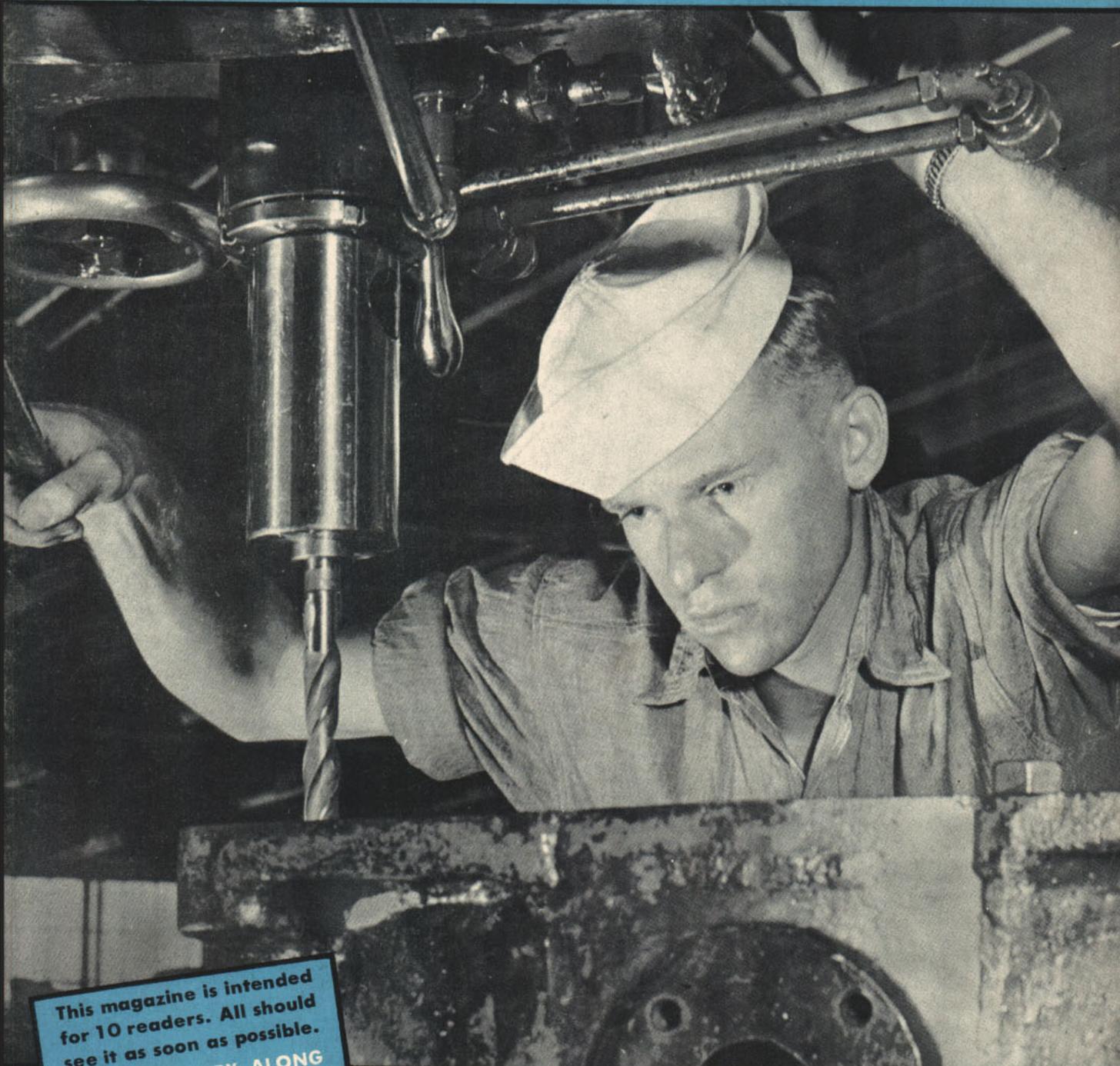


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



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OCTOBER 1947

ON TENDERHOOKS



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

OCTOBER 1947 NAVPERS-O NUMBER 368

REAR ADMIRAL THOMAS L. SPRAGUE, USN

The Chief of Naval Personnel

REAR ADMIRAL JOHN W. ROPER, USN

The Deputy Chief of Naval Personnel

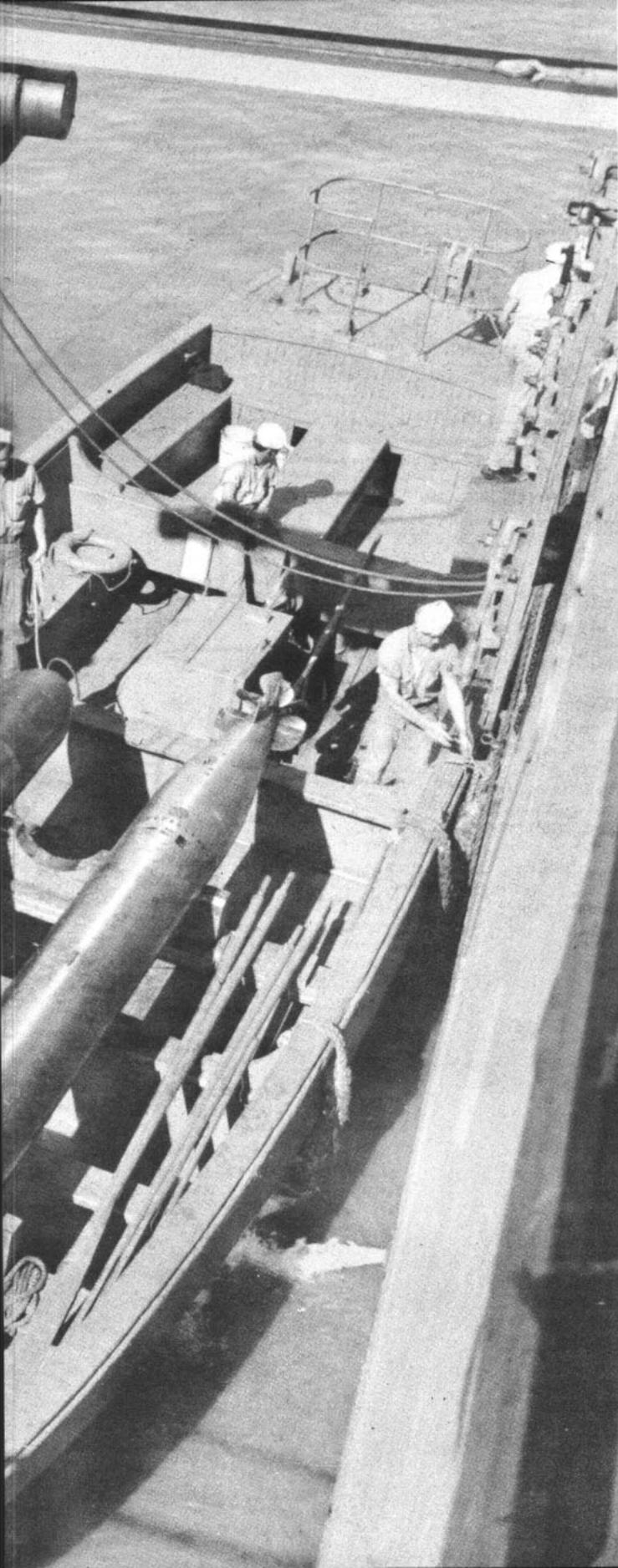
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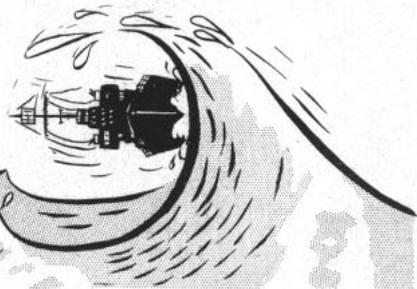
• **FRONT COVER:** A seaman second class operates a radial drill as part of his training in the machinists' school at San Diego, Calif., Naval Training Station.

• **AT LEFT:** Here's a general view of torpedo activities aboard USS *Fulton* (AS 11). The torpedo in small boat is about to be brought on the tender.

CREDITS: All photographs published in **ALL HANDS** are official U. S. Navy photographs unless otherwise designated.



SHIPS' ROLL



THE SKIPPER of USS *Passaic* (AN 87) has reported to BuShips that while steaming in the Aleutian area the ship took a heavy sea and rolled to port about 90 degrees, and that she hung suspended in that unhappy condition for about 30 seconds and then righted herself. She was towed to port.

This same skipper reported the incident to ALL HANDS, and concluded his letter: "We of the *Passaic* do not claim any record for our 90-degree roll, but we do believe it is a fairly good average."

This leads to some conjecture.

Is the *Passaic's* skipper the most modest man in the Navy? He may be, for the usual tenor of such letters to ALL HANDS is that the writer claims a record for the roll his ship took, and he'll fight the next man who says it isn't so.

Is a 90-degree roll a "fairly good average?" It's a little better than a good average, BuShips says, adding

that they get a lot of complaints from the Fleet for rolls considerably less than 90 degrees. And any sailor who's ever rolled a mere 45 degrees will concur that 90 degrees would be quite a roll.

Are Navy ships notoriously unstable? The volume of recent ALL HANDS correspondence would indicate that naval vessels habitually assume undignified attitudes, bilge keels flashing in the sunlight and green water licking at flying bridges.

