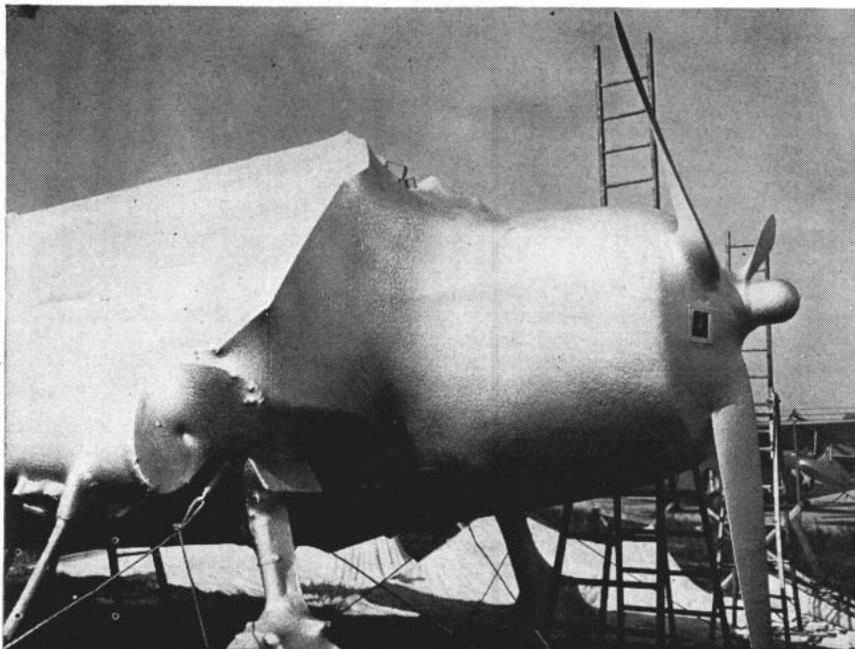
• No. All active naval service counts for purpose of transfer to the Fleet Reserve. It does not have to be continuous active duty. See BuPers Manual, Part H (revised 1947).—Ed.

Pay in Fleet Reserve

SIR: The pay situation of a CPO who transfers to the Fleet Reserve after 20 years' service is rather confusing. The Navy advertises (ALL HANDS, May 1947, back cover) that after 20 years' service they will receive \$107.25 in the Fleet Reserve, but all the chiefs I have talked to who have gone out on 20 are receiving \$82.50. Why the difference?—O. J. M., CPHM, USN.

• You have these two choices, chief: Upon completing 20 years' active naval service, a man may elect transfer to the Fleet Reserve and receive retainer pay at the rate of one-half the base pay he was receiving at the time of transfer (\$82.50 in the case of a CPO). When he is transferred from the Fleet Reserve to the retired list after 30 years' combined active and inactive service, his pay will be increased according to his longevity.

Or, after 20 years' active Federal service, a man may elect transfer to the Fleet Reserve in accordance with Public Law 720, 79th Congress. Under this plan, he will receive retainer and retired pay at the rate of 2½ per cent of his base and longevity pay, multiplied by the number of years of active service (\$107.25 in the case of a CPO). He will continue to be paid at this rate after 30 years' total service when he is transferred to the retired list. A circular letter on this subject is in preparation.—Ed.



CANNED PLANES

COCOON encases Hellcat (shown left). Planes that are awaiting shipment to storage points are kept in lighter-than-air hangars such as those shown at right.

WHEN IT COMES to cans, Heinz hasn't a thing on the Navy.

In June, the Navy began "canning" more than 2,000 surplus carrier and trainer aircraft.

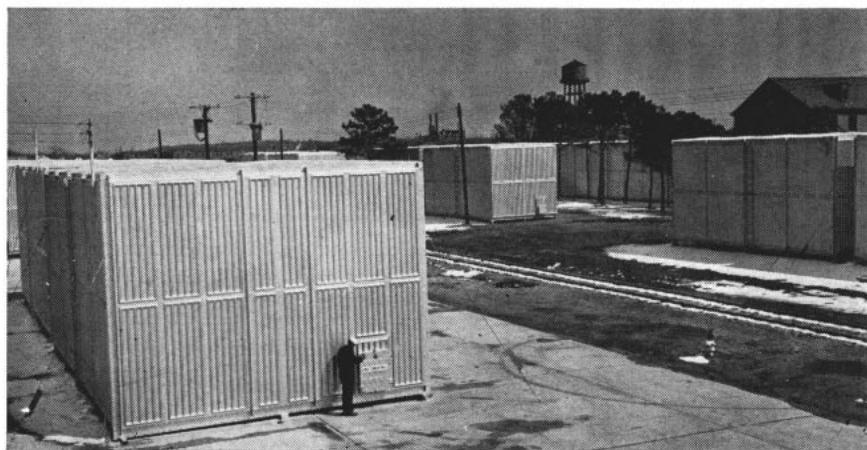
The "canning" process involves sealing complete planes, with wings folded, in metal containers constructed from 10-foot panels of corrugated steel.

This method is considered to be more satisfactory for all-weather storage of small aircraft than "cocoons" of sprayed plastic. Although both processes involve controlling the relative humidity of air within the storage area, the cocoons are not considered as good in areas subject to seasonal windstorms.

The Navy tested two types of preservation in solving its plane storage problem. In the first, a cocoon or plastic coat is sprayed over a web of tape around the plane, with plexiglas windows and airtight openings. A static dehydrating agent—bags of silica gel, solvabead or driocel—is placed inside the cocoon.

In the canned method, automatically-regulated blowers circulate the internal air through a dehumidification cycle, control humidity. Vapor-tight access doors permit entry for airplane inspection, and glass windows in strategic spots allow easy reading of five instruments which record interior temperature and relative humidity in different areas of the container.

Tests of the cocoon type of preservation are being continued as the possible solution to storing larger types of aircraft, since metal containers of such huge size are not practicable.



STORAGE cells (above) have vapor-tight access doors. Interior view (below) shows plane and small bags of a desiccant which absorbs water from the air.



THE BULLETIN BOARD

Some Active Duty Personnel Eligible for Veterans Rights

Education and loan guaranty benefits under the GI Bill of Rights are available to certain Navy personnel on active duty, according to a clarification issued by the Veterans Administration.

The clarification was issued at the request of ALL HANDS, through cooperation of the VA, BuPers, and the Navy's Civil Readjustment Section.

BuPers, by the way, feels that active duty personnel who are eligible under the GI Bill should be encouraged to attend civilian schools, provided they can do so during off-duty hours.

Briefly, those who may be eligible for GI education are former USNR and USN-I enlisted personnel, and former Reserve officers, who were discharged under the point system and have since entered the regular Navy; and those USN personnel who were discharged by reason of expiration of enlistment, after the point system began operating, and who reenlisted voluntarily. The point system began operating 24 July 1945.

Those who may be eligible for the

loan benefits are those persons who, though now on active duty, have in the past been discharged or had Reserve officer status terminated, regardless of whether they were eligible for discharge under the point system.

For details on who may be eligible, and for information on establishment of eligibility and for obtaining the naval documents required by the VA in determining eligibility, see story on BuPers Circ. Ltr. 88-47 in nearby columns.

Other naval personnel, under the existing law, may become eligible in the future for loan and education benefits. They may do so by reason of a future discharge or termination of Reserve officer status, provided of course their active service begins before the official end of World War II, not as yet declared by the President or Congress. (In cases of persons who began active duty after 6 Oct 1946 and before the war's official end, entitlement to education benefits under the GI Bill will be limited to one year plus the actual period of time served

between the date of enlistment and the official end of the war.)

In all cases, final determination of eligibility must be made by the Veterans Administration.

The GI Bill provides these benefits which eligible naval personnel may receive:

● **Education**—Persons who meet the requirements are eligible for one year of education or training, plus a period of education equal to the period of time spent in active service after 16 Sept 1940 and prior to the official end of the war. The period of education or training cannot, however, exceed 48 months. The course of study must begin within four years after discharge or within four years after the official end of the war, whichever is later.

The school selected and the course must have been approved previously by the VA. The course may be any course on the high school or college level in the field of general or cultural education, and may be taken on a full or part-time basis or by correspondence.

Admission to any course of study is a matter between the individual and the school he wishes to attend. The applicant must meet the requirements of the school.

Application for education benefits must be sent to the VA on VA form 1950, which the school may supply or which the VA will supply on request. The application must be accompanied by a photostat or certified copy of the Notice of Separation, and sent to a VA Regional Office. Address of the nearest regional office may be obtained from educational services officers or from district civil readjustment officers on the staffs of district commandants.

If eligibility is established and the application is approved, the VA will pay up to \$500 per school year for tuition, books and supplies. (Persons on active duty would not be eligible for subsistence payments.) In some cases, the VA will pay a higher amount per school year, reducing the period of education to which the individual is entitled accordingly.

BuPers has published no official directive on the subject of enrollment of active duty personnel in schools. But the Bureau's attitude, generally, is: "If you're eligible and want to take advantage of it, by all means go ahead; but it must be in your off-duty hours."

The Bureau has no objection to enrollment in schools or correspondence courses accredited under the GI Bill, provided the work is accomplished during off-duty hours, and does not in any way interfere with the perform-

Hospitalization Pact Ends For Army, Navy Personnel

Reciprocal hospitalization of Army and Navy active duty personnel in the hospitals of the two services, result of a wartime agreement, ended 30 June, and beginning 1 July the hospitalization of active-duty personnel will be on a reimbursable basis.

This was announced in BuMed Circ. Ltr. 47-54 (NDB, 30 April), which advised that although the reciprocal agreement has ended, active-duty naval personnel should be instructed to continue to utilize medical facilities of the Army when available, and in the absence of medical facilities of the Navy. Persons applying to an Army facility should, when possible, present a written request for treatment signed by their CO. Persons on detached duty, or who otherwise find it impractical to present such a request, may apply direct to the Army facility for treatment.

Administrative procedures under the new reimbursable basis were outlined in the letter.

Extra Pay for Non-Rated Men Working in Laundries

Payment of extra compensation from recreation funds to non-rated men employed in laundries afloat only, was authorized in BuPers Circ. Ltr. 97-47 (NDB, 31 May).

The letter directed that the max-

imum extra compensation paid to a non-rated laundry striker shall be limited to three-fourths of the difference between the base pay plus longevity of the non-rated man and the base pay plus longevity of the next higher rating (seaman first or petty officer third).

The letter said the limits of compensation were established to insure that the extra pay does not remove the monetary incentive for advancement in rating.

The extra compensation ruling applies to non-rated enlisted men voluntarily employed in an overtime and off-duty hours' capacity in laundries afloat, only.

Five Ships to Resupply Activities in Alaska

Five naval ships will cruise to Point Barrow, Alaska, late this month to carry supplies to naval activities and other government agencies in northern Alaska. The ships will depart from Seattle, and are expected to arrive at Point Barrow in early August.

Ice conditions will be reconnoitered ahead of the ships by Navy planes of the Alaskan Sea Frontier. The vessels will include USS *Muliphen* (AKA 61), *Seminole* (AKA 104), *Union* (AKA 106), *Burton Island* (AG 88 and LST 642). The *Burton Island* is a Navy ice breaker, similar to the Coast Guard's *North Wind*.

ance of assigned naval duties; and provided the local command concurs in each case. It's entirely a matter among the individual Navy man, his CO, the Veterans Administration and its local facilities, and the school in which the individual wishes to enroll.

Since BuPers has no official place in the scheme of GI education, the Bureau cannot take action on correspondence from individuals on the subject. For information in regard to records of naval service required in filing the application, see BuPers Circ. Ltr. 88-47 (covered in an adjoining story), and write or call the district civil readjustment officer attached to the staff of the commandant in the district nearest your duty station or port of call.

● **Loan Guaranty**—This GI benefit will help in obtaining a loan for buying, constructing or improving a home, farm or business property. The loan may be applied also to repairs, alterations or improvements to property already owned or used as a home. The loan may be used to establish a business, or may be applied to payment of back taxes and other similar obligations. The guaranty covers up to 50 per cent of the amount borrowed, but the government cannot guaranty more than \$4,000 of a real estate loan or more than \$2,000 of a non-real estate loan. Business loans must be repaid within 10 years, real estate loans within 25 years and farm loans within 40 years.

The loans are made by private agencies and not by the government. Therefore, before the applicant applies to a lending agency he must obtain a certificate of eligibility for a loan from the VA, by making application to the nearest regional office on the form provided, accompanied by the original of Notice of Separation. The certificate of eligibility is then presented to the lending agency when the individual applies for a loan. Applications for certificates of eligibility must be made within 10 years after the official end of the war.

SecNav Awarded Honorary Degree by Columbia U.

SecNav James Forrestal was awarded an honorary doctor of law degree by Columbia University at its 193rd commencement exercises.

Cited as a "fine public servant, unassuming and responsible," Mr. Forrestal received his degree along with Bernard M. Baruch, SecWar Robert P. Patterson and Henry L. Stimson, who were among those awarded honorary degrees by the university.

Plastic Surgery Facilities Offered to Blast Victims

Rear Admiral Clifford A. Swanson, MC, USN, Surgeon General, has offered all the facilities available in plastic surgery at the Naval Hospital, Houston, Tex., to survivors of the Texas City explosion.

Procedures Listed to Help Eligible Navy Personnel Qualify for Benefits Under GI Bill

Procedures to assist Navy personnel on active duty to qualify, in certain cases, for benefits under the GI Bill of Rights, were announced in BuPers Circ. Ltr. 88-47 (NDB, 15 May). (For a discussion of the benefits, see story in nearby columns).

The letter pointed out that the Veterans Administration has ruled that an individual, although still on active duty, may be eligible for the educational benefits under the GI Bill as a result of having been discharged or having had Reserve officer status terminated, provided that at the time of discharge or termination of officer status the individual was eligible for release from active service under the point system. The VA further ruled that an individual still on active duty may be eligible for loan benefits under the GI Bill, whether or not discharge or termination of Reserve officer status occurred at a time when the individual was eligible for release under the point system.

To furnish Navy personnel with the required evidence of service to establish eligibility as above, COs were directed by Circ. Ltr. 88-47 to issue a "Notice of Separation from the U. S. Naval Service" (NavPers 553) to all persons in the categories following who are on active duty and who have never received the form:

- Former temporary USN officers who have been reverted to enlisted status, discharged from enlisted status and reenlisted in USN.
- Former temporary USN officers and former temporary USNR officers who have been reverted to enlisted status and discharged as enlisted personnel to accept USN permanent commissions.
- Former USNR and USN-I enlisted personnel who were discharged and immediately enlisted on board in USN.
- Former USNR enlisted personnel who were discharged to accept USN commission.
- USN enlisted personnel who were discharged upon expiration of enlistment and immediately reenlisted on board.
- Former USNR officers whose USNR

commissions were terminated and who accepted commissions as USN officers.

The Notice of Separation will be issued to those who are presently within the above categories, and also to those who qualify in the future. The form is acceptable to the Veterans Administration as a naval document from which that office may determine eligibility for certain rights and benefits.

It was emphasized that eligibility for benefits under the GI Bill is dependent upon the applicant meeting all eligibility requirements of law. Determination of eligibility is made by the Veterans Administration upon receipt of application for benefits. Therefore, applications and inquiries should be made direct to Veterans Administration stations and offices. Civil readjustment officers in each naval district may be contacted for information concerning addresses of VA stations and offices.

Detailed instructions for filling out the form were contained in the letter, and distribution of copies of the form was established as follows: original to the individual, second copy to BuPers, third copy inserted in enlisted service jacket or officers' qualification jacket, fourth copy to Veterans Administration (Washington, D. C.), and fifth through eighth copies to individual as extras for his own use.

Joint Army-Navy-Air Forces Maneuvers in November

The second postwar Army-Navy-Air Forces combined maneuvers are scheduled to be held on the Gulf coast of Texas next November.

Amphibious boats from the Navy amphibious training command, Little Creek, Va., will transport troops to the landing place near Galveston and will be used to teach new techniques of loading and landing of men and equipment. They will also train the troops in embarkations and debarkation.

The first postwar combined maneuvers were held off the southern coast of California in November 1946.

LAST AUGUST



Point cadets aboard USS Washington. USS Seattle was ordered to "boneyard"

CONDUCT of American sailors drew praise from Swedish newspapers, following visit of 12th Fleet on goodwill tour. The Navy was host to 45 West

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Law Provides National Service Life Insurance May Be Issued Outright in Any of 7 Plans

Features of Public Law 5, 80th Congress, affecting issue, conversion and reinstatement of National Service Life Insurance were clarified in Navy and Veterans Administration announcements. Navy directive on the subject is BuPers Circ. Ltr. 72-47 (NDB, 30 April).

The new law provided that NSLI may be issued outright in any of the following plans: five-year level premium term, ordinary life, 20-payment life, 30-payment life, 20-year endowment, endowment at age 60 and endowment at age 65. Previously, policies could only be issued as five-year term insurance, and any person wanting any of the other forms was required to wait a year before converting.

Conversion of five-year term policies already issued also was affected by the new legislation, which removed the one-year waiting period. Term insurance now may be converted as of the date when any premium becomes due or has become due, or converted as of the date of the original policy, upon payment of the difference in reserve, if any, at any time while the term insurance is in force and within the term period. Conversion to an endowment plan, however, may not be made while the insured is totally disabled.

The new law also provided a means for conversion of term insurance which safeguards the insurance held by an individual who becomes totally disabled. Danger of loss of insurance protection might arise because term insurance expires at the end of its term period, before which it must be converted or the policy becomes void. A policy which was put in force before 31 Dec 1945 has a term period of eight years; a policy put in effect on or after 1 Jan 1946 has a term period of five years.

The new law provided that in any case in which the insured is shown by evidence satisfactory to the Veterans Administration to be totally disabled at the expiration date of his term policy, the insurance automatically will be converted to insurance on the ordinary life plan, unless he has previously selected another plan. The conversion will be made, of course, only on condition the insured would, at time of expiration of the term policy, be entitled to continued insurance protection but for the expiration of the policy.

The new law also provided greater flexibility for reinstatement of insurance which has lapsed. Rules regarding payment of premiums for reinstatement were unaffected.

The new health requirements work this way. If a policyholder applies for reinstatement on or before 1 Aug 1947, or, after that date, within three

months after lapse of his insurance, evidence is required that the applicant is in as good health as he was on the due date of the first premium in default. A statement of comparative health, over the applicant's own signature, usually will be enough for this. However, if since lapse of the insurance there has been an illness, injury or need for medical care, all details are required, and the VA may request a physical examination. After 1 August, if the insurance has been lapsed more than three months, evidence of good health must be submitted with application for reinstatement. This evidence must be in the form of a complete physical examination.

If the policyholder's application for reinstatement is made before 1 Jan 1950, the VA advises that the existence of good health will not be denied because of disability, less than total in degree, resulting from or aggravated by active service between 8 Oct 1940 and 2 Sept 1945.

The above health requirements for reinstatement apply alike to term insurance and to any of the forms of permanent NSLI. There is this exception, which will affect few if any persons on active duty: A policy which has lapsed and is running on what is known as "extended term insurance," may be reinstated without health statement or other medical evidence if the extended term period has at least five more years to run, or, in the case of a lapsed endowment policy, if the extended term runs to the end of the endowment period.

A NSLI policy lapses when a premium is not paid on the date it is due or within the following 31 days of grace. (By the way, if you're paying your insurance premiums by allot-

ment, you'll never have to worry about lapse). The date of lapse, for purposes of reinstatement, is considered to be the date on which the first premium in default was due. Except for health requirements (above), reinstatement provisions vary depending upon whether the lapsed policy is term insurance or one of the forms of permanent insurance, as follows:

- **Term Insurance**—A lapsed term policy may be reinstated at any time before expiration of the term period (five years for some policies, eight years for others, as above). Reinstatement may be accomplished by written application, accompanied by payment of two monthly premiums without interest (and, of course, the above health requirements must be met). One premium pays for the month of lapse, because protection was provided during the 31 days' grace period. The second premium is the premium currently due.

Policyholders have misunderstood the exact period covered by the second of the two premiums paid upon application for reinstatement. It works like this: If a policyholder whose premium due date is always the 16th of the month meets reinstatement requirements on, say, the 5th of June, the second of the two monthly premiums will pay the premium due on the 16th of the previous month—May. Thus his next premium after reinstatement will come due on June 16th, and not one month after the date he applied for reinstatement (5 July).

- **Permanent Insurance**—A lapsed permanent NSLI policy may be reinstated at any time, except that a policy which has been surrendered for cash or paid-up insurance cannot be reinstated. Health requirements must, of course, be met. In permanent insurance reinstatement, however, all premiums in arrears must be paid, with interest computed from the date each was due.

MAKING BIG ONES OUT OF LITTLE ONES

The Navy is growing its own quartz crystals at the Naval Research Laboratory, Anacostia, D. C. Scientists have been working for the past year and a half at the laboratory to perfect the process, which it is hoped will end forever the possibility of a shortage in supply of the crystals.

Quartz crystals are used in underwater sound devices, and in other electronic apparatus. Their use is occasioned by their piezoelectric properties; that is, their ability to produce an electric current when they are compressed or twisted, and the fact that they vibrate when an electric current is applied to them. They are particularly valuable because the frequency of vibration of a given quartz crystal never varies during the life of the crystal.

Quartz is the most common solid mineral of the earth, but very little of it is of any use for piezoelectric qualities. Hence the desirability of an artificial source.

Quartz is a compound of two elements, silicon and oxygen (silicon dioxide; SiO₂), and the method of growing quartz crystals is fairly simple, now that the researchers have figured it out.

The method involves production of a super-saturated solution of the elements which make up quartz, and then either allowing the water to evaporate slowly, or slowly lowering the temperature of the solution, causing the elements to precipitate and form crystals. A small quartz crystal is placed in the solution initially, around which the new crystal grows.

New Radiophotographic Weather Network Links China and Washington

The Navy now is receiving up-to-the-minute pictures of the weather from the China coast to Washington, D C., over a new radiophotographic network that ties in long-range transmission stations at Guam, Pearl Harbor and San Francisco with Washington.

The system permitting the direct transmission of weather maps by radiophoto from Guam to Washington was developed by the Naval Communication Service on the basis of wartime experience in providing pictorial coverage of important events during the war.

Area weather maps are prepared by central Navy weather stations at Guam, Pearl Harbor, San Francisco and NAS Anacostia. Thirty minutes after the maps are delivered for transmission, all intercept stations have a map section available for operational use.

Radiophoto transmission of weather maps is the Navy's contribution to a joint program for the establishment in the U. S. of a national landline facsimile network by which Army Air Forces, Navy and Weather Bureau stations will receive weather maps and auxiliary charts transmitted from master analysis centers.

Normal methods of disseminating weather information are adequate for surface vessels but are not sufficiently rapid or complete to permit satisfactory briefing of pilots for long aerial flights. Transmitting weather maps by radiophotography provides both speedy and complete information.

The normal coded weather map is essentially a summary, while the radiophoto process provides a map complete in every respect. When using coded information, process of encoding, transmitting, decoding and transferring the information to charts requires at least an hour's work to describe one weather condition.

Using the radiophoto process the map is drawn and placed on a drum where it is photoelectrically scanned. As the drum revolves, sections of the map 1/100th of an inch square appear before the photoelectric eye in the form of variations in light intensity, black surfaces reflecting the least light and white surfaces reflecting the most, all light originating from a fixed source directed on the map by means of lens and prisms.

The light and dark impulses received by the photoelectric cell are converted to electrical impulses which are used to key a standard radio transmitter. At the receiving end the procedure is reversed. The radio waves are converted to electrical pulses to generate a varying light beam focused on film or photographic paper mounted on a drum synchronized with the transmitting machine. If direct re-

NAVY CHARACTER STILL HUSKY AT 91

Want to be famous?

Here's one way to do it. Make three trips to Little America as an essential member of Admiral Byrd's expeditions; get in 2,100 hours of flight time, as much of it as possible on North Atlantic convoy patrol; tour the U. S. lecturing to packed houses, and fill a few movie, radio and stage engagements; sell a lot of war bonds, be a friend of admirals and other prominent, and sire eight children at an age when most men would rather see a croquet match than "The Outlaw."

Sound like a big assignment? Well, we have in mind a noted character who has done just that and more, and hasn't gotten big-headed about it, either. He's smart, big, handsome and well-built—85 pounds of Labrador husky. Name's Rickey.

Rickey was born 25 feet below the snow surface at Little America in 1934, while his parents were on the first Byrd expedition. His mother was Nome, a well-known husky in her own right, and his father was Rowdy, a good sled dog. Rickey was presented by Rear Admiral Richard E. Byrd, USN (Ret), to one of the expedition's Navy men, and he's been a Navy dog ever since.

Rickey returned to the Antarctic with the second Byrd group in 1939-41, and went back there a third time

cording visible copy is desired the incoming signal generates a varying current through a stylus resting on special recording paper on the rotating drum. Varying currents cause this paper to burn to produce black and white copy corresponding to the transmitted map.

Within a half hour from the time transmission is started the complete area map is received ready for use, with possibility of human error eliminated in transcription, translation or transmission.

Adjustments Being Made In Officer Linear List

Adjustments in the lineal list of naval officers, line and staff, are being made by BuPers to correct certain inequities resulting from excessive loss of seniority in the war years. Officers affected are being notified by BuPers. No other changes in the lineal list are contemplated in either collective or individual cases.

Inequities resulted in some cases of officers who failed of selection when first considered for promotion, and were promoted by the succeeding selection board. Some officers who failed once lost considerably more seniority than other officers who failed once.

A special Review Board has been considering the inequities which resulted in wartime.



RICKEY and R. R. Johnson, CBM, discuss weather at the South Pole. Born in the Antarctica, Rickey has been back twice.

this year, one of the very few three-time veterans of the trip and the only canine three-timer. He of course assumed his rightful prerogative and acted as King Neptune to the four-legged pollywogs on the *Mount Olympus* when she crossed the line.

Rickey did a lot of flying during the war, returning to the States only occasionally to go on war bond drives. He was one of the Treasury's better salesmen; one of the few with a bushy tail. A theater marquee once gave him equal billing with Mickey Rooney and Frank Morgan. Rickey didn't mind; he's pretty democratic.

Many of Rickey's earlier public appearances were in company with Admiral Byrd on lecture tours, during which they told audiences across the nation all about Antarctica.

Rickey is now 13, an age which, his owner says, is the equivalent of a human age of 91 years. And it was only last year (at 84, that is) that Rickey had his pups; eight of them, one of whom is now the mascot of the University of Washington Huskies. What two-legged oldster do you know who has eight children, one of whom is a university mascot?

Rickey is a lead dog, which puts him at the top of the husky hierarchy. He's carefully trained to lead a team of a dozen or more dogs, hitched to a heavy sled.

Despite his fame, Rickey's a modest, unassuming character, never a prima donna unless a camera is pointed his way. Then he poses like a starlet hoping someone will pick up her option. Well, there are few of us who don't have one or two human failings.



MOST powerful carrier-based fighter plane in world is Navy's new Banshee. Plane can climb 9,000 feet per minute and has top speed of over 600 miles per hour.

NEW JET FIGHTER IN 600-MPH CLASS

Latest Navy jet fighter, and perhaps the peak performer in the rapidly-growing fold, is the XF2D-1, Banshee. The Banshee, a carrier fighter, is in the 600 mile-per-hour class and will climb at 9,000 feet-per-minute. The Navy has announced successful test flights of the new plane, built by McDonnell, builder of the Phantom.

The Banshee is powered by two 24-inch axial flow turbo-jets in the wing roots. The plane is designed to cruise on either of the two engines, thus extending range and adding safety for over-water operation. The jet engines are placed in wing roots, close to the center line, to minimize yaw when one or the other is shut off.

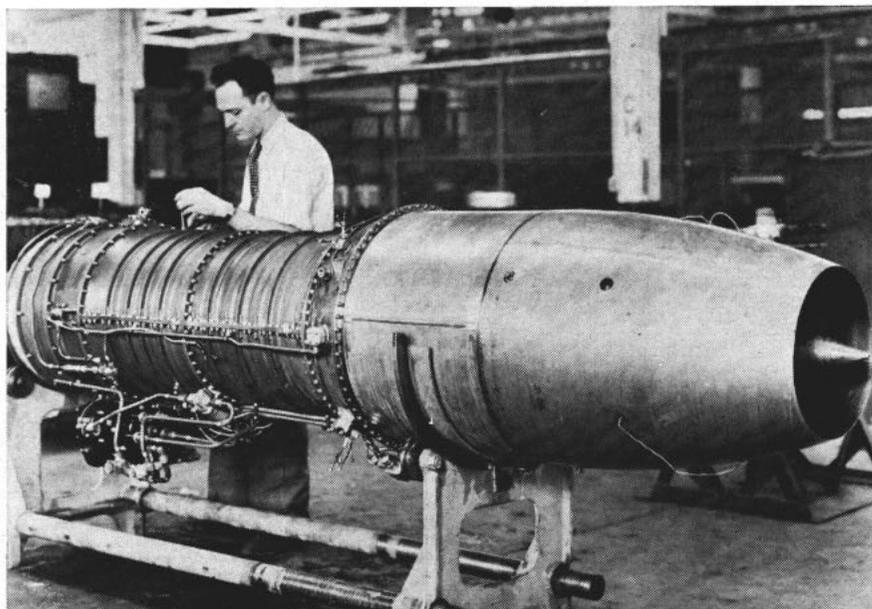
The Banshee has long range built

into it; five self-sealing internal tanks carry its big fuel load.

The plane will take off normally from carriers or airfields, and also is fitted with catapult hooks. Arresting gear, wheels, catapult hooks and wing flaps retract completely in flight, and are covered with flush doors.

The pilot sits well ahead of the wings with clear vision all around. He is protected by armor plate and a bullet-resisting windshield, and his seat and its supports are crash-resisting, designed to hold up under an impact 40 times the weight of the pilot.

The Banshee has a wing span of 41 feet (18 feet with wings folded), is 39 feet in length, 14 feet high and weighs 14,000 pounds.



TURBO-JET engine is 24 inches in diameter and is mounted in wing roots. Air streams from the engine's tail pipe at approximately twice the speed of sound.

Navy Studies Aircraft Lighting to Improve Night Flying Safety

Improved efficiency and safety of night flying is being sought through extensive aircraft lighting experiments conducted by the Navy at the Aero Medical Equipment Laboratory, Naval Air Material Center, Philadelphia, Pa.

Lights on planes, so arranged as to reduce confusion of the plane's lights with ground lights, stars or similar single lights, and cockpit lighting that will allow the pilot to retain his night vision are main points being studied.

Night pilots often have attempted to fly formation on a star, or have crashed due to failure to correctly identify or distinguish between ground lights and the lights of other planes.

Typical of many is the crash reported by a student pilot who had been flying over the Texas desert at night. He said he had been trying to "join up" with an oil truck. He had followed the truck's red tail-light under the impression it was the port wing light of another plane.

Pilots can be aided by exterior lighting of planes in two ways: the lights can prevent confusion of the plane with something else, and they can indicate the direction of flight.

With these points in mind, a number of experimental arrangements of lights on the outside of aircraft have been installed by the laboratory. Bars of illuminated lucite on the wing tips and tail assembly is one suggested solution. Another is the direct illumination of these parts of the plane. A third experiment involves the system of flashing lights used by commercial airliners.

The single light now used on Navy planes has a disadvantage which arises because of the phenomenon known as autokinetic illusion. The illusion can be demonstrated to a person sitting in a dark room in which there is one light. If he stares at the light it soon appears to move. That's autokinetic illusion. With some persons it will swing like a pendulum, with others it will rotate or move in odd patterns. Pilots under the influence of this illusion have in many instances been so confused that they have crashed their planes.

When more than one light burns in the dark room, or when areas of the room are illuminated remotely from the single light, the illusion will not appear. Correspondingly, autokinetic illusions affecting aircraft pilots are eliminated when a row of lights or bars of lucite are installed on the edges of the plane he is observing, or an area of the plane is directly illuminated.

Rows of lights are favored because they add to the distinctiveness of the plane, and permit the observing pilot to easily discern changes in its direction. They also reduce the difficulty

of spotting an airplane from above when flying over a lighted city at night.

Cockpit lighting is another major problem. Pilots flying at night must light panel boards or cockpit interiors from time to time in order to check their instruments. The present white light used for this purpose is unsatisfactory because pilots are temporarily blinded after exposure to the light for even a short period of time. Experiments with red and ultra-violet lighting for cockpits have been conducted. These colors do not upset the previously acquired dark adaptation of the pilot's eyes.

In attempting to solve the problem, red lights have been placed behind the instrument panel so that they uniformly light the dials of the instruments. Another experiment placed small individual red lights around the edge of the instruments to light them either directly or indirectly by lucite. The direct illumination of instrument dials with ultra-violet light, and the installation of remote red lights to shine on the whole instrument board have also been tried.

Two critical factors must be observed when lighting a cockpit interior. Rheostatic control must be provided to adjust the interior lighting of the plane to correspond with varying outside light and weather conditions, and the light must be confined within the cockpit to prevent the plane from being detected by a potential enemy.

Three airplanes have been equipped with experimental exterior and interior lighting arrangements. These planes will be tested by a large number of experienced pilots to determine the most acceptable arrangement and to stimulate suggestions for further improvements.

Navy Aids Scientific Research in Pacific

Transported by the Navy, financed partly by the Office of Naval Research, 44 civilian scientists representing 21 institutions throughout the U. S. and Hawaii are conducting extensive research in Micronesia—former Japanese mandated islands in the Pacific. Anthropologists, linguists and geographers are participating in the comprehensive program.

The objects of CIMA—code name for the project, made up of the initial letters of Coordinated Investigation of Micronesian Anthropology—are twofold:

- To provide scientific knowledge of the Marshalls, Carolines and Marianas (which comprise Micronesia). The last research done in the area was by a German expedition in 1910. Since then, the Japanese have closed off the area to Western scientists.

- To provide information needed in the administration of the mandated islands, with particular attention to the health, welfare and rehabilitation

Fire Precautions Are Listed to Protect Personnel in Converted War Buildings

Fire precautions to protect naval personnel and their families living in converted temporary wartime structures were issued to shore stations in BuDocks Circ. Ltr. 23-47 (NDB, 15 April).

In many locations these wooden, temporary buildings have been converted to married officers' and married enlisted men's quarters, and stoves, electric appliances and heating devices installed. In all such conversions, the letter warned, consideration must be given to fire-prevention, fire-fighting and fire-safety.

BuDocks considers the following safeguards essential to provide reasonable fire protection:

- Buildings to be converted should not exceed two stories in height above average ground level.

- Every two housing units or apartments should be cut off from the other units in the building by a wall or partition having a minimum fire resistance of two hours.

- Hollow walls should be fire-stopped horizontally and vertically.

- Spaces between ceiling and floor above should be filled with glass, mineral or rock wool.

- Each apartment or unit should have two adequate means of exit

separated from each other as far as possible. Ladders are not considered adequate.

- Shafts and stair wells should be enclosed in fire-retarding material of one-hour resistance. Outdoor fire stairs, if necessary, should be roofed in localities where snow and freezing weather are expected.

- Exit doors, including screen doors, should swing out, in direction of exit.

- Safeguards should be provided for heating, cooking and lighting hazards. An extinguisher, preferably a CO2 extinguisher, should be in or near the kitchen. Central heating should be installed in preference to local heating in each apartment.

- An interior fire alarm system should be installed in each building.

- A fire bill should be drawn up, organized and placed in effect, and provided that the fire department can be notified by street fire alarm boxes or by telephone, and that a fire department or brigade, either paid or volunteer, can be available within five minutes of call.

If public works officers consider that the fire hazard of a particular conversion warrants greater protection, sprinkler systems should be considered.

of inhabitants of the area. There are approximately 50,000 native inhabitants in the area—lands and atolls scattered over nearly 5,000,000 square miles of ocean and equal to the size of the state of Rhode Island in land area.

Places to be studied, with the universities to do the studying, follow:

Marshall Islands—University of Hawaii, Chicago Museum of Natural History; Kusaie—U. of Pennsylvania, Clark U.; Ponape—American Museum of Natural History, U. of Southern California, U. of California, Indiana U.; Kapingamarangi and Nukuoro—Bishop Museum of Honolulu; Nomoi—Columbia U.; Truk Atoll—Yale U.; Central Carolines—U. of Connecticut, Northwestern U.; Yap and Ulithi—U. of Chicago, Harvard U., U. of Wisconsin, Yale.

Palau—U. of Sydney, Australia, Milwaukee Public Museum, U. of Wisconsin, U. of Chicago; Sonsorol—U. of Sydney, Australia; Marianas—Stanford U., U. of Hawaii, Institute of Ethnic Affairs, U. of Michigan.

These institutions are cooperating with the Pacific Science Board of the National Research Council and the Navy Department in carrying out the investigations. Navy planes and ships, including landing craft, are transporting the scientists to many of the 1,400 islands and atolls of the archipelago.

The work on the islands will require from three months to a year. Each participant is sponsored by his own institution and his expenses are furnished by the institution and through the Pacific Science Board which the Navy assists.

Methods to be employed in studying Micronesia are the standard methods of the several anthropological sciences.

Native technology, social, political and economic organization, religious beliefs and practices come under the information to be garnered in cultural anthropology studies. Phonetic, lexical and grammatical analysis of languages is expected to lead to the production of dictionaries, grammars and systems of orthography to conduct an educational program in the native language.

Studies will also include surveys of the human and natural resources on hand and the extent and methods of their utilization. Finally, studies of the anatomy, physiology, growth and nutrition of the inhabitants will be conducted as a basis for programs of public health.

The Micronesian islands were annexed by Spain in the 17th century and sold to Germany in 1899 after the Spanish-American War. In 1914 Japanese forces occupied them, and after an Allied victory in World War I, they were mandated to Japan under the League of Nations.

DEFENSE, VICTORY MEDALS DISTRIBUTED

The Navy has finished the big job of sending American Defense Service and World War II Victory Medals to next-of-kin of deceased naval personnel, and is laying plans now for distribution of these medals to veterans and to those on active duty who earned them.

BuPers distributed to next-of-kin a total of 62,526 Victory Medals and 21,165 Defense Medals. The medals were mailed to the closest relative of each deceased member of the naval service who had earned either or both of the medals. Some of the medals were returned due to inadequate addresses. Next-of-kin who were the nearest relative to a deceased member of the naval service who had earned either or both of the medals, and who did not receive a medal or medals, may submit correct address to: The Chief of Naval Personnel, Washington 25, D. C.

Distribution to naval personnel and to veterans of the Navy will begin sometime after the first of July. Details of the distribution plan will be announced. It is not planned that the medals will be distributed by direct mail, but that a means will be established whereby those who have earned them may get them. BuPers emphasized it does not solicit individual inquiries in regard to award of these medals, nor will such queries be necessary.