The truth, as usual, is not in the extremes of conjecture. Nor does the truth look, to the man trying to keep his feet in a seaway, the same as it looks to the naval architect at his drafting table. Reports to BuShips indicate, even, that the truth does not always look the same to two persons on the same ship. Because the problem is thus obscured by personal opinion and involved in intricate mathematics, ALL HANDS upped anchor and took it to BuShips.

The answers are offered here, whatever their limitations:

- Naval vessels do not often capsize. They may be somewhat less stable than some merchant types, but

considerably more stable than many passenger types.

- There are naval types (some submarines, for instance) that can roll 90 degree, although they seldom do, and return. But for most naval ships the limit of roll—the angle of vanishing stability, that is—is considerably less than 90 degrees; perhaps on the order of 70 to 75 degrees. But this generalization must be qualified, as it is below.

- There are occasional reports of naval vessels rolling beyond their design limits. BuShips doesn't say it isn't possible, but BuShips does say it's highly unlikely. And the Bureau has several good reasons for suspecting the accuracy of such reports.

- Lastly, you cannot believe everything the clinometer says.

BuShips is skeptical of many reported excessive rolls, because the Bureau has a healthy respect for the inaccuracies of clinometers. A clinometer may be off as much as 20 per cent on moderate rolls, and the error increases as the roll increases. When your clinometer registers a 60-degree roll, it is quite likely the actual roll was not more than 45 degrees, and it may have been less than that.

Clinometers err because, among other things, they are not located at the axis of roll. They are located 30 to 50 feet above the axis, up in the pilothouse, or below the axis, down in the engine rooms. Nor is the axis itself constant. It changes in a given ship as loading conditions change, and it changes even as a ship rolls and is affected by pitching and the other antics of a ship in a rough sea.