The Marine Corps advised it, too, has been sending medals to next-of-kin, under a system similar to the Navy's. Distribution has not been completed by the Marine Corps.

First public presentation of the Victory Medal occurred when 14 Navy, Marine Corps and Coast Guard veterans in the Washington, D. C., area were awarded the medals by AstSecNav W. John Kenney. The ceremony took place before the Iwo Jima statue in front of the Navy De-



American Defense Medal

partment. Similar ceremonies were held in the naval districts. The award was symbolic of planned future distribution of these medals to all naval personnel and Navy veterans who earned them.

Secretary Kenney said at the presentation, "I wish to salute all naval veterans of World War II—veterans of the U. S. Navy, the Marine Corps and the Coast Guard. It is appropriate that the first presentation to naval personnel of the Victory Medal of World War II should be made before the statue of the heroes of Iwo Jima.

"The spirit of Iwo Jima and the valor of the men who spearheaded the attack from Midway to Okinawa that culminated in victory in World War II was sustained by the belief in our American way of life, so nobly inscribed on our Victory Medal—'Freedom from Fear and Want, Freedom of Speech and Religion.'"

The Victory Medal shows on its face a figure of liberation looking to the dawn of a new day, right foot resting on a helmet, the hilt of a broken sword in her right hand and the blade in her left hand, and the inscription, "World War II."

The bronze American Defense Service Medal shows on its face a Grecian figure symbolic of defense, standing on an oak branch and carrying a war shield in her left hand while brandishing a sword in her right hand above her head. Around the top is the inscription, "American Defense." On the reverse face are the words, "For service during the limited emergency proclaimed by the President on September 8, 1939, or during the unlimited emergency proclaimed by the President on May 27, 1941."

Still in process of design and production are medals denoting service in the three theaters of World War II, the American Theater, the European-African-Middle Eastern Theater and the Asiatic-Pacific Theater.

Container Bottleneck In Experiments with Use of Frozen Foods

Main bottleneck in the Navy's supply chain of frozen foods for ships and overseas bases is the lack of a cheap, throwaway container capable of withstanding tropical temperatures. At present only relatively small amounts of frozen foods are being shipped overseas—principally to hospitals—because of the danger of spoilage when containers are exposed to tropical climates even for a few minutes.

Thirty experimental canvas-covered containers, each holding 200 pounds of frozen fruits and vegetables, were shipped from NSD, Oakland, Calif., to Guam onboard the *uss Graffias* (AF 29). The containers, cork-lined with zipper tops, were pre-cooled for two days at 10 degrees below zero before being filled.

The experiments are the first in a series aimed at improving morale, health and efficiency of the Navy in all parts of the world.

Geographical Projects Of Interest Surveyed

To keep the Army and Navy informed of non-military research and exploration activities, the Committee on Geographical Exploration of the Joint Research and Development Board has engaged Earl Parker Hanson, geographer, explorer and writer, to survey geographical research projects and expeditions that are of military interest.

Hanson's surveys are expected to establish a close routine liaison between the armed forces and civilian agencies and individuals possessing practical, detailed information on such regions as the Arctic, deserts and tropic areas. The surveys will be confined to non-military governmental agencies, non-governmental organizations and any foreign agencies that can be reached.

British Turbo-Jet Engine To Power New Navy Fighter

Turbo-jet engines of British design will power a new Navy carrier fighter, expected to be test flown for the first time this summer. The engine is the Rolls-Royce "Nene."

The Navy has ordered a number of the engines from Pratt and Whitney, but two of the three new fighters to be tested late this summer will be powered by British-made Nenes brought to the U. S. for experiment. The tests are expected to lead to further development and modification of the British engine by U. S. designers.

British designers have produced many excellent, high-performance aircraft engines, features of which have sometimes been adapted by U. S. engine builders in power plants for American planes.



World War II Victory Medal

Revised List Published Of Veterans' Bonus Laws Passed by States

A revised list of states which have passed veterans' bonus laws, and statements of the provisions of the laws, have been published by the Navy (see NDB, 47-400).

The naval service was advised that COs should execute any required substantiating documents or certifications, in order to avoid correspondence with BuPers. Additional information, if needed, can be obtained from the civil readjustment officers of the naval districts, or by writing to the state officials listed below.

Veterans and naval personnel still on active duty may be eligible for such bonuses, but the eligibility requirements vary. Requirements were printed in the Navy Department Bulletin (item 47-400), or may be obtained by present or former residents of the states concerned by writing civil readjustment officers or state officials.

Should other states pass bonus laws, this list will be revised. The bonus laws presently on the books provide, in brief, for the following:

• **CONNECTICUT**—\$10 per month of active service or major portion thereof; \$300 maximum payment. Address requests for application blanks to: Treasurer of the State of Connecticut, Hartford 6, Conn.

• **ILLINOIS**—\$10 for each month of active domestic service; \$15 for each month of active foreign service; \$50 minimum payment, \$892.50 maximum payment. Address requests for application blanks to: Service Recognition Board, 301 W. Adams St., Springfield, Ill., or Illinois Veterans Commission, 223 E. Monroe St., Springfield, Ill.

• **MASSACHUSETTS**—\$100 for service in continental U. S., only, for less than six months; \$200 for service in continental U. S., only, for more than six months; or, \$300 for service outside the continental U. S. or in Alaska. Address requests for application blanks to: Treasurer and Receiver General, State House, Boston, Mass.

• **MICHIGAN**—\$10 for each month of domestic service; \$15 for each month of overseas service; \$500 maximum

payment. Address requests for application blanks to: Office of Veterans Affairs, 411 West Michigan Ave., Lansing, Mich.

• **NEW HAMPSHIRE**—\$10 for each month of active military service, not to exceed \$100. Address requests for application blanks to: Gen. Charles F. Bowen, Adjutant General's Office, State House, Concord, N. H.

• **RHODE ISLAND**—\$200. Address requests for application blanks to: John A. Notte, Chairman of the Veterans Bonus Board, Room 127, State House, Providence, R. I. Applications not accepted after 30 June 1947 (See ALL HANDS, June 1947, p. 51).

• **VERMONT**—\$10 for each month of enlisted service not exceeding a total of 12 months' service. Address requests for application blanks to: Veterans State Bonus Division, State House, Montpelier, Vt.

• **ALASKA**—\$10 for each month spent in service, or fraction thereof. Address requests for application blanks to: Commissioner of Veterans Affairs, Juneau, Alaska.

Standard Transfer Order Regulation Is Modified

BuPers and BuSanda, in a new joint letter, have modified their previous joint letter regarding standard transfer orders, dated 17 Jan 1947 (NDB, 31 January; 47-108).

The new letter directed that the last sentence in para. 5 of the previous letter be deleted, and the following substituted:

"A signed copy of all Standard Transfer Orders will be mailed to the ultimate destinations at the time of transfer and a signed copy retained in the files of the originator. Commanding officers of intermediate reporting stations shall inform the commanding officers of ultimate destinations when, for any reason, there is an unusual delay in transfer of such men to their final destination, or when the transfer is cancelled or modified, in order that the men will not be erroneously declared deserters."

257 Manuscripts Submitted In Navy Literary Contest

Poems, short stories, novels, articles, interviews and radio scripts—257 manuscripts in all—were submitted by Navy writers in the Navy's first literary contest. Competition closed 1 May. The contest was sponsored by the Navy League.

Two winners will be named, at least one of whom will be an enlisted man. Prizes will be all-expense trips to the annual Bread Loaf Writers' Conference at Middlebury, Vt., from 14 to 28 August.

About two-thirds of the entries were from enlisted men of the Navy and Marine Corps. Officers were represented up to rank of captain in the Navy. Waves and Navy nurses also entered material. Manuscripts arrived from all over the world for the contest.



GIVE US THE WORD

... Like big raindrops in an atoll squall comes a deluge of replies in the ALL HANDS reader survey (is your ship getting enough copies? ... what new features do you want? ... do our cartoons split your seams? etc.)

All of which gives the editors a galloping start toward the goal of printing the type of informative material which answers your questions and gives The Latest Word ... (space in 64 pages doesn't "stretch").

A note to BuPers Attn. Pers 54, speaking your piece will pass The Word that the editors want to hear.

1-in-10 Distribution

No. 1 agreement in the survey is that the 1-in-10 distribution of ALL HANDS ("Pass this copy along," see cover) sometimes comes unglued.

BuPers CircLtr 162-43 set up this ratio and—with the printing funds available—it's a little bit of the same ... "that's all there is, there is no more" ... press run is 55,000 monthly and copies are mailed on the basis of latest complement figures and the Standard Navy Distribution List ... about the 10th of each month, the mail room scrapes the bottom ... zero.

Body Blows From Balboa

Navy boxing's always hot news and this month ALL HANDS registers a KO with a staff-written piece (see page 2) on the All-Navy Boxing Tournament in Balboa Stadium, San Diego. It's all there.

More on Retirement, Legislation—

Back to the poll on the features you want: the survey indicated a demand for more Letters to the Editor (on any subject) more dope on Navy policies and "official personnel management information," more of The Word (advance information) and more brief digests of Alnavs and NavActs in The Bulletin Board.

Results are still coming in and the answers are what we need in the way of hints ... every effort will be made to use your suggestions in pumping new blood into the magazine ... keep in mind the idea: "Pass This Copy Along—1-in-10 is all there is."

—The Editor

Beach Party on Guam For USS Bairoko's Crew

Crew members of USS *Bairoko* (CVE 115) held a beach party on the shores of Guam during the ship's short visit to the island recently.

The party, which was held on three consecutive days so that all hands could participate, took place at Hoover Park, a Navy recreation center on the island. Entertainment included swimming, softball and sightseeing.

Better, Speedier Administration of Justice Proposed

Better, speedier administration of naval justice is provided in legislation introduced in the 80th Congress (S. 1338, H. R. 3631).

The Navy announced at the same time that other changes in the system of naval justice, which do not require legislative sanction, will be placed in effect in the immediate future.

SecNav James Forrestal said the changes were proposed after study of the surveys and recommendations made by several committees appointed in 1943-47 to investigate and advise in matters of naval justice.

The Secretary praised the service rendered by civilian members of committees headed by Arthur A. Ballantine, New York attorney; Justice Matthew F. McGuire of the District Court of the U. S. for the District of Columbia, and Prof. Arthur J. Keeffe of Cornell, and the report of the survey conducted by Commodore Robert J. White, CHC, USNR, now Dean of Catholic University, Washington, D. C.

Among improvements provided in the proposed legislation are the following:

- Clarification of questions of jurisdiction by setting forth more realistically the jurisdiction of naval courts martial over persons, offenses, time and place.
- Redefinition of the functions of the judge advocate in a general court martial. Under existing law, the judge advocate acts in the dual role of prosecutor and legal adviser to the

court. The legislation requested by the Navy would separate these duties and impose on the judge advocate the responsibility of advising not only the court upon all matters of law, but the prosecutor and defense counsel as well. He would rule on all interlocutory matters except challenges. The court would retain the authority to overrule the judge advocate on his rulings, but in that event the ruling of the judge advocate and the reasons of the court for not accepting it would be spread upon the record of proceedings to facilitate legal review. The judge advocate would be permitted to question witnesses to clarify, but not to originate, evidence, and would be required specifically to advise the court with respect to the elements of proof required to convict on any given offense. He would be permitted, on his own motion, at any time during the trial, to advise the court on legal questions. Such advice would be given in any case after a motion for a finding of not guilty and prior to the deliberation of the court on the findings. The judge advocate would be subject to disqualification for the same reasons as members of the court, and would be empowered to declare himself disqualified.

- Qualifications of the judge advocate to act as such would be certified by the Judge Advocate General of the Navy, and the judge advocate would be responsible to that officer for the performance of his law duties.
- In addition to the judge advocate,

there would be a prosecutor and a defense counsel for each general court martial, likewise certified as to qualifications. The defense counsel automatically would be available to each person brought to trial, but the accused would be free to select counsel of his own choosing if he so wished. Counsel of the accused's choice could be either a civilian or a member of the service.

- Subpoena power to extend throughout the U. S. This power currently is limited to the jurisdiction of the state in which a court martial is sitting.

• Modifications in review procedure. At present, a convening authority reviews each record of proceedings not only for legality but for whatever action appears proper with respect to the sentence. Under the proposed change the convening authority of a general court martial would be permitted to operate on the sentence only, whereupon the record of proceedings would be forwarded to the Navy Department for legal review. The object of this change is to remove possible influence the convening authority might have on the members of a court martial with respect to its findings.

- Summary court-martial powers would be increased, to close the gap between existing summary court-martial powers and the current practice followed by general courts martial in awarding sentences. This is expected to decrease the number of general courts martial.

Other statutory changes requested would include authority on the part of convening authorities in time of war or emergency, or when authorized by SecNav, to fine officers and men not exceeding one-half of their monthly pay; authority on the part of the JAG to set aside the findings of courts martial, and authority of SecNav to issue regulations not only to prescribe court-martial procedure but to insure impartiality at all stages in a court-martial proceeding, including the review.

Among administrative changes now in process is a general revision of Naval Courts and Boards, which will be reissued as the Naval Law Manual. Some of the major features in this revision will include:

- A more comprehensive pre-trial procedure, which calls for the individual facing disciplinary action to be provided with counsel from the very beginning, and for a thorough pre-trial investigation by an officer appointed for that purpose. No statements will be required from any person before he is given a chance to consult with counsel. The report of the investigation will be attached to the record of proceedings in all guilty-plea cases for the purpose of

WAY BACK WHEN

Firecrackers and a Naval Victory

When you are celebrating the Fourth of July, remember back to the days of old and salute the memory of USS *Grand Turk*. Not only was she the first American ship to visit China, but she was the first ship to bring firecrackers back to the United States.

The birthplace of firecrackers is believed to be China. There and in India they were developed to high perfection. Firecrackers were introduced to Europe at about the same time as gunpowder. As early as 1540 they were manufactured in Italy and during the 17th and 18th centuries they were used for all gala celebrations.

Back in 1840 an interesting incident happened to the American brig *Independence*, becalmed off the island of Sumatra. She was commanded by Capt. Decimus Forthridge and was carrying a load of firecrackers for export to the United States.

In the middle of the night the dread cry of "pirates" was heard. All hands immediately swarmed on deck, only to find that they had no ammunition aboard. The murder of the crew and the plundering of the ship was

inevitable, for alongside had crept two war proas (Malay sailing vessels) filled to the gunwales with dark-skinned cutthroats.

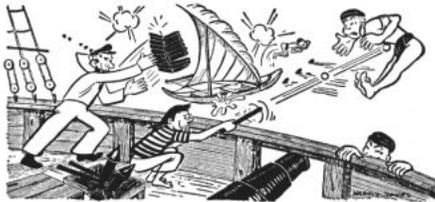
The captain, in a desperate desire for action, tore open a case of fireworks and began to light off the Roman candles and rockets.

The natives were amazed by the display and when the leader of one of the proas was hit in the stomach by a Roman candle they withdrew.

In the meantime a third proa had crept up to the anchor. Pirates began to clamber up the anchor chain.

At this time the paper wrappings of a box of firecrackers began to burn. The captain seized the box and threw it among the attackers in the boat. The box split open and pinwheels started to whirl, candles and rockets started to explode amid the barelegged occupants of the boat.

Rather than face this ordeal the Malays went overboard to a man. They decided to take their chances with the sharks rather than face the fireworks.



review, after defense counsel is given an opportunity to object to it in whole or in part.

• Changes in trial procedure will include authority for postponement upon the request of either party; the ruling on special pleas by the judge advocate, subject to being overruled by the court; requirements that the accused be advised that a plea of guilty will not be received in cases extending to capital punishment, and that in cases not extending to capital punishment such a plea will not be received until he has an opportunity to consult counsel. It will be made clear to each accused that the plea of guilty admits the offense and makes conviction mandatory. He also will be advised of the maximum sentences which may be imposed. Counsel will be permitted to make an opening statement, and to move for a finding of not guilty at the end of the prosecution's case. Voting by members of the court will be by secret ballot, and findings will be announced in open court. Sentences will start to run immediately upon being announced by the court (except for sentences of death, dismissal, discharge or reduction in rating).

In the event the proposed legislation is enacted, the record of proceedings of court martial will go through these review stages: On completion of the trial it will go to the convening authority, who, as previously stated, will have authority to reduce or mitigate the sentence, or put the accused on probation, recommend clemency, or take whatever action appears appropriate to him, provided he does not increase the severity of the sentence. The record will then go to the Navy Department where it will be reviewed in the JAG's office for legality. If the JAG finds the conviction is not legal, he will have authority to set it aside. If he finds it to be legal, it will go next to a board of officers to be known as the Naval Sentence Review and Clemency Board, which has been established in the office of UnderSecNav. The board's primary duty is to decide what action is to be taken on the sentence awarded in each case. The Congress will be requested to define the power of this board to remit, mitigate or commute sentences.

On completion of the review of each case, the individual concerned will be notified. Within one year from notification he will be permitted to appeal his case to a board of appeals, which would be created by the proposed legislation. This board will have authority to consider not only questions of law but new evidence and other features in connection with each case, and the action of this board would be final, subject only to the reserve power in the Secretary of the Navy and the President to remit, mitigate, commute or set aside.

All-Navy Softball Tourney Scheduled For September; Area Groupings Listed

The All-Navy Sports Program moved ahead with announcement that an All-Navy Softball Tournament will be held the first week of September. Time and place of the tournament will be determined after results of eliminations are known, it was announced by BuPers Circ. Ltr. 92-47 (NDB, 31 May).

BuPers Circ. Ltr. 68-47 (NDB, 15 April) listed the area grouping which has been decided upon for all eliminations. These groups consist of:

Group I: Com 1, Com 3, Com 4, Com 5, Com 6, PRNC and SRNC. Fleet units normally based on east coast ports are to be considered eligible to participate in east coast naval district eliminations.

Group II: Com 7, Com 8 and Com 9.

Group III: Com 11, Com 12, Com 13 and Com 17. Fleet units normally based on the west coast are to be con-

sidered eligible to participate in west coast naval district eliminations.

Group IV: ComServLantSubord-Com, Com 10, Com 15 and fleet units in the Atlantic Fleet and those fleet units based in east coast ports which choose to compete in ServLant eliminations.

Group V: ComServPac and fleet units and shore activities in the Hawaiian area and those fleet units in west coast ports desiring to compete in ServPac eliminations.

Group VI: ComServPac and all naval activities ashore and afloat west of the Hawaiian Islands.

Elimination contests for the Softball Tournament between teams of Group I will be held at Com 4; Group II, at Com 7; Group III, at Com 12; Group IV, at ComServLantSubord-Com; and Groups V and VI, at ComServPac.

Two teams will meet in the finals for the championship. One team will be the champion from groups I, II and IV, and the other will be the champion from groups III, V and VI. The championship will be determined on the basis of three out of five wins.

Amateur or professional, officer or enlisted, all personnel on active duty in the Navy or Marine Corps and Naval Reserve personnel on active duty (not for training only) may participate in the tournament, but NROTC and Naval Reserve units may not. Teams may not have more than four officers as playing members in the game at one time.

Other All-Navy sports competitions on the calendar include the tennis finals at the Naval Academy beginning 29 June (see ALL HANDS, June 1947, p. 34), and the swimming and diving championships at NAS, Jacksonville, the week of 18 August (see ALL HANDS, June 1947, p. 37).

NACP Students Checked For Overpayment of MOP

Naval Aviation College Program students are, in some cases, being checked for overpayment of mustering out pay. Authority to make the checkage at the rate of only \$5 per month for all but those NACP students on active duty, who will be checked at the rate of \$15 per month, was contained in Alstacon 202025 of May 1947.

NACP students in school, not on active duty, draw \$50 per month retainer pay. Those on active duty draw the pay of an apprentice seaman, and flight pay if in flight status. The Alstacon was issued to make easier the repayment of mustering out pay, in view of the students' restricted funds.

Overpayments occurred only in cases where V-5 aviation cadets were released to inactive duty in the NACP, and were paid mustering out pay in error. It has been ruled they were not entitled to MOP, because they in fact continued their training program.

When discharged as NACP students, those who have not previously been entitled to MOP, including those now being checked because of erroneous payment of MOP, will become entitled to it.

BuShips Gives Course In Neutron Physics

A course in neutron physics, similar to that offered in few universities, is being conducted by the Bureau of Ships in Washington, D. C., with 33 Navy engineers and physicists as students.

The 15-week course will consist of 30 lectures covering neutron production, neutron collisions, absorption of neutrons, nuclear energy, nuclear reactions, diffusion of slow neutrons, nuclear fission and the uranium pile.

WHAT'S IN A NAME?

Master-at-Arms

Masters-at-arms are by no means a modern innovation, for records show that as early as the reign of Charles I, they were introduced into the Royal Navy. However at that time they were called sea corporals.

In those days they were the custodians of all the swords, pistols, carbines and muskets. Among other duties — of which they had many — they had to see that the bandoliers were filled



with fresh powder before going into action. Besides being the chief of police they had to be qualified in close order fighting under arms.

Last but not least, masters-at-arms once led the drills under arms for the seamen.

Officers' Full Dress And Dress Uniforms Out Until 1 Oct 1949

Officers' full dress and dress uniforms, discontinued during wartime, will not again be authorized before 1 Oct 1949. This was announced in the Navy Department Bulletin, item 47-352.

The directive stated there is as yet no crystallized opinion as to what the full dress or dress uniform will consist of after the above date. In the meantime, dress uniforms for evening wear will continue to be service dress, blue, D, or service dress, white, as directed by appropriate commands. Blue, D, of course, is the service dress uniform with bow tie and white or blue cap cover, as prescribed.

Studies are under way to design a new simplified dress uniform, or to adopt portions of the old dress uniforms, eliminating their less desirable features. Comments and suggestions from the service are invited, which may be addressed to the Chief of Naval Operations, Attn: Op-101.

Several factors must be considered in any re-design of the dress uniforms, prominent among them the trends of other nations and other services in the matter, since U. S. naval officers are often called upon to appear at official and semi-official functions at which dress uniforms are worn and in which officers of other nations and services take part.

The old full dress, blue, uniform included frock coat with decorations and large-size medals, cocked hat, full dress epaulettes, gold-striped trousers, full dress belt and sword, white gloves and black shoes. The dress blue was similar, replacing the striped trousers with plain blue trousers. Undress blue eliminated epaulettes, and replaced medals with ribbons, and dress with undress sword belt.

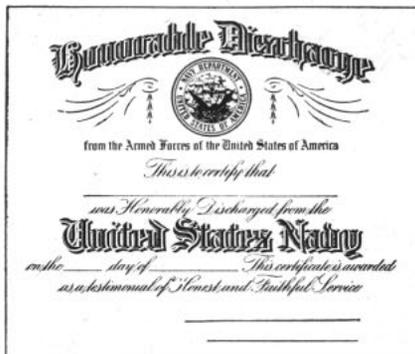
There were also evening full dress and evening dress uniforms, with long coats, and dinner dress with the short mess jacket.

Committees Named to Aid Mobilization Planning

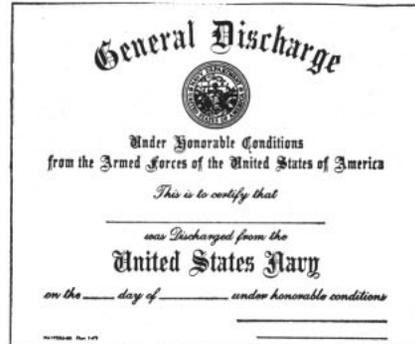
Major industries are represented in seven newly-formed industrial advisory committees to assist in planning U. S. industrial mobilization in event of war. In addition to aiding the Army and Navy Munitions Board in industrial mobilization planning, the committees also will assist in solving problems concerning storage of materials for future use.

The seven advisory committees represent the fiber, copper and copper base alloy, non-ferrous metal, non-metallic mineral, textile, ferrous and non-ferrous additive alloys and the aluminum and magnesium industries.

The committees bring the number of industry advisory committees assisting the Munitions Board to a total of nine.



New Honorable Discharge Certificate



New General Discharge Certificate

Discharge Certificates Of New Designs Issued

The Navy has begun issuance of discharge certificates of new design to all persons discharged after 1 July. The new certificates were announced by Alnav 125-47 (NDB, 15 June).

Honorable discharge certificates have been redesigned, principal changes being the elimination of the engraving of the old cage-masted battleship in favor of the Navy Department seal, and the fact that the new certificate shows an honorable discharge "from the Armed Forces of the United States of America."

The certificate of discharge under honorable conditions has been changed to a general discharge and the Navy Department seal has replaced BuPers' seal on the new ticket.

Alnav 125 also announced that after 1 July all Navy ships and stations will resume issuance of discharge certificates and honorable discharge buttons to persons released on board for purpose of immediate reenlistment, but retroactive issuance of the new certificate and button will not be made to men discharged and reenlisted prior to 1 July.

Marines Must Wear Coats Or Jackets in Public Places

Marine Corps officers and enlisted personnel are not authorized to appear in public places off posts and stations without the uniform coat or jacket, it was announced by AlMar-Con 291444.

Exceptions will be made only in the case of enlisted men who have not been issued jackets.

Hiring of Civilians For Physical Training Instructors Approved

Civilian billets for physical training instructors were authorized at activities hampered by demobilization of specialists (A), in BuPers Circ. Ltr. 91-47 (NDB, 31 May). The letter which superseded BuPers Circ. Ltr. 170-46 (NDB 31 July 1946) listed appropriate positions authorized at district and local command levels and at major shore stations, and made suggestions for payment of salaries.

The letter authorized the following billets:

- At applicable command level—Administrative assistant to the director of welfare, district motion picture bookers of the Optional Naval District Motion Pictures Plan, office assistants, bookkeepers and clerical assistants.
- At local station level—Administrative assistant to the station recreation officer, physical training instructors and office assistants.

Since funds in the Navy's Welfare and Recreation appropriation do not permit payment of these salaries, they must be borne by the individual command or station concerned, within the ceiling and budget limitations, the letter advised. Commands not having funds sufficient to defray salaries were authorized to use command recreation funds or local recreation funds.

Other positions authorized by the circular letter as appropriate expenditures against local recreation funds included motion picture operators and technicians; attendants for swimming pools, gymnasiums, athletic fields, game rooms, bowling alleys, and theaters; part-time instructors in off-duty educational programs, and recreation program components, including enlisted and CPO club managers, library assistants and receptionists.

Salary scales, the letter concluded, should be based on established scales for comparable civilian positions.

Atom Bomb Operations Personnel Get Blood Tests

A routine check-up of blood counts, to include any persons missed in the first Bikini follow-up check last summer, was ordered by BuMed. The new blood tests are to be performed upon all men still in service who took part in the Bikini atom bomb tests.

Alnav 122-47 (NDB, 31 May) announced the tests and directed: "all cases of abnormal blood counts shall be repeated. Forward results of all examinations to BuMed, Code 74, with personal data, as full name, rate or rank, service number, date and location of examination, and approximate time attached to Operation CROSSROADS and/or Radiological Safety Program."

Blood counts made after the tests last summer of the 35,000 to 40,000 men and officers who took part in the operation showed no abnormalities.

Enlisted USNR, USN-I Men May Reenlist Only At Recruiting Stations

New instructions regarding the enlistment or reenlistment in the regular Navy of USNR and USN-I personnel were issued by BuPers Circ. Ltr. 86-47 (NDB, 15 May).

Effective 1 July, the letter announced that enlisted USNR and USN-I personnel remaining on active duty under the appropriation "Pay and Subsistence Naval Personnel" (that is, enlisted men who have not been separated after active service in World War II), will not be permitted to enlist or reenlist in the regular Navy at any activity other than at regular Navy recruiting stations. Enlistments or reenlistments of such persons at regular Navy recruiting stations will be governed by policies and directives in effect in the Navy Recruiting Service on the date of enlistment.

The letter further declared that such USNR and USN-I personnel shall be informed upon discharge that, provided they are otherwise qualified, they may be enlisted or reenlisted at Navy recruiting stations only under the following conditions:

- Men discharged in ratings in pay grade 4 or higher, except ETMs or AETMs, will be enlisted or reenlisted only as S1, F1, HA1 or STM1, as applicable.

- Men discharged in ratings in pay grades 5, 6 or 7 will be enlisted or reenlisted in the rating in which discharged.

- Men discharged in ratings of ETM or AETM will be enlisted or reenlisted in rating in which discharged.

BuPers Circ. Ltr. 41-46 (NDB, 15 Feb 1946), which provided for immediate enlistment or reenlistment in the regular Navy of enlisted USNR and USN-I personnel, and Alnavs 112, 238 and 332, all of 1946, which had modified Circ. Ltr. 41-46 and limited changeovers to certain specified rates, were cancelled, effective 1 July 1947.

Academy Graduates 494, Smallest Class Since '41

The smallest class since 1941 was graduated from the Naval Academy last month, with 494 midshipmen receiving diplomas from SecNav James Forrestal.

This year's group is only the first section of the full 1948 class. The second section will be graduated next year. Last year's class totaled 812.

Of the graduating midshipmen, 471 were commissioned into the several branches of the Navy. Thirty-three were commissioned second lieutenants in the Marine Corps.

In his speech, SecNav told the new officers that the years ahead probably would be "more deeply vexed and troubled than those facing any generation which has left the Naval Academy since 1861."

ENLISTMENT OF EX-RADIOMEN CLARIFIED

Procedures affecting enlistment or reenlistment in USN of former USN, USNR and USN-I personnel who were discharged in ratings of radiomen or aviation radiomen, pay grades 1 through 4, were published in Recruiting Service Order 8-47.

The order pointed out that previous directives ordered COs to change ratings of radiomen and aviation radiomen to radio technician and aviation radio technician (which ratings later became electronic technician's mate and aviation electronic technician's mate), provided the individuals concerned had graduated from one of these schools:

NTSch (Radio Materiel), Anacostia Station, D. C.

NTSch (Radio Materiel), Treasure Island, Calif.

NTSch (Radio Materiel), Navy Pier, Chicago.

NTSch (Aviation Radio Materiel), Corpus Christi, Tex.

In some cases, ratings were not changed in accordance with the directives, and consequently some of the men concerned were discharged as radiomen or aviation radiomen. In view of this, BuPers directed that ex-

members of USNR and USN-I applying for enlistment in USN regardless of length of time elapsed since discharge, be interviewed to determine whether they graduated from one of the schools listed above. In cases where such graduation is confirmed, BuPers will authorize enlistment or reenlistment in USN as electronic technician's mate or aviation electronic technician's mate, in a pay grade equal to that in which discharged.

(Current directives allow "broken service"—enlistment of USN personnel, and enlistment or reenlistment in USN of—former USNR or USN-I personnel, in no higher than pay grade 5, regardless of rating held at time of discharge; except that former ETMs or AETMs may be enlisted or reenlisted in the pay grade held at time of discharge).

The order emphasized that USN, USNR and USN-I personnel discharged in radio technician or electronic technician's mate ratings shall be enlisted or reenlisted, provided physically and otherwise qualified, as ETM or AETM in the pay grade in which discharged regardless of length of time elapsed since discharge.

Widows of Veterans May Be Entitled to Death Benefits

Many widows of veterans of World Wars I and II, who have not applied, may be entitled to death benefits, the Veterans Administration announced.

World War II widows are entitled to benefits in cases of death due to service-connected causes and in some cases of deaths due to non-service connected causes. The VA defines the widow of a World War II veteran as a woman who was married to the veteran prior to 10 years after the official end of the war, and it of course includes women who now are wives or widows of World War II veterans. It does not include those who have remarried since the veteran's death.

World War II widows are entitled to non-service-connected death benefits only in event their deceased husbands were entitled to disability compensation at time of death.

World War I widows, provided they have not remarried, are entitled to both service-connected and non-service-connected death benefits.

For full information, write the nearest activity of the Veterans Administration, or to the VA in Washington, D. C.

16 Officers Have Completed Electronics Supply Course

Sixteen officers have completed the three-week course in electronics supply, held at NSD, Bayonne, N. J. Officers training in this course are selected from the graduating class of the Naval Supply Corps School,

Bayonne, and are assigned duties at the Electronic Supply Office and various NSDs and naval shipyards.

The Electronic Supply Office is one of the new activities established under the Navy Supply System (see ALL HANDS, June 1947, p. 14). It is under the joint cognizance of BuSandA (for supply functions) and BuShips (for technical functions). It is located at NSD, Bayonne. The office currently is engaged in a vast process of cataloging and description of electronics parts, in accordance with Army-Navy standards to provide a common basis of identification of the parts for all government departments.

159 MarCorps Officers Revert to Permanent Rank

The Marine Corps announced termination of temporary appointments of 159 regular and Reserve officers in Alnav 126-47 (NDB, 15 June), and their reversion to permanent rank effective 1 June. Of the officers affected by the order, three reverted to their permanent rank of captain in USMCR, 97 reverted to other permanent ranks and were immediately appointed to the temporary rank of captain and 59 reverted to other permanent ranks and were immediately appointed to the temporary rank of first lieutenant.

The Marine Corps explained the action was taken to place officers in the same class or group in the same rank, and to restore Marine Corps naval aviators to their original positions on the lineal list with relation to their ground contemporaries.

SURVEY SHOWS U. S. GREAT SEA FORCE

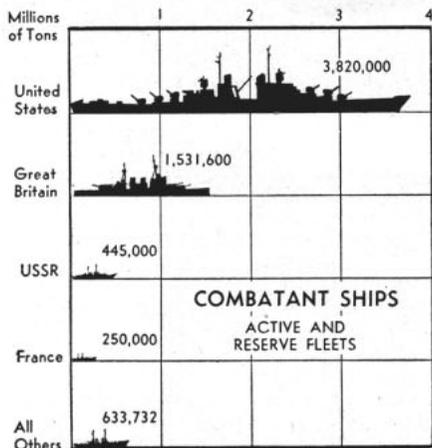
The world's navies and armies have been compared in a vast military survey conducted by the *New York Times* and by its military writer, Hanson W. Baldwin. The survey showed the U. S. Navy to be a great sea force, possessing a greater tonnage of major combatant ships than are in all the world's other navies combined.

The *Times* reported that of the world's 6,680,000 tons of warships in five principal categories (battleships, cruisers, carriers, destroyers and submarines), the U. S. has 3,820,000 tons in active and reserve fleets. Similar types in the combined fleets of the rest of the world total 2,860,000 tons.

The *Times*' survey concurrently revealed that, almost two years after the end of World War II, peace has not yet come to the world. Three large-scale colonial or civil wars are raging (in the Far East), involving about 7,500,000 men, and at least 2,000,000 troops are occupying or garrisoning territory beyond their own national boundaries.

Wartime construction boosted the U. S. far ahead into first place, the *Times* said, leaving Great Britain as the second ranking sea power with some 1,531,000 tons of the classes considered in active and reserve fleets. The *Times* said Russia is maintaining a sea force of some 445,000 tons, and France a navy of about 250,000 tons. All other navies total 633,732 tons.

The *Times*' survey also revealed the preponderant position of the aircraft carrier in the world's navies. The U. S. is maintaining more than 100 carriers in its active and reserve fleets, more than double the number of all other carriers in the world. The *Times* said the British navy is maintaining some 40 carriers, and a handful of other navies have one or two carriers each. The total of all carriers



*Figures denote tonnages

other than those of the U. S. does not exceed 50.

Times' statistics on the world's ground armies show the U. S. well out of first place in numbers of men, but the statistics do not, of course, reflect the relative standing of the armies from the standpoint of equipment, reserve manpower, or organization. Numbers of men in the world's leading ground forces are as follows: China, 5,750,000; Russia, 3,800,000; Great Britain, 1,210,000; India, 1,000,000; Turkey, 675,000; U. S., 670,000; France, 430,000; Spain, 422,050.

The *Times* declared there are only three great air powers in the world, the U. S. with 37,000 operational and reserve planes, the Soviet with 25,000, and Great Britain with an unspecified number. Statistics on men in the world's air forces were only approximate.

The *Times* commented, "Despite some differences, world military statistics available today, which are shrouded in much deeper secrecy than they were before the war, indicate a parallel between the present era and the post World War I era of 1919-22, when an armaments race was threatened.

"Then the race centered on naval construction; today millions, perhaps billions, of dollars in concealed funds, only a fraction of which are reflected in this survey, are being spent on research and development into the atomic bomb, bacteriological warfare, guided missiles, jet planes and other new weapons."

The *Times* listed four reasons why armed forces are being maintained in the world today:

- Tension among the great powers and fear, among smaller powers, of aggression by a great power.
- Occupation duties and tasks arising from the war.
- Maintenance of colonial empires.
- Internal police tasks and the maintenance of ruling regimes in power.

BuShips Issues Rules For Painted Replicas Of Ribbons on Ships

Rules for display of painted replicas of area campaign ribbons and the Navy Unit Commendation Ribbon on ships which have earned them were issued by BuShips in a letter to all ships and stations (NDB, 30 April; item 47-438).

CNO has authorized display of the ribbons, with operation and engagement stars to which the ship is entitled, under the same rules and regulations prescribed for wearing of ribbons by individuals. Ships also were authorized to display a bronze plaque inscribed with names of persons decorated for service aboard the ship.

BuShips issued instructions on display of awards, on the basis of recommendations of CincPac and CincLant.

Replicas of ribbons (including Navy Unit Commendation, American Area, European-African-Middle East Area and Asiatic-Pacific Area, and no others) may be painted by the ships force in sizes and locations specified in the directive. Diameter of operation and engagement stars painted on the replicas must be three-eighths the width of the ribbon and the stars must be painted with points down.

Instructions were given for procurement of bronze plaques, which are to be 24 inches wide, 3/16 inches thick and not more than 36 inches long. The letter directed the plaques be located by the ship's CO, in a frequented area readily accessible to officers, enlisted men and visitors.

You Can Whistle While Whistle Does the Work

Got some grass you want mowed? Just whistle. Got a airplane landing field you want cleared of fog so a plane can land? Just whistle.

That's what the Naval Research Laboratory is doing. Experiments on extremely shrill whistles have already produced results in the two above departments, and other possibilities are endless. Two great difficulties are encountered by using the supersonic whistle: Everyone in the neighborhood would become uncomfortable and the expense would be too great to operate over a great area.

The whistle operates by sending out powerful vibration waves through the air at a frequency near the edge of audible sound—about 17,000 cycles per second. Some persons would hear this as an ear-rending shriek. Others would not hear it at all.

When the supersonic vibrations pass through fog, the minute vapor droplets coagulate to about the size of raindrops. After the vibrations pass, they fall to the ground. More fog would form again a short time later, however. The grass-mowing works in much the same manner. The grass stems are agitated by the sound waves thousands of time per second until they break off.