A typical clinometer up in the pilothouse of a ship, then, is like a short pendulum swinging at the top of a long pole. As the pole is inclined, its tip moves rapidly through space. The clinometer pendulum, because it has



"... the Bureau has a healthy respect for clinometers ..."

inertia, first lags back of the swing and then, as the swing slows at its limit, the inertia hurls the pendulum past the limit of swing.

A bubble clinometer is subject to the same error for the same reason. BuShips says it could build a gyroclinometer that would be relatively more accurate, but it would hardly be worth the expense. Besides, it might have a very depressing effect on your claims that your ship is the rollingest ship in the Navy.

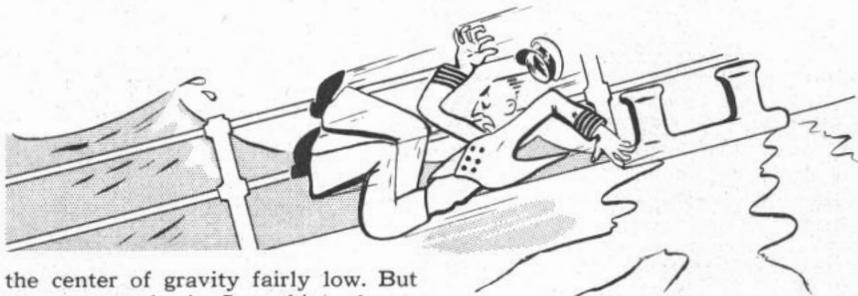
Clinometer errors account for many reports of heavy rolling, but it still may be possible that ships have in instances rolled beyond their design limits and returned safely. Such instances do not prove the designers wrong. On the contrary, they demonstrate that in the science of ship stability there are many imponderables—the loading condition, the course and speed and their relation to waves and wind, the state of the sea—and that the designer cannot possibly account for all of them. He can just tell you what a ship will do under average conditions, and give you some advice as to what you can do when the conditions are not average.

The naval architect is in an awkward position. He works in a rapidly expanding science, in which there are still a number of uncertainties. His effort is reviewed by a vociferous, very critical audience. As one of them said, "We get complaints they roll too much. We get just as many statements that they do not roll as much as might be expected."

Naval architects must be philosophers, too. Those who design combatant hulls are faced with demands for more speed, more range, greater firepower, more and better characteristics within each type. The result is a trend to build ever bigger ships within types, and so we get 2,200-ton tin cans and 45,000-ton battlewagons in place of the old four-stackers and cage-masted ships-of-the-line.

We also get a ship with so many bigger and better characteristics that it becomes quite a trick to design it to float in an upright position. Sometimes it seems to the naval architect that the Navy's bureaus and offices would like deliberately to hang big weights from the yardarms.

Caught in this mood, a naval architect sighed, "We like to try to keep



the center of gravity fairly low. But we never make it. Something always comes up, like an armored flight deck, maybe, and up goes your center of gravity again."

Time was when ships were built with but rudimentary reference to the problems of keeping them upright. The emerging science of naval architecture has spotlighted stability, and it increasingly tends to be the first consideration when a naval architect sits down at his drafting table to knock out a new ship. Future naval hulls, you may be sure, will be safer even than today's vessels.

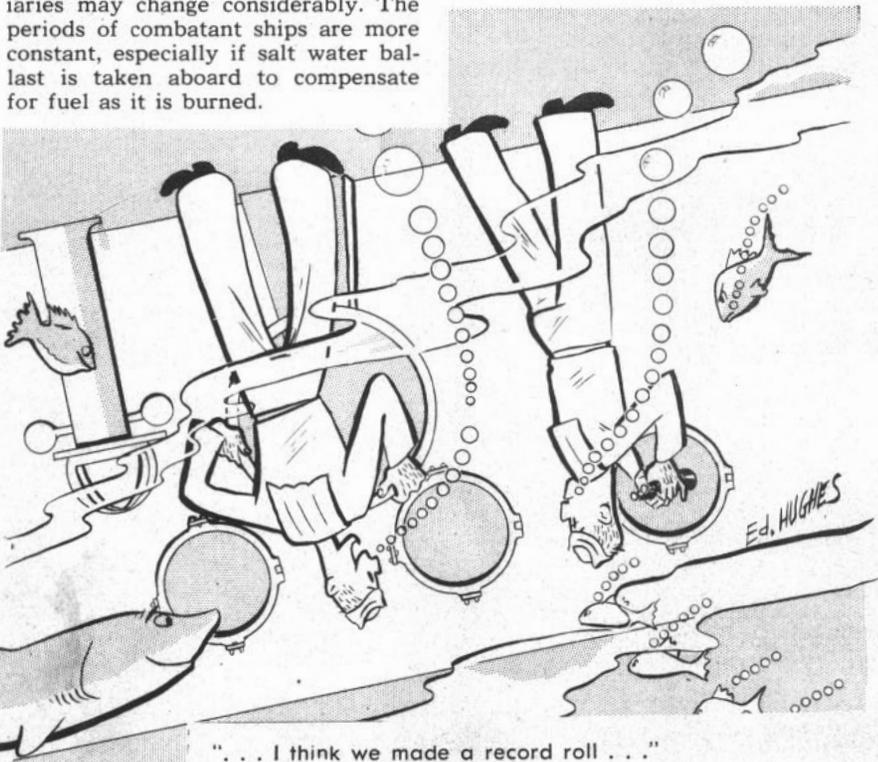
Something the designer thinks about as he tries to stack all the desired characteristics in a given hull is period of roll. A period of roll is the time interval in which a ship rolls from upright, to one side, to the other side, and returns to upright. Each ship has a rhythmic period of roll which remains relatively constant for given loading conditions. But because loading affects the period of roll, the periods of merchantmen and naval auxiliaries may change considerably. The periods of combatant ships are more constant, especially if salt water ballast is taken aboard to compensate for fuel as it is burned.

There is also a phenomenon known as wave period. The period of waves in a given sea condition is measured by the time interval required for a wave crest to move a distance equal to the distance between wave crests.

The ship has a rhythm and the waves have a rhythm. As you might expect, it is when the two rhythms coincide that heavy rolling may be encountered. The reason is that comparatively little effort may be required to induce a ship to roll, if the force is applied in synchronism with the natural period of roll. You can believe this if you've ever swung a small blonde in a playground swing.

On the other hand it is not easy to induce a ship to roll out of rhythm with her natural period of roll. A strong force, a heavy sea, may tend to break the natural period of roll, but the ship tends always to resist rolling out of rhythm and to return to her normal period of roll.

It's not surprising that the design-



"... I think we made a record roll ..."

ers have thought of this, and thus the effort is made to design ships with periods of roll that will not normally coincide with wave periods. This can be done because a ship's period of roll can be calculated before she is built, and because the periods of waves tend to be similar all over the seas within a fairly limited range of variation.

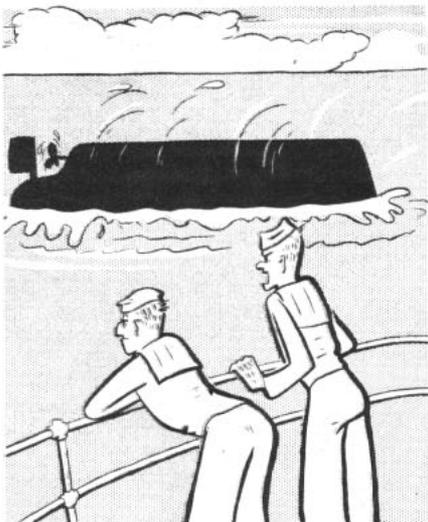
But the designers cannot control wave conditions, and so occasionally a ship finds herself rolling in a sea that is synchronized with her period of roll. A sensible and effective remedy in such a sea is to change course, and perhaps speed.

The naval architect does not attempt to build too much stability into a naval ship. If he did, the period of roll would necessarily be short, and it would synchronize more readily with waves. The ship's excessive stability would mean a short, snappy roll, making the ship a poor gun platform, and a poor platform, even, to try to stand up on.

Too little stability also is undesirable, despite the fact it gives a comfortable ride. The period of roll of an unstable ship is long and gentle. The ship may be safe normally, but naval vessels must be built to withstand damage. And building a ship with a long, slow, gentle roll—a ship with little stability—would mean she would have a minimum of reserve stability. A little flooding after battle damage might capsize her.

So the naval architect must compromise. He designs a ship with a roll slow enough that it will not easily synchronize with normal wave periods; and with such characteristics a ship provides at least a good, if not the best, gun platform. But he does not design a very slow-rolling ship with poor reserve stability.

The difference in design between naval and other hulls was apparent when the Navy acquired passenger liners for use during the war. Some



"Showoffs!"

liners, whose passengers had long enjoyed their comfort at sea, were so unstable it was not worthwhile to convert them to naval use. Others were converted to bring them closer to naval requirements.

One vessel taken over from an Axis power is a case in point. She may have been a first class luxury liner, but she gave Navy designers the horrors. The vessel, built to roll slowly, was further slowed—further unstabilized, that is—by an installation known as anti-rolling tanks. These were tanks located outboard in the hull, and connected across the beam of the ship by ducts. As the ship rolled to port, water would flow out of the starboard tank, through the duct and into the port tank. The weight of water in the port tank would retard recovery from the roll, imparting an easy, graceful motion to the ship. As she finally rolled back, the water would begin to flow into the starboard tank, weighting down the starboard side. And so on.

This installation took advantage

of a phenomenon the architects call "free surface effect." It is the tendency of fluid, free in a compartment, to flow to the low side of the compartment and further depress the ship on that side. Naval designers regard free surface effect about as you'd regard a guy who borrowed 10 bucks off you and then dated your girl while you stood his watch. Needless to say, the vessel's anti-rolling tanks were sealed off when she entered naval service. She became a less comfortable ship, more to Navy standards you might say, but she became a safer ship.

Something else designers must consider is the range of stability of hulls they build. They must determine the angle of vanishing stability, the maximum angle to which a vessel may roll and still right herself. The range of stability is calculated for each vessel built, and information is available on board to indicate what it is under varying conditions of loading.

Submarines, as a type, have a generally high range of stability. Most other naval vessels have less. Designers are loathe to state exact figures for any type, because individual ships within a type may vary considerably, and because conditions of load and of the sea vary even more. Don't worry, though. Chances are slim your ship will ever roll so heavily as to approach her maximum design limits.

How about these ships that report, from time to time, rolls in excess of the range of stability? The *Passaic*, for instance.

The answer may be that while range of stability of vessels is computed for the vessel complete and loaded, it does not take into account whatever buoyancy the superstructure may possess. This is logical. BuShips doesn't expect your ship to lie down on her beam ends. But as a practical matter, should a ship roll over on her side, the enclosed parts of her superstructure *might* tend to



F. J. Hughes

buoy her up. If she didn't take too much water down the stack or through hatches, she might be buoyed enough to recover. If a sea were to rise under the superstructure, it would increase the tendency of the buoyant deck-house to push the ship upright again.

Some such explanation may be the answer to the *Passaic's* roll, but BuShips does not intend to begin computing the buoyancy of superstructures. They're not watertight in the sense that the hull is watertight, and they're of doubtful value for flotation purposes.