Gen. Carlson, Leader Of Famed 'Raiders,' Dies; Was Veteran of Two Wars

Brig. Gen. Evans F. Carlson, USMC (Ret), famed as the leader of Carlson's Raiders in World War II, died 27 May in Portland, Ore., of a heart attack. The veteran of two services and two wars was 51.

Gen. Carlson had retired to a cabin on Mount Hood in search of peace, after more than 30 years in military service in far-flung outposts of the world.

He won his greatest fame when his hand-picked fighting force, the Second Marine Battalion, known to its members as the Gung-Ho battalion and to the world as Carlson's Raiders, swept over the Japs on Makin Island in August 1942.

Instructions Revised For Use of Navy Oxygen Breathing Apparatus

Tests have revealed a deficiency in Navy type A-1 oxygen breathing apparatus which required a revision of instructions for use, BuShips reported in a letter to all ships and stations (NDB, 30 April; item 47-437).

Results of the tests showed that the colder a canister is when put into use, the greater will be the number of breaths required to start it, and the greater the length of time required to bring it to a rate of oxygen generation sufficient for working conditions.

Instructions for starting oxygen breathing apparatus, contained in the instruction manual accompanying each unit and in the Fire Fighting Manual, NavShips 250-004 (688), are superseded by the following:

After the facepiece has been adjusted and checked for an airtight fit, start the chemical reaction in the canister by the following method:

(a) Grasp both breathing tubes with one hand, squeeze tightly, depress starter valve, and inhale deeply, release starter valve and tubes and then exhale into apparatus.

(b) Repeat this procedure until breathing bags are fully inflated (usually 3 or 4 breaths).

(c) With breathing bags full, exercise (alternately squatting and standing, or running or simulating running) until approximately six complete inhalations and exhalations have been taken.

(d) Pull facepiece aside with one hand and deflate breathing bags with other hand.

(e) Repeat (a), (b), (c) and (d) until canister becomes warm on top and bottom, and then reinflate with fresh air and proceed with work to be done.

BuShips explained that the chemical in the canister is started by the moisture and the carbon dioxide in the exhaled breath. When a man is working or exercising, the output of moisture and CO₂ is greater. Consequently, the rate of oxygen generation from the chemical is greater. However, in cold weather, part of the moisture of the breath condenses on the interior of the facepiece and breathing tubes, reducing the amount which comes in contact with the chemical. This prolongs the starting time, which is further slowed down if cold canisters have been used. When canister and apparatus have been in warm stowage (60° F. or above), the starting time will be relatively short.

Accordingly, the Bureau warned that the canister must be properly started and checked top and bottom for warmth before the wearer enters atmosphere suspected of containing an oxygen deficiency, toxic gases or smoke.

BuShips is developing a self-starting attachment for oxygen breathing apparatus.

List Projects on Which Seabees May Work In Connection with Training Activities

Projects on which Seabees may and may not work were listed by SecNav in a letter to shore stations, which appears as item 47-396, Navy Department Bulletin.

The letter noted that Seabees are now stationed in units assigned to locations in the continental U. S., and that units are authorized for the Amphibious Training Base, Coronado, Calif.; Amphibious Base, Little Creek, Va.; and Construction Battalion Center, Port Hueneme, Calif. The letter declared that Seabee units or personnel will not be used on new construction or any maintenance work, except in connection with their training activities.

Work permitted as in connection with training includes:

- Construction of Quonset huts, other advance-base-type structures, earthwork and similar items which will be disassembled later and which do not form a permanent part of the base development.

- Assembly of pontoon structures; construction of pontoon piers and causeways.

- Blasting of channels and areas for practice amphibious landings, which do not form part of the permanent base development and are not intended primarily for some other purpose. Such blasting should be done under simulated combat conditions.

- Construction of gun mounts, machine gun nests, obstacles to landing craft such as closely spaced piling offshore; obstacles on shore to slow the advance of tanks, infantry or other forces which will be used in practice landings, and the perfecting

of new engineer or assault techniques.

- Construction of temporary camps and other facilities on adjacent islands or beaches, which will be used intermittently by landing forces.

Classes of work which Seabees may not perform include:

- Construction of permanent base facilities.

- Landscaping on or around shore stations.

- Construction of furniture or improvements for quarters or other base buildings, except that interior improvements of a minor nature may be made to enlisted men's barracks or recreation rooms and buildings, if the work does not interfere with the primary duties of the construction battalion personnel.

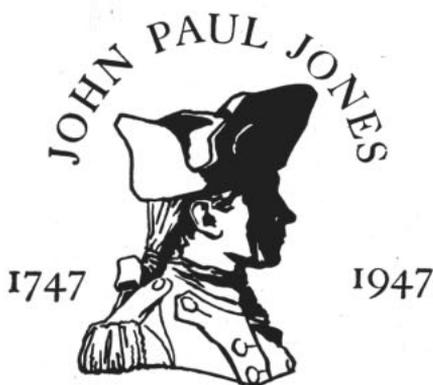
The letter warned that care must be taken to adhere to the spirit of the above provisions, and directed that questionable or borderline cases be referred to BuDocks for decision.

Reimbursement Rate Of Hospital Rations Raised to 91.5 Cents

Reimbursement rate of hospital rations went up from 80 cents to 91.5 cents per day, Alnav 121-47 (NDB, 31 May) announced.

The increase followed an earlier increase in price of meals purchased from Navy messes to 90 cents per day. The new hospital rates, occasioned by higher food costs, will affect directly officers and nurses, active and retired, subsisting off hospital messes, and certain supernumerary patients in naval hospitals.

CACHET HONORS JOHN PAUL JONES



CACHET marks 200th anniversary of hero on 6 July. It was drawn from bust of John Paul Jones made in Paris in 1780.

A special John Paul Jones cachet was available to collectors on the 200th anniversary of that naval hero's birth, 6 July 1747. The cachet was drawn from the life-size bust of Jones, done in Paris in 1780, and it was hand-stamped in ink on one-day covers sent by philatelists to the Naval Academy.

The Naval Academy has been the shrine of John Paul Jones' body since 1906, when the remains were removed from a cemetery on the outskirts of Paris and brought to the U. S., accompanied by a squadron of warships. The body of the first U. S. naval hero lies in a marble sarcophagus under the Chapel floor, with this inscription over it:

"John Paul Jones, 1747-1792; U. S. Navy, 1775-1783. He gave our Navy its earliest traditions of heroism and victory. Erected by the Congress, A. D. 1912."

MONTH'S FLAG RANK ORDERS LISTED

Flag rank orders last month were as follows:

Vice Admiral Thomas L. Gatch, USN, ComServLant, was ordered detached and is awaiting retirement. He was to be relieved by Rear Admiral Wilder D. Baker, USN, who was ordered detached as Commander U. S. Naval Base, Boston. Rear Admiral Morton L. Deyo, USN, Commandant of the First Naval District, was ordered to additional duty as Commander U. S. Naval Base, Boston.

Rear Admiral Sherman S. Kennedy, USN, was ordered to duty as Deputy General Inspector for the Chief of BuShips, ComWesSeaFron, relieving Rear Admiral Frederick G. Crisp, USN, who was ordered detached to await retirement.

Rear Admiral Francis E. M. Whiting, USN, was ordered detached as Commander U. S. Naval Base, New York, to await retirement, and Rear Admiral Russell S. Berkey, USN, was ordered to relieve him.

Rear Admiral Arthur C. Miles, USN, was ordered to duty in the Material Division, Office of AsstSecNav, from duty as Fleet Air Maintenance Officer, PacFlt.

Rear Admiral Henry S. Kendall, USN, was ordered to duty as ComCarDiv 15, from duty as Commander Fleet Air, Western Pacific. Rear Admiral Robert P. McConnell, USN, was ordered detached as ComCarDiv 15 and to duty as Commander Fleet Air Wing 1.

Rear Admiral Leslie C. Stevens, USN, was ordered to duty as U. S. Naval Attache and U. S. Naval Attache for Air, Moscow, from duty as Assistant Chief of BuAer for Research and Development. He was to relieve Rear Admiral

Houston L. Maples, USN, who was ordered detached and to BuPers for duty.

Rear Admiral Theodore C. Lonquest, USN, was ordered to duty as Assistant Chief of BuAer for Research and Development, with additional duty as Technical Assistant to DCNO (Air), from duty in the Office of SecNav, in connection with the Atomic Energy Commission.

Rear Admiral Roscoe F. Good, USN, was ordered to duty as ComCruDiv 1, from duty with CNO as head of the Fleet Operations Section. He was to relieve Rear Admiral Albert M. Bledsoe, USN, who was ordered to duty as Commander Support Group, Naval Forces Far East, from duty as ComCruDiv 1.

Rear Admiral Charles B. Momsen, USN, was ordered to duty as a member of the General Board, from duty as Chief of Staff and Aide to Commander Marianas.

Rear Admiral Stuart H. Ingersoll, USN, was ordered to duty as Commander Fleet Air Wing 2, PacFlt, from duty as Commandant of Midshipmen, U. S. Naval Academy.

Commodore Arthur Gavin, USN, was ordered to duty at the Naval Air Material Center, Philadelphia, from duty as Commander Fleet Air Wing 10 and Commander Air Forces Philippine Sea Frontier.

Rear Admiral John F. Hatch, SC, USN (Ret), was ordered relieved of all active duty and to return to retirement.

Commodore Earl C. B. Gould, USNR, was ordered separated from active service. His last duty had been with the Office of Foreign Liquidation Commission, War Assets Administration.

Periodic Inspections For Active Fleet Ships

Provisions for periodic inspections of ships of the active fleets were issued by CNO in a letter to CincLant and CincPac, which appears as item 47-419, Navy Department Bulletin.

The directive provides for three periodic inspections of the following types: operational readiness inspections, administrative inspections and material inspections. The letter provided that the inspections will be made during the training cycle of ships and aircraft squadrons. The cycles were previously set by CNO as being, for ships, the period between two regularly scheduled yard overhauls, and for aircraft squadrons a period of a flat 15 months.

The letter said, "Objective of the inspections is to aid in determining whether the ship is prepared to perform all the operations required of the type during war, whether the material condition is ready to meet the demands of such operations and is being prop-

erly maintained, whether the administrative methods and procedures in use are adequate to carry out the tasks and functions required by any current or prospective mission, and whether the training program has produced a satisfactory state of readiness."

Inspection of ships and squadrons will be conducted under control and supervision of CincLant and CincPac, who will exercise these responsibilities through their type commanders, and through subordinate commanders they may designate. Grading will be based on readiness of personnel and material of the ship to meet requirements of current and prospective missions, particularly those the ship would be called upon to perform in wartime.

Final grading will be done by the type commander or a designated subordinate. Grading will be limited generally to application of one of the following broad classifications: outstanding, excellent, good, satisfactory, unsatisfactory.

General instructions for the inspections were issued as an enclosure.

Rules Quoted Concerning Funds Seized in Raids If Ownership Undetermined

Attention of the naval service was directed to Court Martial Order No. 1, 1944, page 99, by the Navy Department Bulletin, item 47-363. The order is quoted in part as follows:

"Gambling raids: Funds seized to be deposited into the Treasury where ownership not definitely determined; no statutory authority for confiscation where ownership can be determined.

"Information was requested as to the proper and legal disposition to be made of funds seized in gambling raids. The Comptroller General has held that where a gambling fund is confiscated in enforcing official regulations governing conduct of persons at a Government station, the funds are vested with a Federal interest and may not be turned over to anyone unable to establish a superior legal title thereto. Where ownership to funds seized in a gambling raid may not definitely be determined because of commingling or otherwise, under the decision of the Comptroller General they should be deposited for covering into the Treasury under miscellaneous receipt account '3900 Forfeiture of Unclaimed Funds and Abandoned Personal Property.' Where ownership can be definitely determined, the funds should be returned to the owner where no criminal proceedings are instituted since no statutory authority for confiscation exists."

Officers' Data Cards Due Soon after 1 Aug

Officers' Data Cards are due in BuPers as soon after the first of August as practicable, BuPers Circ. Ltr. 94-47 (NDB, 31 May) announced. All commissioned and warrant officers who will be on active duty on 1 September are required to submit cards, with information complete to 1 August.

Form NavPers 340 (rev-7-46) must be used; earlier editions of this form may not be used. Commands were advised the cards should not be folded. Show previous enlisted service on reverse of the card, and show schools completed under special qualifications.

The letter said, "Care in preparation and prompt submission of these cards are important. They have been designed to assist the detailing of officer personnel. The information they contain is taken to reflect the current preferences and the current personal problems which deserve the consideration of detail officers.

Cards must be submitted to BuPers as follows: naval aviators, officers in flight training and officers with "A" classification, Attn: DCNO (Op 54); staff corps officers including pay clerks, Attn: Pers 311F; and all other officers, Attn: Pers 311.

'NAVAL AVIATION HIGHLY SPECIALIZED'

The naval air program of the immediate and long-range future was discussed by Rear Admiral L. C. Stevens, USN, assistant chief of BuAer for research and development, before a meeting of the National Aeronautical Association in Fort Worth.

Admiral Stevens declared the short-range program is "based upon the engineering and operational fact that for the next several years at least, there is no prospect of any weapons being in actual service which will permit us to carry a hard-hitting war to an enemy in any other fashion."

He pointed out that the Navy's Pacific force now is built around six carriers, and the Atlantic force a like

number, on the premise that four will be operational, one undergoing routine overhaul and one out of action from battle damage in case of war.

"The long-range program of naval aviation," said Admiral Stevens, "is a matter of research and development. You cannot help but have the feeling that we are in the opening phases of a great technical revolution in aviation. It seems to me that there are four main aspects of that revolution—jet propulsion with all the high speed problems that it brings up, electronics, guided missiles and atomic energy."

Because the aviation art is advancing so rapidly, and because even proven models require from 15 months to two years to produce in quantity after the decision to produce is made, Admiral Stevens declared it is mandatory that for the national safety the U. S. aircraft industry be kept strong. The admiral declared, "It is a national responsibility of the first magnitude that we shall have not only minimum fighting forces in being, but also a minimum industry in being which is capable of the rapid expansion necessary to provide aircraft which our mobilized manpower can operate in case of war."

Admiral Stevens pointed out that naval aviation is a highly specialized task, and requires aircraft of specialized design. He offered as an example the carrier fighter, saying, "Its purpose is the same as an Army fighter—to shoot down other aircraft. I am often asked . . . when the Army and the Navy are going to get together on a fighter they can both use, why we don't use the P-80 on our carriers, for example, and save time and money? Now it is no great trick to rig any fighter for carrier landings, and we have done so from time to time, including the P-80, but it is impossible to make them suitable for continued service operation on carriers in quantity. We can operate more than twice as many airplanes from a single deck by specialized designs. That is the reason for the Navy's new 600-mile-an-hour Banshee fighter."

The admiral enumerated the additional requirements for operating aircraft from carriers instead of flying fields, including arresting gear and catapulting attachments, take-off characteristics to permit operation of maximum numbers, folding wings or other special arrangements to increase carrier capacity to the maximum, ability to meet hangar deck, elevator and flight deck clearances; provisions for pilots' vision in landing, and even different handling, stability and control provisions for successful carrier landings and wave-offs.

Admiral Stevens pointed out many areas of aviation design where similar equipment is developed and used by the armed services.

ALNAVS, NAVACTS

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs, not as a basis for action. Personnel interested in specific directives should consult Alnav or NavActs files directly for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands.

No. 117—Thirty-eighth in a series listing officers selected for transfer to the regular Navy.

No. 118—Thirty-ninth in a series listing officers selected for transfer to the regular Navy.

No. 119—Authorizes COs to certify as to duty performed by personnel within periods covered by state bonus laws.

No. 120—Calls attention to Naval Reserve Week, 18-25 May.

No. 121—Announces reimbursement rate of hospital ration set at 91.5 cents (see p. 55).

No. 122—Directs new blood count on all Bikini test personnel (see p. 52).

No. 123—Fortieth in a series listing officers selected for transfer to the regular Navy.

No. 124—Forty-first in a series listing officers selected for transfer to the regular Navy.

No. 125—Announces new discharge certificates to replace old on 1 July (see p. 52).

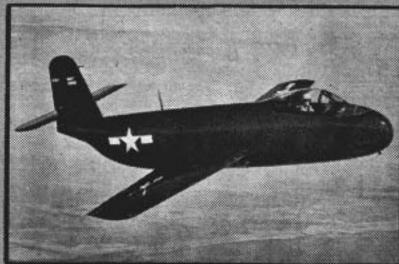
No. 126—Lists certain Marine Corps officers whose temporary appointments terminated 1 June (see p. 53).

No. 127—Gives procedure for requisitioning preliminary examinations for candidates to Naval School, Academy and College Preparatory.

No. 128—Clarifies provisions for accounting for spares and equipment on ships operating directly under General Supply System.

QUIZ AWEIGH

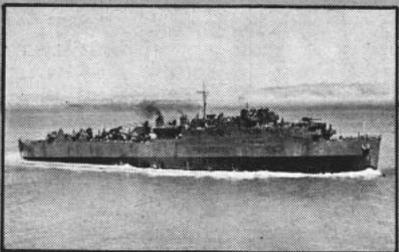
How much do you know about your Navy? Super Salts should get five correct answers, Old Salts four, Young Salts three and Boots two or less.



1. One of the Navy's newest fighters, it's a (a) Pirate (b) Privateer (c) Buccaneer.
2. It can go over (a) 500 (b) 600 (c) 700 miles per hour.



3. This man is using (a) invisible light (b) a telescope (c) a range finder.



4. Made famous during the war, it's an (a) LST (b) LCI (c) LSD.
5. It is used for (a) transporting troops (b) drydock (c) mine-sweeping.

DECORATIONS & CITATIONS

Two Marine Units Given Awards for Action in Pacific

The Presidential Unit Citation and the Navy Unit Commendation have been awarded the Second Marine Aircraft Wing and the Twelfth Marine Regiment, respectively.

The 2d MarAirWing was cited for the extraordinary heroism of its action against the Japanese forces during the Okinawa campaign from 4 Apr to 14 July 1945. The wing, which bore the entire burden of land-based aircraft support during the early part of the campaign, shot down a total of 495 planes during the period covered by the citation. It played a major role in achieving air superiority essential to our success in the Okinawa operation.

The 12th MarReg was cited for action at Bougainville from 1 Nov 1943 to 12 Jan 1944, and at Guam from 21 July to 10 Aug 1944. In action 73 days during the Bougainville campaign, the 12th Marines aided in smashing an enemy counterattack on the night of 7 November and silenced all enemy fire in the Battle of Cocoonut Grove on 13 November. Landing at Guam in the face of heavy enemy fire, the regiment rendered effective supporting fire to the assault elements of the 3d MarDiv, including the disruption of an organized counterattack by seven Japanese battalions on the night of 26 July.

Navy Honors 9 Civilians Who Gave Lives on Wake

Nine construction workers who gave their lives in the defense of Wake Island have been awarded Bronze Star Medals posthumously.

Each man was cited for heroic service, courage, patriotism, and determination in the face of tremendous odds. Each volunteered to assist the men of Marine Aircraft Squadron 211, when the marines went forward to make a final stand against an overwhelming landing force.

Names and addresses of recipients: George F. Gibbons, San Jose, Calif.; Rex D. Jones, Burbank, Calif.; Charles E. McCulley, El Monte, Calif.; Jack F. McKinley, Alamosa, Colo.; Don K. Miller, Clame, Ore.; Hurschel L. Peterson, Alameda, Calif.; Ralph Higdon, Honolulu, T. H.; Clinton L. Stevenson, Los Angeles, Calif.; Harry Yeager, Los Angeles, Calif.