BuShips thinks a more probable explanation for the *Passaic's* roll is that the *Passaic* never rolled 90 degrees at all. A BuShips expert commented: "Working backward from the reported height to which the water rose on the lee side of the *Passaic* on the occasion of her famous 90-degree roll, it would appear that the actual roll was about 45 degrees with respect to the wave surface. Assuming that said spitkit was rolling away from the crest of the wave at the time, and that the slope of the wave was between 15 to 20 degrees, the actual roll with respect to the horizon was probably 60 or 65 degrees. This is within the range of positive stability of the ship."

BuShips explains that such heavy rolls occasionally are reported, by ships in sizes up to and including destroyers and fleet submarines. In all cases, the vessels have been running in a quartering sea. The apparent explanation is that the ship chances to roll away from the crest of a wave with which it is temporarily in synchronism. The angle of roll thus is the sum of the ship's inclination with respect to the wave plus the wave's inclination with respect to the horizon. If, in such cases, the lee rail goes under, the pressure of water on the main deck tends to increase the roll and to retard recovery.

BuShips will continue to design ships with good reserve stability. Hull characteristics reports will be available to the men who man the ships and must know them. Ballasting instructions are issued, and it is current doctrine to follow these instructions, including the flooding of emptied fuel tanks.

It is good seamanship that is responsible for much of a ship's performance. And Navy seamanship seems to keep vessels upright with monotonous regularity, despite a naval mission that keeps our vessels on duty in all waters, in all climates, in fair weather and foul, all over the world.

SULLIVAN SUCCEEDS FORRESTAL AS SECNAV

JOHAN L. SULLIVAN, an apprentice seaman during World War I, is the new Secretary of the Navy.

The new defense organization under James Forrestal as Secretary of Defense began functioning when Mr. Forrestal was sworn into that position. Mr. Forrestal had been SecNav since May 1944.

Other appointments to serve under the Secretary of Defense were Kenneth C. Royall, former Secretary of War, as Secretary of the Army, and W. Stuart Symington, former Assistant Secretary of War for Air, as Secretary of Air.

None of the three secretaries will have positions on the President's cabinet but they will have access to the President in case of a conflict in viewpoints.

John Lawrence Sullivan was born in Manchester, N. H., in 1899, the son of Patrick Henry Sullivan and Ellen J. (Harrington) Sullivan.

His father met and became a close friend of the late Secretary of the Navy Frank Knox, then a newspaper owner in the New Hampshire city. Mr. Sullivan became a counsel for Mr. Knox' Manchester papers.

In October, 1918, John L. Sullivan enrolled as an apprentice seaman in the U. S. Naval Reserve Force and reported for active duty at Yale Uni-

versity. He was released from active duty in December of the same year.

Mr. Sullivan received his bachelor of arts degree from Dartmouth College in 1921 and entered Harvard Law School, receiving his bachelor of laws degree in 1924.

He entered law practice with his father in Manchester, N. H., after receiving his degree.

Appointed assistant to the Commissioner of Internal Revenue in September 1939, he later became Assistant Secretary of the Treasury on 17 Jan 1940.

After having left his Treasury post in November 1944, Mr. Sullivan was nominated as Assistant Secretary of the Navy for Air and was confirmed on 20 June 1945.

In order to familiarize himself with the duties of his new post, Mr. Sullivan left the day following his confirmation on an extended trip of Pacific combat areas, covering 21,291 miles by plane and 4,900 miles by ship. During the journey he was sworn in to his Navy post on board USS *Shangri La*, then standing off the Japanese mainland as flagship of the second carrier task force.

Mr. Sullivan was confirmed as Under Secretary of the Navy in June 1946, filling the office which had been vacant since the resignation of Artemus L. Gates in December, 1945.

NEW SECNAV is John L. Sullivan, who took over the office vacated by James Forrestal, the first Secretary of Defense under the new U. S. defense organization. Mr. Sullivan previously had served as Assistant SecNav for Air and as Under-SecNav. He had the distinction of being sworn in as Assistant SecNav for Air on board USS *Shangri La* while the carrier stood off the Japanese mainland as force flagship.



NAVY LIFE



NAVY FAMILY enjoys relaxation at Yokosuka beach (above), while chief, his wife and dog take it easy (below) in living room of Japanese-built apartment.



SIT BACK and enjoy that big cigar. Kaje will light it for you, while Kanju brings your slippers and opens your book right where you left off.

Out in the kitchen, Sagao is mixing you a fine, cool drink.

Yours is an average family in Yokosuka, and you have *three* servants whose wages are paid by the Japanese government.

You might have also a valet, a hairdresser or a nursemaid or two, employed at wages which your wife delights to write home about.

There are 193 families like yours living in Griffin Park in Yokosuka, where a majority of naval personnel are stationed.

The 147 new homes, built by Japanese contractors in Griffin Park, follow designs of American duplex, quadruplex and bungalow types. When the housing program is completed, all Navy families in Japan will be living in houses or apartments at least as good as the low cost housing developments in the United States.

In addition to the houses, there are 96 attractive apartments, with one to three bedrooms each, remodeled from Japanese naval barracks in Yokosuka.

The Japanese government furnishes the houses and apartments without cost to the individual or the Navy.

Shortages exist in scarce items such as electrical wares, heavy aluminum pots and pans, baby cribs, rugs and other furnishings. Food comes from the United States, since Japanese production cannot support the occupation forces.

Named after Vice Admiral R. M. Griffin, USN, ComNavFE, Griffin Park



IN JAPAN

Is a miniature American town with its own fire department, commissary store and a service station to attend privately owned autos.

Most families have their own automobiles, shipped from the United States, or surplus jeeps which were bought from limited quantities in Japan.