GUATEMALAN award is presented Fleet Admiral Nimitz by Col. Lopez for participation in World War II victory.

Citation Awarded PatBomRon 117 for Combat Operations

A Presidential Unit Citation has been awarded to Patrol Bombing Squadron 117 for outstanding combat service in the South China Sea area from 4 Oct 1944 to 11 Aug 1945. Operating from forward bases in the Marianas and the Philippines, the squadron destroyed thousands of tons of Japanese shipping, damaged shore installations and shot down 63 planes.

As one of the first three Navy long-range search squadrons to operate from Tinian, and the first to be based in the Philippines, PatBomRon 117 was cited for patrols made in advance of the Third Fleet, shore bombardment missions, night anti-shiping strikes and submarine coverage missions. Despite increasingly difficult conditions, the squadron tracked the enemy Second Diversionary Force and other heavily escorted convoys, as the Japanese made their last bid to supply their southern empire.

This unit, the citation states, engaged in coordinated operations with Army air groups and obtained tracking information for Allied submarines. After enemy shipping had been almost annihilated, it fought on to destroy even the smallest vessels and to disrupt Japanese communications.

Commanding officers of the squadron during the period covered by the citations were Capt. Everett O. Riggsbee, Jr., USN, Ross, Calif.; Comdr. Harold W. McDonald, USN, Wetumpka, Ala.; Lt. Comdr. Thomas P. Mulvihill, USNR, Columbus, Mont., and Lt. Comdr. Roger J. Crowley, Jr., USNR, Manchester, N. H.

Landing Craft Gets PUC for Battling Jap Suicide Planes

USS LCS 57 has been awarded the Presidential Unit Citation for its action against Japanese suicide planes near Okinawa on 12 Apr 1945.

Opening fire on the first two planes that penetrated our aircraft screen and plunged in suicidal dives on our concentration of ships, the LCS 57 maintained a steady barrage from her anti-aircraft guns despite constant enemy strafing, and destroyed the targets. Quickly disposing of two other planes preparing to make an attack, she turned her guns on a fifth as it came in low, and exploded it close aboard.

With two 40 mm. guns out of action, the steering gear damaged and lighting and internal communications disrupted by the concussion, the LCS 57 accounted for the sixth plane before it could complete its suicide dive. Although she was suffering from further damage when a plane landed on her deck, the ship stayed afloat and fighting, and destroyed or routed the entire 26-plane formation.



NAVY CROSS

Gold star in lieu of third award:

★ CUTTER, Slade D., Comdr. (then Lt. Comdr.), USN, Washington, D. C.: As Co of USS *Seahorse*, Comdr. Cutter fought his ship during a war patrol in Japanese controlled waters from 28 Mar to 27 Apr 1944. Maneuvering his vessel through strong enemy escort screens, he launched repeated torpedo attacks to sink four enemy ships totaling over 25,000 tons and to damage an enemy submarine of over 600 tons. Although subjected to severe depth-charging and aerial bombing, he evaded the enemy and brought his ship safely to port.

Gold star in lieu of second award:

★ BASS, Raymond H., Comdr., USN, Los Angeles, Calif.: As CO of a U.S. submarine during a war patrol in Japanese waters, Comdr. Bass maneuvered his ship into favorable position to strike at the enemy. He launched attacks on heavily escorted enemy convoys, pursuing his targets despite severe enemy air and surface counter-attacks and sinking four Japanese ships totaling more than 22,500 tons. Although severely depth-charged during thorough and persistent attacks, he directed his vessel and succeeded in bringing her to port without serious injury to the ship or crew.

★ FREEMAN, William R., Lt. (jg) (then CGM), USN, Lake Bluff, Ill.: As leader of Naval Combat Demolition Unit 2, attached to 11th PhibFor, Lt. (jg) Freeman participated in the assault on the coast of France, 6 June 1944. Braving heavy Ger-



Commodore Behrens

Lt. Bomberger



Lt. (jg) Carlon

Lt. (jg) Conroy

evaded an attempted ramming by one of the armed vessels. Although severely depth-charged during the course of the attack, he brought the *Cobia* to port with but minor damage.

★ BEHRENS, William W., Commodore (then Capt.), USN, Arlington, Va.: As CO of *uss Houston*, Commodore Behrens participated in action against the Japanese off Formosa on 14 Oct 1944. With his ship dead in the water and listing violently in the heavy seas following an enemy aerial attack, he efficiently directed damage control measures and the removal of personnel to other ships in the formation before his crippled ship was taken in tow by another cruiser. With his ship again under aerial attack two days later, he inspired his men to heroic effort, maintaining control and contributing in a large measure to his ship's successful return to a friendly port.

★ BOMBERGER, George K., Lt., USNR, Harrisburg, Pa.: As pilot in BomRon 13 attached to *uss Franklin*, Lt. Bomberger fought his scout bomber plane in action against the Japanese in the Battle for Leyte Gulf, 25 Oct 1944. Participating in a strike against a large enemy task force, he led his section in the face of intense and continuous antiaircraft fire and maneuvered his plane to score a direct hit on a Japanese carrier, contributing materially to its sinking.

★ CARLON, Kenneth E., Lt. (jg), USNR, Hollywood, Calif.: As pilot of a scout bomber plane attached to *uss Franklin*, Lt. (jg) Carlon fought in action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. While taking part in operations against a large Japanese task force, he led his section through aerial opposition and maneuvered his plane to score a direct hit on an enemy carrier, contributing materially to its sinking.

★ CONROY, Thomas J., Lt. (jg), USNR, Vero Beach, Fla.: As pilot of a fighter plane in FitRon 22 attached to *uss Princeton*, Lt. (jg) Conroy participated in action against Japanese forces during the Battle for Leyte Gulf 24 Oct 1944. He took part in the interception of a large group of enemy planes attempting to attack our task force and pressed home his attack to shoot down six planes and to damage three others. Although his plane was struck several times by enemy fire, he continued to fight until his ammunition and fuel were exhausted.

★ DAVIS, Richard L., Lt. (jg) (then Ens.), USNR, Dunbrooke, Va.: As pilot of a fighter plane in FitRon 15 attached to *uss Essex*, Lt. (jg) Davis fought his plane in action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. Undaunted by antiaircraft fire and aerial opposition, he carried out an attack against major units of the Japanese fleet, scoring a direct hit



Lt. Comdr. Gregg

Comdr. Keithly



Lt. (jg) Kuder

Lt. Comdr. Lindsay

man artillery and small arms fire, he led his crew on to the assault beaches at H-hour plus three minutes in an attempt to blow a 50-yard gap through the formidable beach obstacles. Although seven of the 12-man unit were killed, he succeeded in accomplishing this perilous and vital mission. Heedless of his own safety, he repeatedly exposed himself to intense gunfire to recover wounded personnel.

★ GALLAHER, Antone R., Comdr. (then Lt. Comdr.), USN, Augusta, Ga.: As CO of *uss Bang* during its second war patrol in Japanese controlled waters from 6 June to 2 Aug 1944, Comdr. Gallaher fulfilled a hazardous mission. Braving intense surface and air opposition, he penetrated a strong enemy escort screen to launch torpedo attacks, sinking one 10,000-ton Japanese tanker and two additional vessels for a total of 24,000 tons, and inflicting heavy damage on another tanker. Although severely depth-charged and attacked with enemy aerial bombs, he succeeded in bringing the *Bang* safely to port.

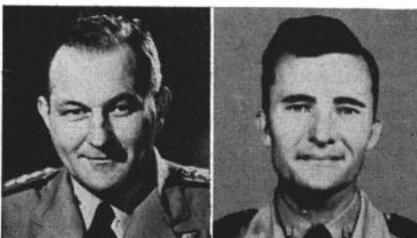
★ KEITHLY, Roger M., Comdr., USN, Fresno, Calif.: As CO of *uss Tilefish* during its fifth war patrol in Japanese controlled waters from 15 Nov 1944 to 2 Jan 1945, Comdr. Keithly was quick to act when an enemy cruiser was spotted. He maneuvered his ship to a favorable spot and, handicapped by a faulty periscope, pressed home a torpedo attack to sink the vessel. By his ship handling, he contributed to the success of the *Tilefish* in evading severe enemy countermeasures.

★ SIEGLAFF, William B., Comdr., USN, Albert Lea, Minn.: As CO of *uss Tautog* during a war patrol in Japanese controlled waters, Comdr. Sieglaff displayed expert seamanship. He directed his ship in attacks on heavily escorted enemy convoys and, despite premature torpedoes and enemy countermeasures, pursued his targets to sink five enemy freighters totaling 17,736 tons and to damage two additional freighters. In spite of the enemy's concentrated efforts to the contrary, he succeeded in bringing his ship to port unharmed.



Comdr. Cutter

Comdr. Day



Rear Admiral Doyle

Comdr. Galantin

on a carrier and contributing materially to its sinking and to the success of the mission.

★ DAY, Barton E., Comdr., USN, Northridge, Calif.: As ComDivAirGrp of Task Group 77.4, Comdr. Day displayed expert leadership while those ships were engaged in furnishing air support to our amphibious attack groups landing on the shores of Leyte Gulf from 18 to 29 Oct 1944. With the ships in his squadron under repeated aerial and submarine attack, he directed the air operations of his group in repulsing an overwhelming Japanese task force during the battle off Samar Island on 25 October. Comdr. Day contributed in a large measure to the extensive damage and destruction inflicted on the enemy during this decisive engagement.

★ DOYLE, Austin K., Rear Admiral (then Capt.), USN, Pensacola, Fla.: While serving as CO of *uss Hornet*, Admiral Doyle contributed essentially to the success of our forces during operations against Japanese forces in the Pacific from 29 Aug to 30 Oct 1944. Under heavy enemy aerial attack while operating close to Japanese shores on 13 and 14 October, he maintained his ship at full fighting strength which resulted in a number of enemy planes being shot from the sky with no damage to the *Hornet*. Again during operations in the Battle for Leyte Gulf he handled his ship in such an outstanding manner that the full strength of his air group was brought to bear resulting in heavy damage to and the sinking of capital ships of the Japanese fleet.

★ DOYLE, Joseph A., Jr., Lt. (then Lt. (jg)), USNR, Chevy Chase, Md.: As a pilot in TorpRon 10 attached to *uss Enterprise*, Lt. Doyle participated in action against the Japanese in the vicinity of the Marianas during the First Battle of the Philippine Sea on 20 June 1944. During a strike against the enemy, he selected an enemy aircraft carrier as his target and pressed home his attacks in the face of fighter opposition and intense antiaircraft fire from surrounding Japanese ships. He succeeded in scoring two direct hits on the carrier and caused a terrific explosion, thereby assisting essentially in the probable sinking of the vessel.

★ GALENTIN, Ignatius J., Comdr., USN, New London, Conn.: As CO of *uss Kingfish* during its 10th war patrol in Japanese waters from 8 Oct to 1 Dec 1944, Comdr. Galantin proved himself an aggressive leader. He penetrated strong enemy escort screens to launch repeated strikes against enemy shipping and contributed to the success of the *Kingfish* in sinking more than 10,000 tons of shipping and in evading several enemy countermeasures.

★ GREGG, Max E., Lt. Comdr. (then Lt.), USNR, Westerly, R. I.: As a pilot in TorpRon

First award:

★ BECKER, Albert L., Comdr. (then Lt. Comdr.), USN, Brookhaven, Miss.: As CO of *uss Cobia* during its first war patrol in Japanese waters from 26 June to 14 Aug 1944, Comdr. Becker penetrated strong enemy escort screens and pressed home torpedo attacks. He succeeded in sinking four enemy ships totaling 22,800 tons. Fighting his ship through two surface gun engagements with an independent enemy ship and a group of three armed patrol vessels, he directed attacks resulting in the sinking of all four of these units and successfully

★ DECORATIONS

Navy Cross (Cont.)

19 attached to *uss Lexington*, Lt. Comdr. Gregg took part in action against the Japanese during the battle for Leyte Gulf on 25 Oct 1944. Participating in a strike mission against major enemy units, including aircraft carriers, battleships, cruisers, and destroyers, he plunged through the enemy's intense fire and scored a direct hit on an enemy carrier, contributing materially to the sinking.

★ **KIRKPATRICK, Charles E.**, Lt. Comdr., USN, Tuitman, Ga.: As senior officer of a special reconnaissance detachment, Comdr. Kirkpatrick participated in action against the Japanese from 11 July to 28 Aug 1944. Volunteering to join in a mission to reconnoiter enemy-held islands and adjacent waters at great distances from friendly bases, he planned the operation and led the party to enemy-held beaches, obtaining vital information and contributing to our continued operation against the enemy.

★ **KUDER, William A.**, Lt. (jg), USNR, Kotonah, N. Y. (posthumously): As a pilot in BomRon 7 attached to *uss Hancock*, Lt. (jg) Kuder fought his bomber during action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. In a strike against major units of the enemy fleet, he plunged through a barrage of bursting enemy antiaircraft fire to score a devastating hit on a Japanese carrier.

★ **LINDSAY, Elvin L.**, Lt. Comdr., USNR, Palouse, Wash.: As flight leader in FitRon 19 attached to *uss Lexington*, Lt. Comdr. Lindsay participated in action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. Directing his escort group on a strike against major surface units, he dived through the intense barrage of antiaircraft fire and delivered a bombing and strafing attack on a carrier, leaving her burning and in a sinking condition.

★ **MASON, John L.**, Lt. (jg), USNR, Mt. Ranier, Md.: As a pilot in TorpRon 45 attached to *uss San Jacinto*, Lt. (jg) Mason fought his torpedo bomber during operations against the Japanese in the East China Sea on 7 Apr 1945. Engaged in battle with major units of an enemy task force, he pressed home an attack against a destroyer and, although subjected to severe fire from main batteries and antiaircraft guns, scored a direct hit which sank the vessel.

★ **MILLER, Clark W.**, Lt. (then Lt. (jg)), USNR, Lebanon, Ind.: As pilot in CompRon 75 attached to *uss Ommaney Bay*, Lt. Miller fought his torpedo plane against the Japanese during the battle off Samar Is-



Comdr. Shelby

Comdr. Shepard



Lt. Sprague

Lt. (jg) Young

land on 25 Oct 1944. In a strike against enemy units, he maneuvered his plane to score a direct hit on a heavy cruiser despite heavy fire and later photographed the sinking vessel. While on another flight he succeeded in diverting the fire of an enemy battleship from a carrier division, contributing materially to the success of his squadron in this engagement.

★ **NIMITZ, Chester W., Jr.**, Comdr., USN, Mystic, Conn.: As CO of *uss Haddo* on its seventh war patrol to Luzon and Mindoro, Philippine Islands, from 8 Aug to 3 Oct 1944, Comdr. Nimitz directed his vessel in a series of successful torpedo attacks and a gun attack on enemy shipping. He engaged two destroyers and another large escort vessel, sinking both ships and seriously damaging a third vessel. Continuing his search for enemy targets, he launched further attacks on heavily escorted enemy convoys, sinking two cargo vessels and a transport. Cooperating with our aircraft during a bombing raid on enemy bases, he rescued a naval aviator from the sea.

★ **OEHLERT, Herschel A.**, Lt. (jg), USNR, Woodburn, Iowa (posthumously): As copilot of a bombing plane attached to BomRon 102, Lt. (jg) Oehlert operated against the enemy on Greenwich Island during the Battle of the Solomons on 6 July 1943. Aware of the limited chance of surviving an urgent mission undertaken to prevent a surprise Japanese attack against our forces, he rendered gallant service throughout the 700-mile flight in total darkness, through treacherous winds and without escort or support. Over the target he remained cool as his plane, forced lower and lower by pursuing aircraft, executed six ground level attacks to annihilate the enemy's radio station, installations, antiaircraft guns and personnel, and to destroy one plane in the air and three on the water. He crashed in the lagoon off the beach, caught in his own bomb blast, and was killed.

★ **OTTER, Bethel V.**, Lt., USN, Louisville, Ky. (posthumously): In action against the Japanese during the final assaults on Corregidor on 5 and 6 May 1942, Lt. Otter lost his life. Constantly exposed to the enemy's long range shell fire and bombings, he disregarded all personal danger as he directed his men with unflinching skill and ingenuity in the defense of his assigned beach area. Holding his ground in the final assault of Corregidor's beaches on 5 May, he defied the fury of Japanese rifle and machine gun fire in a desperate effort to turn back the invading forces, repeatedly countering the enemy's landing attempts until he was struck down and fatally wounded.

★ **REICH, Eli T.**, Comdr. (then Lt. Comdr.),

USN, Jackson Heights, N. Y.: As CO of *uss Sealion* during its first war patrol in Japanese controlled waters from 8 June to 21 July 1944, Comdr. Reich helped sink several ships. Maneuvering his vessel into a favorable position, he penetrated strong enemy escort screens to strike at enemy shipping, launching eight torpedo attacks to sink four enemy ships. In a later gun attack, he destroyed a 100-ton sampan. Although severely depth-charged, he directed his vessel and succeeded in bringing the *Sealion* into port.

★ **RILEY, Robert G.**, Lt. (jg), USNR, Lafayette, Ind.: As a pilot in BomRon 13 attached to *uss Franklin*, Lt. (jg) Riley flew in action against the enemy during the Battle for Leyte Gulf on 25 Oct 1944. Participating in a strike against a large task force, he fought his plane through intense and accurate antiaircraft fire and maneuvered his craft to score a direct hit on a Japanese carrier, contributing materially to its sinking.

★ **SELF, Larry R.**, Lt. (jg) (then Ens.), USNR, Dallas, Tex.: As pilot of a fighter plane in FitRon 15 attached to *uss Essex*, Lt. (jg) Self flew in operations against the Japanese in the Battle for Leyte Gulf of 25 Oct 1944. Although the antiaircraft fire was intense and accurate, he carried out an attack against major units of the enemy fleet and scored a direct bomb hit on a carrier, contributing to the success of the mission.

★ **SHELBY, Edward E.**, Comdr. (then Lt. Comdr.), USN, Cincinnati, Ohio: As CO of *uss Sunfish* during its seventh war patrol in Japanese waters from 22 June to 1 Aug 1944, Comdr. Shelby maneuvered his ship into a favorable position to strike at enemy shipping. He launched three torpedo attacks against unescorted freighters and a heavily escorted convoy to sink three freighters and damage another. Closing a convoy of 13 Japanese sampans during a running gun engagement in heavy fog at close range, he directed accurate fire from all available types of guns to destroy the entire convoy. Although severely depth-charged, he succeeded in bringing the *Sunfish* to port.

★ **SHEPARD, Evan T.**, Comdr., USN, New London, Conn.: As CO of *uss Picuda* during its fourth war patrol in Japanese waters from 27 Oct to 2 Dec 1944, Comdr. Shepard proved himself an aggressive



Lt. Miller

Comdr. Nimitz



Comdr. Reich

Lt. (jg) Riley

Pilots Directed to Avoid Flying Over Mt. Vernon

Aircraft engines make a poor accompaniment to patriotic services, especially at the national shrine at Mount Vernon, Va.

The Navy has ordered, in Aviation Circ. Ltr. 47-47, that no flights be conducted within a distance of one mile of Mount Vernon below 1,500 feet, except when necessary under instrument flight conditions. Under no circumstances will naval aircraft engage in acrobatics or other than normal flight in that vicinity. When possible under contact flight conditions, aircraft should be routed to avoid Mount Vernon by a wide margin.