In Japan the auto is more than ever the instrument to a restful week end—a drive to the beach for a picnic, to any of the numerous resorts in the mountains, to the shrines and temples which dot the scenic countryside.

For the family looking for recreation, the base offers Green Beach swimming pool, a ball diamond for the youngsters, and—at the “Yokosuka Yacht Club”—sailboats and dinghys are available.

The highways are generally poor but short trips to nearby ocean and mountain areas are made from larger cities. Trains are modern and include day coaches, dining cars and pullman cars which are available to dependents without cost under the same pro-

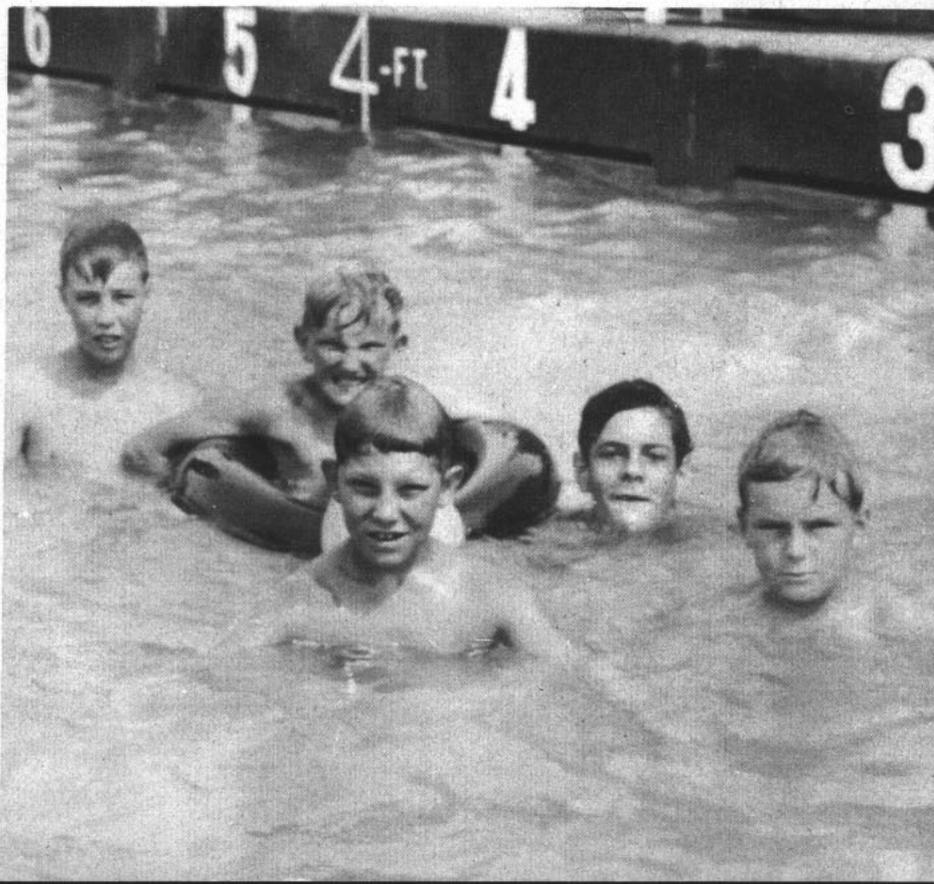
Parochial schools of both Catholic and Protestant denomination are open in Yokosuka. In Tokyo, 12 grades in elementary and high school have been established at the American School for Dependents.

Living overseas is no sinecure. As officials tell families before they come: “It is definitely not like living in the States—yet. This is a war ravaged country whose commercial and industrial economy was bled white by continuous war for eight years and by preparation for war long before that.”

But it's still fine duty.



ELECTRIC STOVES (above), swimming pool on the base (below) make Yokosuka duty pleasant. Attractive home (below, center) is enjoyed by chief's family.



NAVY'S PEACETIME WAR

THE NAVY is in the midst of its longest fight.

The battleground is the naval hospital; the foe is the ravage done by war to the bodies of naval personnel.

Weapon for the conflict is rehabilitation, a long-range program which is giving renewed hope and courage to disabled men.

Although rehabilitation is a fairly new term in military medicine, its significance is not. The physician always has worked to return his patient to full function as well as full health.

In civilian hospitals, emphasis is placed on the treatment of active disease, because convalescence and its attendant problems of readjustment—mental and physical—take place mainly in the patient's home.

The Navy routine, however, has been for the hospital to be the scene of the patient's complete restoration to normal, so he will be discharged from the hospital to full duty.

CHEERFUL, optimistic outlook is instilled in patient by Navy's rehabilitation program, which has opened the door to hope for the disabled sailor.

Thus, in theory, it was not difficult for naval medical officers to adapt themselves to a further step—preparing the casualties of World War II for their return to a useful role in society, in addition to restoring them to physical health.

In practice, however, this task has presented complex problems of organization, personnel and equipment, especially with regard to certain types of patients: the blind, the deaf and the amputees.

Early in World War II the Navy realized that the struggle would be long, with many casualties resulting. It was then, while plans were being made for the immediate problem of treating the sick and wounded in combat areas, that a long-range program was developed to care for the permanently disabled.

The nation owes a debt of gratitude to those whose disabilities have forced their return to civilian life. This is

being discharged, in part, by giving these men every assistance possible in making a satisfactory readjustment. The Navy's program provides not only the ordinary and usual therapeutic procedures for treating the sick and wounded, but physical and occupational therapy, physical training, recreation, social service activities, education and training, educational and vocational counseling, and assistance in individual problems of readjustment to civilian life.

The Navy program operates on the theory that its responsibility for rehabilitation of the individual began when the patient first was wounded or stricken with disease. This responsibility is continued in the hospital until he has recovered and is in condition for return to duty, until treatment for his disability has been completed, or until it is apparent that he will require indefinitely prolonged hospitalization requiring transfer to a non-naval agency.

Although the responsibility for vocational training of the disabled veteran rests with the Veterans Administration, the Navy exerts every effort to lay the groundwork for social and economic rehabilitation which must be completed after the individual has returned to civilian life.

Working together, the Navy and VA have developed a plan which effects for the disabled veteran a smoother transition from military to civilian life than would be possible ordinarily under the various public laws. Under this plan, the VA has placed Advisement and Guidance units in naval hospitals to supplement the rehabilitation program. When the ward medical officer determines that his patient will be unable to return to active military duty, he refers him to the VA vocational adviser for counseling in regard to his future civilian plans.

All this takes place before the patient's complete medical recovery and serves to give him purpose and direction during the remaining period of convalescence in the hospital. When a patient is referred to the VA adviser, he receives the same services he would later receive at a Guidance Center. He is given a complete set of psychological tests to determine his interests and abilities; he is given an opportunity to confer as often as he likes with a highly qualified vocational adviser about possible fields of work, employment opportunities and the



training required; he is given an opportunity while in a convalescent status to try out a number of job fields in which he thinks he might be interested. Finally, the patient selects a vocational objective in consultation with the adviser and a VA training officer who later will follow through with him while he is actually training on the job as a veteran.

The plan makes it possible for a patient who is discharged from the hospital one day to enter training for his chosen vocational objective the next day. When a patient's home is situated at a distance from the naval hospital, the VA training officer will already have corresponded with the training officer in the patient's home area. Everything will be ready for his training upon his arrival home.

The signing of Public Law 268 (79th Congress) was a great step forward in the program of vocational training for disabled personnel. It permits personnel, pending final discharge, while still hospitalized, actually to begin their training during convalescence. This has been a great advantage to those whose injuries or illnesses involve long-term recoveries.

Here's how the Navy plays its role in the vast rehabilitation program:

To begin, rehabilitation imposed a basic change in naval hospitals. Although all these are general hospitals in the sense that they receive all types of cases, it was found necessary to designate certain hospitals as centers for treatment of conditions which require the services of highly specialized staffs. Centers were established for the care of amputees, the blind and the deaf and those suffering spinal cord injuries. Other centers were set up for treating neuro-surgical and plastic surgery cases, tuberculosis, rheumatic fever, infantile paralysis and neuropsychiatric disorders.

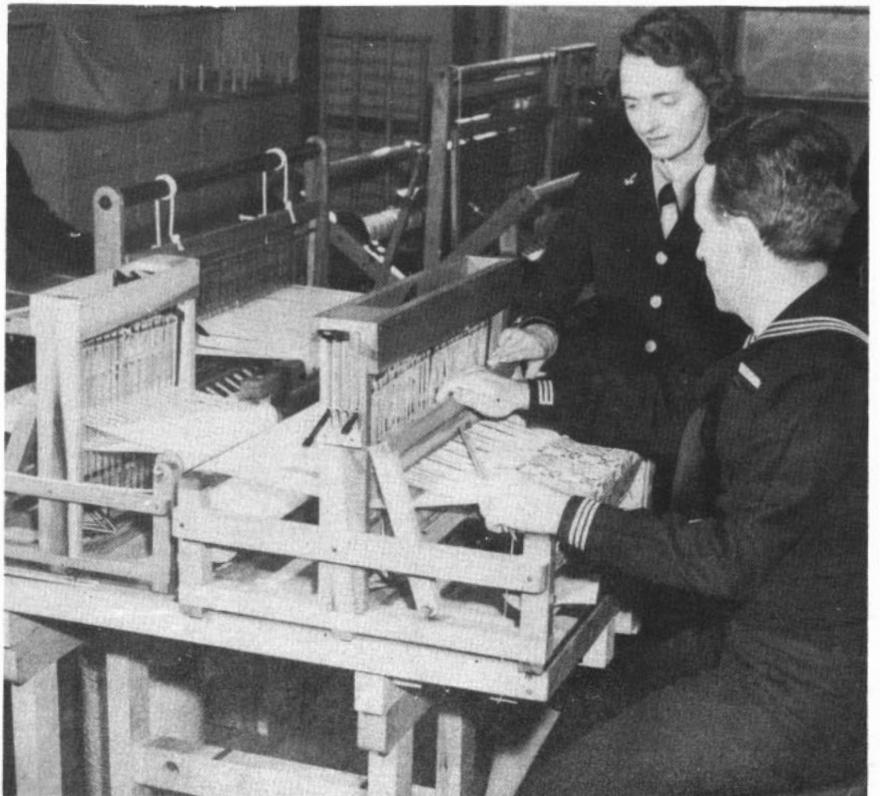
In line with its concept of getting an early start in rehabilitation, the Navy has developed a broad program involving a number of new ideas. It is showing bright promise. Its goal is what doctors call "maximum adjustment"—that is, putting men into the finest possible physical shape, either for further military service or for return to civilian life.

If a man is slated to return to active duty, the intention is to send him back better prepared than when he entered the hospital, better able to play his role in the Navy. For the man awaiting discharge, the goal is to return him to civilian life with the least possible handicap from his disability, and the highest possible preparation for life as a useful citizen.

Seen in this light, rehabilitation in



TYING FLIES for fishing (above), working at loom (below) are but two of many phases of occupational therapy offered by the Navy's long-range plan.