The CAA has requested all planes to avoid Mount Vernon, pointing out however that Washington radio aids are so located as to require planes to pass over Mount Vernon during an instrument approach to National Airport, Bolling Field and NAS Anacostia. But during good weather pilots should choose a route which will by-pass the first President's home.

leader. He penetrated strong enemy escort screens to launch repeated attacks to sink 35,300 tons and damage 10,000 tons of enemy shipping. He succeeded in evading the severe countermeasures and to save his ship from possible disaster.

★ SPRAGUE, James R., Lt. (then Lt. (jg)), USN, Birmingham, Mich.: As pilot of a torpedo plane on CompRon 75 attached to *uss Ommaney Bay*, Lt. Sprague participated in action against the Japanese in the battle off Samar on 25 Oct 1944. In an attack against units of the Japanese fleet, he maneuvered his plane to score a direct hit on a cruiser despite heavy anti-aircraft fire.

★ WEBB, Wilbur B., Lt. (jg) (then Ens.), USNR, Wichita Falls, Texas: As pilot of a fighter plane in a carrier-based squadron, Lt. (jg) Webb flew in operations against Japanese forces in the vicinity of the Marianas on 19 June 1944. Pressing his low-level attacks over a Japanese airfield and in the face of severe anti-aircraft fire from an enemy fighter cover over him, he engaged and shot down six enemy dive bombers and probably destroyed two others.

★ YOUNG, Don J., Lt. (jg), USNR, Fort Worth, Texas: As pilot of a scout bomber plane in BomRon 13 attached to *uss Franklin*, Lt. (jg) Young participated in action against Japanese forces in the Battle for Leyte Gulf on 25 Oct 1944. In a strike against a large Japanese task force, he maneuvered his plane skillfully to score a direct hit on a Japanese aircraft carrier, contributing to its sinking.

SILVER STAR MEDAL

Gold star in lieu of third award:

★ FYFE, John K., Comdr., USN, Sarasota Beach, Fla.: CO, *uss Batfish*, fourth war patrol, Palau area, 1 Aug to 12 Sept 1944.

Gold star in lieu of second award:

★ BENSON, Roy S., Capt., USN, Concord, N. H.: CO, *uss Trigger*, fourth war patrol, in enemy waters, 13 Feb to 6 Apr 1943.

★ MCGIVERN, Charles F., Comdr., USN, Vallejo, Calif.: Assistant approach officer, *uss Gato*, POA, during fifth and sixth war patrols.

★ SMITH, William L., Lt. Comdr., USNR, Chicago, Ill.: Torpedo data computer operator, *uss Seawolf*, 12th war patrol, 12 Dec 1943 to 27 Jan 1944.

★ TAEUSCH, Frederick L., Lt. Comdr., USN, Kittery Pt., Me.: Executive officer and assistant approach officer, *uss Permit*, 10th war patrol, in enemy waters.

★ USTICK, Theodore M., Lt. Comdr., USN, Long Beach, Calif.: Assistant approach officer, *uss Spadefish*, first war patrol, 23 July to 24 Sept 1944.

First award:

★ ANDERSON, Andre R., Lt. (jg), USN, Los Angeles, Calif.: Torpedo data computer operator, *uss Seahorse*, fifth war patrol, 3 June to 19 July 1944.

★ ANDREWS, James G., Comdr., USNR, Orange, N. Y.: Assistant approach officer, *uss Aspro*, first war patrol, 23 Nov 1943 to 1 Jan 1944.

★ BELL, David B., Comdr., USN, Noank, Conn.: Officer of the deck, *uss Pargo*, first war patrol, Japanese waters.

★ BLACK, Charles A., Lt., USNR, San Francisco, Calif.: For conspicuous gallantry while attached to the 7th Fleet, New Guinea, 31 July 1944.

★ BOWDLER, Thomas E., Lt., USNR, Tifton, Ohio: Diving officer, *uss Rasher*, fifth war patrol, 22 July to 3 Sept 1944.

★ BROTTJE, James, Comdr., USN, Pensacola, Fla.: CO, *uss LST 307*, invasion of Sicily, 10 July 1943.

★ BROWN, William B., Comdr., USN, Columbia, N. C.: CO, *uss Knapp*, from 13 Oct to 17 Oct 1944.

★ CAIN, James B., Lt. Comdr., USNR, Cram-

erton, N. C.: Leader of four plane section, vicinity of Okinawa Jima, 6 Apr 1945.

★ COOPER, Walter, Lt. Comdr., USNR, Bellevue, Ohio: CO, *NCDU 2*, invasion of France, 6 June 1944.

★ CRITTENDON, John L., Lt. (jg), USNR, Philadelphia, Pa.: Fighter plane pilot, *Fit-Ron 20*, *uss Enterprize*, Philippine area, 18 Oct 1944.

★ DEBAY, Charles, Lt., USN, Lawrence, Mass.: Chief electrician's mate, in charge of electrical department, *uss Tambor*, ninth war patrol, 5 Jan to 5 Mar 1944.

★ DUNCAN, George C., Lt. Comdr., USN, Annapolis, Md.: Fighter pilot, attached to *uss Essex*, Central Philippines, 12 Sept 1944.

★ EASTON, Jay A., Lt. Comdr., USN, Mt. Vernon, N. Y.: Torpedo data computer operator, *uss Barb*, eighth war patrol, 21 May to 9 July 1944.

★ EBEL, August A., Lt., USNR, Waterloo, Iowa: Radar officer, *uss Dace*, during war patrol, 1 Sept to 6 Nov 1944.

★ EVERETT, Clayton F., Lt. Comdr., USNR, Chicago, Ill.: CO, *PatTorpRon 364*, off the coast of New Guinea, 10 Jan 1944.

★ FONDREN, Frank B., Lt., USNR, Greensboro, N. C.: Pilot of torpedo plane, *Torp-Ron 86*, *uss Wasp*, Honshu, Japan, 19 Mar 1945.

★ FRY, Harold E., Lt. Comdr., USN, Heloit, Wis.: Engineering officer and diving officer of U. S. submarine, during war patrol, in enemy waters.

★ GARBOW, Bernard L., Lt., USNR, Howard City, Mich.: Fighter plane pilot, *uss Lexington*, Formosa, Philippine areas, 12 Oct to 25 Oct 1944.

★ GERMERSHUSEN, William J., Jr., Comdr., USN, Groton, Conn.: CO, *uss Tambor*, 12th war patrol, enemy waters, 3 Oct to 30 Nov 1944.

★ GLENNON, Phillip T., Lt. Comdr., USN, Forest Hills, N. Y.: Torpedo data computer officer, *uss Flasher*, first war patrol.

★ HALL, Louis W., Lt. (jg), USNR, Amesbury, Mass.: Leader of UDT, off Saipan Island, 14 June 1944.

★ HOWELL, James N., Lt. Comdr., USN, Coronado, Calif.: Pilot of torpedo plane, *TorpRon 20*, *uss Lexington*, French Indochina, 12 Jan 1945.

★ HUSTON, Robert G., Comdr., USNR, Annapolis, Md.: Assistant approach officer, *uss Shad*, sixth war patrol, 28 Sept to 24 Nov 1942.

★ LIST, Frank V., Comdr., USN, Seattle,

QUIZ ANSWERS

Answers to quiz on Page 57

- | | |
|--------|--------|
| 1. (a) | 4. (c) |
| 2. (a) | 5. (b) |
| 3. (a) | |

Wash.: CO, *uss Smith*, at Ormoc, Leyte, Philippine Islands, 11 and 12 Dec 1944.

★ MADISON, James J., Lt. Comdr., USN, Memphis, Tenn.: Assistant approach officer, fourth war patrol, *uss Balso*, enemy waters, 6 Feb to 19 Mar 1944.

★ MARTINEAU, David L., Comdr., USN, Los Angeles, Calif.: CO, *uss Phelps*, Marianas Islands, 18 June 1944.

★ MCGRIEVEY, Joseph L., Lt. (jg), USN, Portsmouth, N. H.: Chief of the boat, U. S. submarine, during war patrol in enemy waters, 20 Oct to 12 Dec 1943.

★ MENDENHALL, Corwin G., Lt. Comdr., USN, Anahuac, Tex.: Assistant approach officer, *uss Pintado*, first war patrol, 16 May to 1 July 1944.

★ MORRIS, Fred A., Lt., USN, Elmhurst, L. I., N. Y.: Damage control officer, *uss Plunger*, 10th war patrol, 13 Jan to 8 Mar 1944.

★ POAGE, Robert B., Lt. Comdr., USN, South Portland, Me.: Torpedo data computer officer, *uss Gar*, 10th war patrol, 16 Dec 1943 to 9 Feb 1944.

★ PYE, John B., Lt. Comdr., USN, Coronado, Calif.: Torpedo officer, *uss Swordfish*, during war patrol, POA, 29 Dec 1943 to 7 Feb 1944.

★ RAMEY, Simon E., Comdr., USN, Coronado, Calif.: CO, *uss Edwards*, Ormoc, Leyte, Philippine areas, 11 Dec 1944.

★ REPO, Miles P., Comdr., USN, Belmont, Mass.: Diving officer, *uss Jack*, during war patrol in enemy waters.

★ SMILEY, Andrew M., Lt. (jg), USN, Vallejo, Calif.: Diving officer, *uss Croaker*, first war patrol, 19 July to 31 Aug 1944.

★ SWANBECK, James R., Lt. Comdr., USN, Montclair, N. J.: For gallantry while serving in *uss Gato*, fifth, sixth and seventh war patrols.

★ TAYLOR, Alexander B., Lt. Comdr., USNR, San Francisco, Calif.: Beachmaster of *uss Zeilin*, assault on Tarawa Atoll, Gilbert Islands, 20 Nov to 27 Nov 1943.

★ WOOD, William B., Lt. Comdr., USNR,

NEW OBSERVATORY LOCATION SOUGHT

The advice of astronomers throughout the country is being sought to determine the best location for a new Naval Observatory.

The present location in Washington, D. C., has become unsuitable due to the growth of the city. Dirt particles and heat radiation from the streets and buildings make almost impossible the daylight observations necessary for fundamental work.

Two Naval Observatory astronomers are making a series of personal interviews with astronomers to get the benefit of their advice on possible sites which will be tested.

General requirements are that the latitude of the new site should be similar to the old one; it should be accessible to good transportation facilities; the weather should be generally good and it should not be in a city or large town.

The Naval Observatory has been located at its present site since 1893. In that year all Navy observatory

equipment was moved into its first permanent building. It is now housed in 55 buildings covering 72 acres.

Contributions of the Naval Observatory to navigation and astronomy are noted throughout the world. It was there in 1847 that the planet Neptune, which had been discovered in 1846, was found to be the same star that was found by the French astronomer Lelalande in 1795.

One of the observatory's telescopes became famous in 1877 when Prof. Asaph Hall used it to discover the moons of the planet Mars.

To mariners, the observatory is known best for its publication of the *Nautical Almanac*, *American Ephemeris* and for the design and maintenance of instruments. It is better known to the general public for its time research work. In 1904 it pioneered in broadcasting radio time signals on low power. This was followed in 1912 by broadcasting daily on high power.

★ DECORATIONS

Silver Star (Cont.)

Asheville, N. C.: Diving officer, *uss Sea Owl*, first war patrol, 19 Nov 1944 to 15 Jan 1945.

★ YOUNG, Charles L., CHCARP, USNR, Placentia, Calif.: Member of UDT in action against enemy forces, POA, 17 July to 21 July 1944.

★ YOUNG, Gail B., Lt., USNR, Oklahoma City, Okla.: Pilot of torpedo plane, *Torp-Ron 86*, *uss Wasp*, Kure naval base, Japan, 19 Mar 1945.

LEGION OF MERIT

First award:

★ ANDERSON, George W., Jr., Capt., USN, Brooklyn, N. Y.: As head of the plans division of the Staff, Commander, Air Force, U. S. Pacific Fleet, from November 1943 to March 1944.

★ NOYES, Leigh, Rear Admiral, USN (Ret), Washington, D. C.: For meritorious service as Commander of Task Force 16, and Commander of Aircraft in Task Force 61, during the capture of Guadalcanal and Tulagi, August 1942.

★ ROOSEVELT, Franklin D., Jr., Lt. Comdr., USNR, Hyde Park, N. Y.: As CO, *uss Ulvert M. Moore*, against Japanese submarine in convoy lanes west of Luzon, Philippine Islands, 31 Jan 1945.

DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ DEAN, William A., Comdr., USN, Grosse Ile, Mich.: Aerial operations off Kazan Islands, while attached to *uss Hornet*, 3 July 1944.

★ GOODWIN, Glandon, Lt., USN, Alameda, Calif.: As pilot of torpedo plane attached to *uss Ticonderoga*, China coast area, 16 Jan 1945.

★ MORRIS, Bert D., Lt. Comdr., USNR, Hollywood, Calif.: Pilot of fighter plane, attached to *uss Essex*, Battle for Leyte Gulf, 24 Oct 1944.

Gold star in lieu of second award:

★ BAXTER, James L., Lt. (jg), USN, Texarkana, Tex.: Pilot of torpedo plane, attached to *TorpRon 20*, *uss Lexington*, French Indochina, 12 Jan 1945.

★ BONNEAU, William J., Lt. Comdr., USN, Oakland, Calif.: Aerial operations at Rabaul, New Britain, Solomon Islands, while attached to *uss Essex*, 11 Nov 1943.

★ COOPER, Murphy R., Lt., USNR, San Diego, Calif.: Aerial operations against enemy forces, POA, 22 Apr to 6 May 1945.

★ ELWAY, Samuel T., Lt. (jg), USNR, Aberdeen, Wash.: Pilot of bombing plane, *BomRon 14*, *uss Wasp*, Battle for Leyte Gulf, 26 Oct 1944.

★ HIGMAN, Cecil V., Lt. (jg), USNR, Seattle, Wash.: Pilot of torpedo plane, *TorpRon 80*, *uss Ticonderoga*, China coast area, 16 Jan 1945.

★ SCHNABEL, Charles W., Lt., USNR, Cuyahoga Falls, Ohio: Pilot of torpedo plane in *TorpRon 13*, *uss Franklin*, Philippine Islands, 18 Oct 1944.

★ SORENSON, Charles H., Lt. Comdr., USNR, Hayward, Calif.: Pilot of torpedo plane in *TorpRon 15*, attached to *uss Essex*, vicinity of Philippine Islands, 21 Sept 1944.

★ TOPLIFF, John W., Lt., USN, Tarpon Springs, Fla.: Pilot of fighter plane, attached to Air Group 8, *uss Bunker Hill*, action in Philippine Islands, 9 Sept 1944.

★ TRIPLETT, George C., Lt. (jg), USNR, Birmingham, Ala.: Pilot of fighter plane, *CompRon 88*, *uss Saginaw Bay*, at Okinawa, 12 Apr 1945.

★ VANDRELINDER, Peter J., Lt., USNR, Chicago, Ill.: Pilot in *FitRon 8*, *uss Bunker Hill*, vicinity of Formosa, 12 Oct 1944.

★ WARNER, William G., Lt. (jg), USNR, Filer, Idaho: Achievement in aerial flight, Nansei Shoto and Balikpapan, Borneo, areas, 7 May to 3 July 1945.

★ WHITE, Walker, Jr., Lt., USNR, Ft. Lauderdale, Fla.: Pilot of torpedo plane in *TorpRon 11*, *uss Hornet*, vicinity of Formosa, 21 Jan 1945.

★ WILSON, Edwin M., Lt., USNR, Miami, Fla.: Pilot in *BomRon 11*, *uss Hornet*, Formosan waters, 21 Jan 1945.

First award:

★ ANDREWS, William G., Lt., USNR, New Orleans, La.: Pilot in *FitRon 31*, *uss Cabot*, Marianas Islands, 11 June 1944.

★ ANTONIK, Bronislaw P., Lt. Comdr., USN, Orange, N. Y.: Navigator and CO of bomber plane, South Pacific areas, 26 Aug to 11 Nov 1943.

★ BELING, John K., Lt., USN, Jarrington Park, N. J.: Pilot of carrier based bomber, operations against enemy forces, Bonin Islands, 4 July 1944.

★ BRANHAM, Horace C., Lt., USNR, Louisville, Ky.: Pilot of torpedo plane, *Torp-BomRon 2*, *uss Hornet*, Bonin Islands, 4 Aug 1944.

★ BREAUX, Fred R., Lt., USNR, Houston, Tex. (posthumously): *CompRon 86*, *uss Bismarck Sea*, Volcano Islands, November 1944 to 21 Feb 1945.

★ CANTRELL, John H., Lt., USNR, Portales, N. M.: Pilot in *FitRon 14*, *uss Wasp*, Battle for Leyte Gulf, 25 Oct 1944.

★ COLBERT, William V., Lt., USNR, Edwardsville, Ill.: Pilot in *TorpRon 9*, *uss Essex*, Rabaul, New Britain, 7 Nov 1943.

★ COLLINS, John J., Lt. Comdr., USNR, Atlanta, Ga.: Pilot in *FitRon 15*, *uss Essex*, against enemy shipping and installations, 12 Sept 1944.

★ CROW, Paul B., Lt. (jg), USNR, Garden City, Kans.: Aerial operations against enemy forces, POA, 22 Apr to 6 May 1945.

★ DILLARD, Barham F., Lt. (jg), USNR, Greenville, S. C.: Pilot in *CompRon 10*, *uss Gambier Bay*, invasion of Leyte Gulf, 25 Oct 1944.

★ DROVER, John W., Lt., USNR, Reading, Mass.: Pilot of patrol plane, *PatRon 21*, Kyushu, Shikoku, Honshu, Korea, from 29 Mar to 30 July 1945.

★ EASTMOND, Richard T., Lt., USNR, Salt Lake City, Utah: Pilot of carrier based plane, in operations against enemy forces, Bonin Islands, 2 July 1944.

★ ELMORE, Fletcher L., Lt. (jg), USNR, Alberta, Va.: Aerial operations, in Pacific areas, from 16 Feb to 19 Apr 1945.

★ FORD, Lewis M. D., Comdr., USNR, Santa Cruz, Calif.: Leader of *TorpRon 2*, while attached to *uss Hornet*, Bonin Islands, 4 Aug 1944.

★ FORRE, Sam W., Lt. Comdr., USN, Griffin, Ga.: Pilot of fighter plane, in action against enemy forces, Philippine Islands, 12 Oct 1944.

★ FOWLER, Richard E., Lt., USNR, Houston, Tex.: Pilot of fighter plane, *uss Essex*, Central Philippines, 13 Sept 1944.

★ GORDON, Prince H., Lt. Comdr., USNR, Miami, Fla.: Pilot in *FitRon 4*, *uss Essex*, Tokyo area, 16 Feb 1945.

★ HAIRE, James E., Lt., USNR, Oklahoma City, Okla.: Pilot and division leader in Air Group 3, *uss Yorktown*, China coast, 16 Jan 1945.

★ HAUTOP, Frederick D., Lt., USNR, Chicago, Ill.: Pilot of plane operating from *uss Princeton*, Philippine Islands, 21 Sept 1944.

★ HEIDEL, Carl C., Lt. (then Lt. (jg)), USNR, Salt Lake City, Utah: Diving officer, *uss Silversides*, 10th war patrol, POA, 26 Apr to 11 June 1944.

★ HOLLEN, Theodore T., Lt., USNR, Presidie, Tex.: CO, *uss LCS (L) 40*, Okinawa, April to June 1945.

★ JACOBS, Frederick P., Lt. Comdr., USN, Grider, Ark.: Pilot in *FitRon 14*, *uss Wasp*, Philippine Islands, 5 Nov 1944.

★ JACOBY, Jerry J., Lt. (jg), USNR, Houston, Tex.: Pilot in *CompRon 68*, *uss Fanshaw Bay*, Battle for Leyte Gulf, 25 Oct 1944.

★ KEMP, Albert R., Lt., USNR, Salem, Ore.: Aerial operations against enemy forces, in POA, 26 Mar to 29 Apr 1945.

★ KNOPP, Stuart D., Lt. (jg), USNR, Los Angeles, Calif.: Aerial operations in Western Pacific areas, from 29 Apr to 24 July 1945.

★ LAGUE, Thomas L., Lt. (jg), USNR, Meridian, Ky.: Pilot in *TorpRon 80*, *uss Ticonderoga*, China coast areas, 16 Jan 1945.

★ LANG, Charles N., Lt. (jg), USNR, Detroit, Mich.: Aerial operations against enemy forces, Nansei Shoto area, 5 May 1945.

★ LANSING, James S., Lt., USNR, New Rochelle, N. Y.: Pilot in *FitRon 86*, *uss Wasp*, Kyushu, Japan, 18 Mar 1945.

★ LUTON, William D., Lt. (jg), USNR, Tularo, Calif.: Pilot of Navy torpedo plane, forward Pacific areas, 20 June 1944.

★ MCAFEE, Frank M., Lt. Comdr., USNR, Macon, Ga.: Pilot in *BomRon 8*, *uss Hancock*, POA, 16 Feb 1945.

★ McCLOSKEY, Roy P., Lt. (jg), USNR, Chicago, Ill.: Pilot in *FitRon 88*, *uss Yorktown*, Honshu Island, 24 July 1945.

★ MCMANUS, Leo J., Lt., USNR, Dorchester, Mass.: Co-pilot and navigator of a PBY-5 plane, in action against enemy forces, in Bismarck Sea areas, 31 Dec 1943 to 16 Feb 1944.

★ MCNAMARA, Frederick L., Ens., USNR, Punxsatawney, Pa.: Aerial operations against enemy forces, Western Pacific areas, 3 Mar to 4 Apr 1945.

★ METIER, Richard H., Lt. (jg), USNR, East Spencer, Iowa: As co-pilot of a patrol bomber, *PatBomRon 102*, Kyushu, 6 Apr 1945.

★ MORRIS, Ronald S., Lt., USNR, Stepany Depot, Conn.: Aerial operations against enemy forces, Western Pacific areas, 30 Mar to 28 July 1945.

★ MURPHY, Edward J., Comdr., USN, Seattle, Wash.: CO of a squadron, attached to *uss Intrepid*, Philippine Islands areas, 6 Sept to 24 Sept 1944.

★ NEWQUIST, James W., Lt. (jg), USNR, Glendale, Calif.: Pilot in *BomRon 80*, *uss Ticonderoga*, Formosa, 15 Jan 1945.

★ NIEMEYER, Robert D., Lt. Comdr., USNR, Kansas City, Mo.: Flight leader in *BomRon 19*, *uss Lexington*, Philippine Islands, 12 Sept 1944.

★ NOWLIN, Wade H., Lt. (jg), USNR, Memphis, Tenn.: Pilot of fighter plane, *FitRon 11*, *uss Hornet*, Formosa, 9 Jan 1945.

★ ODOM, Marvin R., Lt. (jg), USNR, Teaticket, Mass.: As pilot of carrier-based plane, attached to *uss Monterey*, over Truk, 29 Apr 1944.

★ OLEK, Henry H., Lt. (jg), USNR, Chicago, Ill.: Pilot in *FitRon 17*, *uss Hornet*, Tokyo area, 17 Feb 1945.

★ PARKS, David P., Lt. (jg), USNR, Gideon, Mo.: Aerial operations against enemy forces, POA, 17 Mar to 17 Apr 1945.

★ PEACOCK, John R., Lt. (jg), USNR, Jacksonville, Fla.: Aerial operations against enemy forces, Western Pacific areas, 28 Mar to 29 May 1945.

★ PENNY, Howard J., Ens., USNR, Bricelyn, Minn.: Aerial operations against enemy forces, Western Pacific areas, 2 Apr to 17 Apr 1945.

★ POWELL, Gene S., Lt. (jg), USNR, Cowpens, S. C.: Pilot in *FitRon 84*, *uss Bunker Hill*, Iwo Jima, Okinawa, Tokyo, 19 Feb to 30 Apr 1945.

★ REESE, Clifford A., Lt., USNR, Kansas City, Kans.: Pilot in *TorpRon 81*, *uss Wasp*, Formosa, 15 Jan 1945.

★ REESER, Wesley, Lt., USNR, Dearborn, Mich.: Aerial operations against enemy forces, Western Pacific areas, from 10 Mar to 4 June 1945.

★ RILEY, Randell C., Lt., USNR, Scurry, Tex.: Pilot in *TorpRon 45*, *uss San Jacinto*, vicinity of Formosa, 3 Jan to 5 Apr 1945.

★ ROBERTS, Donald G., Lt. (jg), USNR, Albuquerque, N. M.: Aerial operations against enemy forces, Western Pacific areas, 11 June 1945.

★ ROBERTS, Kester M., Lt. (jg), USN, Richmond, Calif.: Pilot in *FitRon 11*, *uss Hornet*, China coast, 9 Jan 1945.

★ SAMSON, John W., Lt., USNR, Hudson, Wis.: Pilot of fighter plane, *CompRon 68*,

uss *Fenshaw Bay*, Battle for Leyte Gulf, 20 Oct 1944.

★ SEWALL, Richard H., Lt., USNR, Waltham, Mass.: Pilot of dive bomber, BomRon 86, *uss Wasp*, Kure Naval Base, Japan, 19 Mar 1945.

★ SHIRLEY, John G., Lt., USNR, North Adams, Mass.: Pilot of bomber, BomRon 86, *uss Wasp*, Kure Naval Base, Japan, 19 March 1945.

★ SINGER, Arthur, Lt., USNR, Milwaukee, Wis.: Fighter plane pilot in FitRon 15, *uss Essex*, Battle for Leyte Gulf, 25 Oct 1944.

★ STEVENS, William R., Comdr., USN, Pensacola, Fla.: Pilot of medium land plane, mission to Kurile Islands, 25 Mar 1944.

★ STRANE, John R., Lt. Comdr., USNR, Clouet, Minn.: Fighter plane pilot, FitRon 15, *uss Essex*, Central Philippines, 13 Sept 1944.

★ TAHLER, Graham, Lt., USNR, Long Island, N. Y.: Aerial pilot of torpedo plane, ComRon 38, from 13 Sept to 5 Mar 1944.

★ TALLY, Francis H., Lt. Comdr., USN, Jacksonville, Fla.: As patrol plane commander, of a Navy seaplane, in BomRon 26, at Nansai Shoto, 10 May 1945.

★ TALMADGE, Robert L., Lt., USNR, Washington, D. C.: Pilot of torpedo plane, WashRon 80, *uss Ticonderoga*, China coast, 16 Jan 1945.

★ TOON, Owen R., Lt. (jg), USN, Checotah, Okla.: Aerial flight in POA, 19 Mar to 13 Apr 1945.

★ TURNER, Jackson R., Lt. (jg), USNR, Oklahoma City, Okla.: Pilot of fighter plane in FitRon 82, *uss Bennington*, Tokyo Bay area, 16 Feb 1945.

★ WALKER, John D., Lt. (jg), USNR, Alexandria, Va.: Pilot in TorpRon 82, *uss Bennington*, Hachijo Jima, 16 Feb 1945.

★ WATTS, Donald L., Lt. Comdr., USNR, San Jose, Calif.: Fighter pilot, in FitRon 18, *uss Intrepid*, Japanese Islands, 24 Oct 1944.

★ WELLER, Nolan W., Lt., USNR, Chelsea, Mich.: First pilot of patrol bomber, Southern Korean waters, 11 May 1945.

★ WELLS, James H., Lt. (jg), USNR, Washington, D. C.: Aerial operations against enemy forces at Nansai Shoto, 14 May 1945.

★ WILCOX, Charles E., Lt. (jg), USN, Atlanta, Ga.: Aerial operations, Western Pacific areas, 4 Jan to 1 Apr 1945.

★ WOLFF, Frederick C., Lt. Comdr., USNR, Ada, Ohio: Pilot of fighter plane, FitRon 18, Philippine Islands area, 25 Nov 1944.

★ WOODY, James A., Lt. (jg), USNR, Lebanon, Ore.: Pilot in TorpRon 80, *uss Ticonderoga*, China coast, 12 Jan 1945.

BRONZE STAR MEDAL

Gold star in lieu of third award:

★ BROWN, Winston S., Comdr., USNR, Thomasville, Ga.: CO, *uss Ralph Talbot*, against enemy forces in Pacific areas, July 1944 to April 1945.

Gold star in lieu of second award:

★ FLIGG, Claude M., Comdr., USN, Staten Island, N. Y.: Assistant operations officer on staff of Commander Mincraft, Pacific Fleet, from 1 Sept 1945 to 7 Mar 1946.

★ HOCTOR, John M., Lt., USNR, Old Orchard, Me.: Gunnery officer on *uss LCI 365*, operations against Japanese forces, 21 July 1944.

★ HUBBARD, Miles H., Comdr., USN, Vallejo, Calif.: CO, *uss Claxton*, unit of Task Group 77.1, at Leyte, Philippine Islands, 1 Nov 1944.

★ JARVIS, Benjamin C., Lt. Comdr., USNR, Pine Bluff, Ark.: CO, *uss Baya*, during fifth war patrol, waters off Java, from 14 June to 31 July 1945.

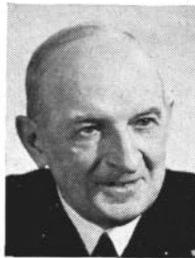
★ JOHNSON, Arthur F., Comdr., USN, Washington, D. C.: CO, *uss Bailey*, POA, 12 Jan to 2 Sept 1945.

★ LYNCH, Ralph C., Comdr., USN, Brooklyn, N. Y.: CO, *uss Mingo*, second war patrol, from September to 20 Nov 1943.

ENDS 52 YEARS OF NAVAL SERVICE

With his release from active duty, Admiral Frederick J. Horne, USN (Ret), wound up 52 years of distinguished naval service, which had begun when he reported to the Naval Academy as a midshipman in 1895.

Admiral Horne served his country during World War II as Vice Chief of Naval Operations and as a member, later chairman, of the Army-Navy Petroleum Board. Since 15 Jan 1946, when he was re-



Admiral Horne

lieved as VCNO by Admiral DeWitt C. Ramsey, USN, Admiral Horne had been on duty in the office of CNO as a special assistant, until he was relieved of active duty.

Admiral Horne was born in New York City 14 Feb 1880. He saw war service during his midshipman years, aboard *uss Texas* in the battle of Santiago, Cuba, in 1898. He returned to the Academy to graduate in 1899.

Admiral Horne holds the Navy Cross for service as Naval Attache at the American Embassy, Tokyo, from 1915 to 1919, when he was a lieutenant commander; the Distinguished Service Medal for service as VCNO in World War II, and the Legion of Merit, awarded by the Army, for his service with the Army-Navy Petroleum Board.

★ MADISON, John R., Comdr., USN, Brooklyn, N. Y.: CO, *uss Mingo*, sixth war patrol, in enemy waters, from 6 Nov to 29 Dec 1944.

★ MOTES, Jesse H., Comdr., USN, Montiville, S. C.: CO, *uss Gridley*, from 8 Feb 1943 to 9 May 1944.

★ SHIFFER, Kenneth F., Lt. Comdr., USN, Wilmington, Calif.: While attached to *uss Harding*, invasion of Southern France, 18 Aug 1944.

First award:

★ ABBOTT, Warren T., Lt., USNR, Mt. Pleasant, Ohio: Beachmaster in charge of beach party, of an attack transport, Pacific area, 15 June to 24 June 1944.

★ ALLEN, Donald M., Lt., USNR, Sigourney, Iowa: Administrative officer and translator, Joint Intelligence Center, Pacific areas, from 16 Feb 1943 to 8 Apr 1945.

★ BENNETT, John N., Gun., USN, Chicago, Ill.: As chief of the boat, *uss Seawolf*, during 12th war patrol, from 12 Dec 1943 to 27 Jan 1944.

★ BLAIR, Richard H., Comdr., USN, Danville, Va.: Chief staff officer, ComDesRon 9, during operations in South Atlantic areas, 18 July 1942 to 30 Sept 1944.

★ BLESCH, Paul K., Comdr., USN, Corife, N. Y.: Executive officer, PatBomRon 107, 1 Nov 1943 to 20 Feb 1944.

★ BOYER, Randolph B., Capt., USN, Staunton, Va.: As operation officer, on the staff of a naval task force commander, during invasion of Southern France, in August 1944.

★ BROOKS, William B., Comdr., USN, Corpus Christi, Tex.: Engineering officer, *uss Phoenix*, in Battle of Surigao Strait, Philippine Islands, 25 Oct 1944.

★ BUCHANAN, Charles A., Capt., USN, Coronado, Calif.: Assistant chief of staff and operations officer, to a task force commander, in POA, from December 1943 to August 1944.

★ CAREY, James C., Comdr., USNR, Joliet, Ill.: Senior medical officer, *uss Crescent City*, assault on Okinawa, 6 Apr to 24 Aug 1945.

★ COCKELL, William A., Capt., USN, San Diego, Calif.: CO, *uss Thatcher*, in support of 3rd Fleet attacks, South China Sea, from 9 Jan to 20 Jan 1945.

★ COMP, Charles O., Capt., USN, Annapolis, Md.: CO, *uss Catocin*, during invasion of Southern France, August 1944.

★ COOK, Andrew W., Lt. Comdr., USNR, Cincinnati, Ohio.: Beachmaster of Transport Division 10, operations off Leyte, Philippine Islands, 20 Oct to 24 Oct 1944.

★ COPLAND, Richard G., Comdr., USN, Long Beach, Calif.: CO, *uss Dewey*, operations in forward areas, enemy waters, from 1 Jan to 8 Aug 1944.

★ COUPE, Louis A., Lt. Comdr., USNR, Lowell, Mass.: OinC, fleet freight division, in supply department of Service Squadron 10, at advanced fleet anchorages, from 1 Oct 1944 to 1 July 1945.

★ COVEY, Preston K., Lt., USNR, Minneapolis, Minn.: Assistant to the war plans officer attached to the staff of a task force Commander, during invasion of Southern France, in August 1944.

★ COWIN, Stanley J., Lt., USN, Madawaska, Me.: Diving officer, *uss Sailfish*, 10th war patrol, from 17 Nov 1943 to 5 Jan 1944.

★ DELUCA, Anthony J., Lt. (jg), USNR, Providence, R. I.: Executive officer, PT 549, from 31 Aug 1943 to 1 Nov 1944; as CO, PT 383, from November 1944 to February 1945.

★ DULANEY, William N., Lt. Comdr., USNR, Birmingham, Ala.: Ordnance and administrative officer, of TorpRon 29, *uss Cabot*, Western Pacific areas, 6 Oct 1944, to 1 Mar 1945.

★ ECKELMEYER, Edward H., Capt., USN, Norfolk, Va.: CO, *uss Biscayne*, prior to invasion of Southern France, in August 1944.

★ ELLIS, Charles R., Lt. Comdr., USNR, Elkins Park, Pa.: On staff of Commander, 8th Amphibious Force, during operations against enemy forces in Mediterranean areas, from April 1943 to September 1944.

★ FARRIS, Marvin E., Lt., USNR, Winchester, Tenn.: CO, *uss SC 770*, prior and during invasion of Southern France, August 1944.

★ FLAHERTY, John M., Lt. Comdr., USN, Pasadena, Calif.: OinC, destroyer repair unit, from 28 Aug 1943 to 10 Nov 1944.

★ FOX, Charles M., Lt. Comdr., USNR, Coronado, Calif.: Assistant communication officer, on staff of Commander 3rd Fleet, from 24 Aug 1944 to 25 Jan 1945.

3 Given Special Medal For Polar Exploration

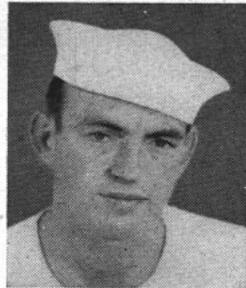
Three members of the 1939-41 U. S. Antarctic Expedition were awarded special Congressional Medals in recognition of their services to the nation in the field of polar exploration and science.

The recipients were: Comdr. Richard B. Black, USNR, Grand Forks, N. D., who served as CO of the expedition's East Base; Maj. Dana Bailey, AUS, Los Angeles, who served as a physicist with the expedition; and 1st Lt. Ray Butler, AUS, Exnia, Ohio, who served as an expedition photographer.

FANTAIL FORUM

QUESTION: What was your most interesting experience in the Navy?

(Interviews were conducted at Headquarters, ComNavPhil, Manila, P. I.)



Kenneth Titilah, QM1, Winchester, Mass.: I had the opportunity to visit Hiroshima and see the devastation created by the atomic bomb. Aside from the complete destruction I was impressed by the children, who would shout and show "V for victory" sign.



Norman W. Cheff, TM1, Toledo, Ohio: Learning what makes a man-of-war tick, the ship-shape methods used on the bridge in connection with co-operation and coordination of divisions have made me realize that every man has a place in the Navy.



Harold D. Jones, S1, Raleigh, N. C.: Just being in the Navy and visiting foreign countries is my most interesting experience. Learning how other people in the world live and their different customs. I would like to visit as many as possible.



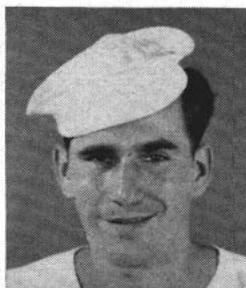
Bill Fanning, F2, Wichita, Kans.: The day was Navy Day. Our battalion was called to march for exhibition in Los Angeles. This was the first event west of the Rockies ever to be televised.



James E. Church, Jr., CY, Kansas City, Kans.: The patrols I made while attached to *uss Sturgeon*. The close shaves we had from depth charges, the ships we torpedoed and the return to Australia for liberty.



William J. Gillespie, S1, Everett, Mass.: Riding a typhoon on an LSM in Manila Bay. We hit a reef and had to go over the side. A lot of men couldn't swim, but everyone made it to safety.



Alvin A. Wegner, Y1, Indianapolis, Ind.: The Piper Cub landed after my seventh hour of dual. My instructor said, "Take it up." With a lump in my throat I made preparations. Then it happened—a perfect solo takeoff. That was my most interesting experience in the Navy!



William F. Miller, CY, Colorado City, Tex.: As a POW in Japan I witnessed this scene: A tortured Marine, awaiting his execution, smiled and proudly said: "I'm proud to die for a country whose cause is worth fighting for and that I know shall win."



Charles Lewandowski, Y2, Knowlton, Wis.: My most interesting experience took place in Manila on Independence Day. Seeing a republic being born is something I will never forget. The parade, too, was about the biggest and most colorful I have ever seen.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs. It therefore cannot always fully record achievements of units or individuals and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

● AT RIGHT: A fighter plane comes in for a landing on USS *Leyte*, framed by the overhang of the flight deck and an antiaircraft gun platform on the hangar deck, as the carrier plows through the Mediterranean. ➡



COMING IN

COMPETITION'S GETTING ROUGH!

COMPETITION FOR A NAVY CAREER, THAT IS

Over 100,000 Navy men
are studying
USAFI courses
preparing for
service schools,
earning civilian
education credits.



There's an **EDUCATIONAL SERVICES OFFICER** in every command