MAT WEAVING is another occupation which appeals to the disabled sailor preparing himself for a useful, productive role in his local community.

the Navy consists of turning out men who are strong, self-reliant, self-sustaining and self-confident. The Navy maintains this is important both to the man and to the nation.

The Navy's plan of attack is to provide complete medical and surgical treatment, coupled with training and welfare services which go far beyond the scope of ordinary hospital care.

It matters not whether the patient's destination is a duty station or civilian life, the routine in the naval hospital is made active within his limitations. The Navy has a new concept of what a hospital should provide, and how much a patient may accomplish while recovering. Educational services officers and physical training instructors work hand in hand with the doctors. Training devices have become as much a part of the hospital as beds.

Working under the doctor's supervision, the physical training experts show patients how they may keep in good trim, even if they can't leave their beds. The patient takes exercise regularly in prescribed amounts, not just to limber up after an injury but to maintain ordinary physical fitness. This phase has something in common with the entire rehabilitation program: it's personalized, tailored to fit the needs of the individual.

The primary aim in rehabilitation is to restore men to active duty, as rapidly as wise medical practice permits. It means a lot to a man who has made the Navy his career to know that an injury received in line of duty is not necessarily going to put him on the shelf. It's the Navy's policy to re-

tain him in duties compatible with his abilities.

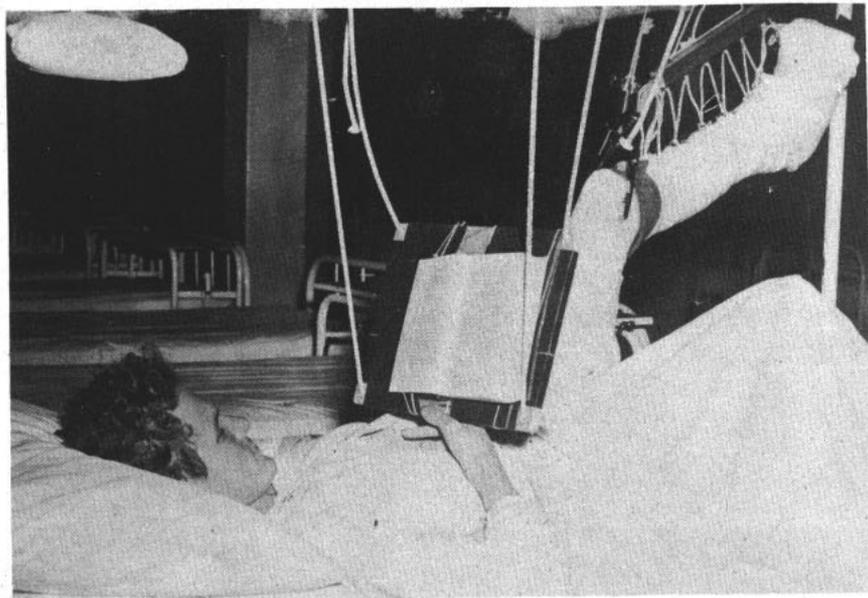
But the Navy's plan of rehabilitation is not limited to those men who will be restored to full or limited duty. The same quick, thorough attention is being given men in the second category of patients, those whose disabilities mark them for discharge to civilian life. A decision is made as soon as possible as to which road a man will take. If he is going back to civilian life, he is studied from head to toe in order to send him back in

the best shape possible, with a head start toward becoming a useful and happy member of his community.

For the disabled man awaiting discharge, the biggest question posed is that of a job. The Navy tries to see that he has a planned future. If he knows what he intends to do, he can use his stay in the hospital to get into a high state of readiness. The educational resources of many colleges are available to him through correspondence courses, and Navy educational services officers provide material on any subject in which the patient shows an interest.

The Navy believes that no man is handicapped to such an extent that he cannot become a useful citizen. As far as possible, it sees to it that no disabled man will return to his community without being well-equipped physically and psychologically. Whatever has happened, the disabled man is taught that he still has a valuable place to fill in the world. The chaplains, who play a vital role in rehabilitation, do much to replace despair and bitterness with hope and a healthy, optimistic outlook. So do workers of the American Red Cross, who provide all naval hospitals with a program of social service. This organization has been particularly effective in bridging the gap between the hospital and the community. The Red Cross home chapters are an established and continuing source of aid to the patient after his discharge from service to civilian life.

In the Navy's counterattack on dis-



BED PATIENT is comforted by special reading stand designed in occupational shop at a naval hospital. Rehabilitation begins at the patient's bedside.

ability, encouraging victories have been won and many improvements devised in techniques and equipment. Use of plastic materials in eye prostheses has been a great improvement over any former method of restoration. The plastic method produces artificial eyes so perfect that they cannot be detected. This does much to restore confidence and assurance to the blind.

Highly encouraging work has been done in treating the deaf. The hearing and speech rehabilitation program offers a type of service never before available to the hard-of-hearing. It has been necessary to integrate several fields to accomplish the goals set here. The Navy's use of new vacuum tube hearing aids exclusively has been an important factor in general acceptance of this superior instrument. By manufacturing its own plastic earpieces to fit the individual ear, the Navy has done much to improve hearing among its patients.

Excellent techniques have been worked out in treating amputees and in training them. If a man has lost an arm or leg, plastic substitutes exactly suited to his needs are manufactured at the hospital by skilled craftsmen who work in cooperation with the doctors. These men continually work to improve prosthetic devices. It's now routine for amputees to learn to drive an automobile, dance and participate in many so-called "normal" functions.

But the devices and techniques developed by the Navy are only one phase in the rehabilitation program. Behind it all is the Navy's idea of restoring the total person. The major concern is centered in restoration of the patient's personality.

The deaf are taught speech reading, fitted with hearing aids and instructed in their use; the blind are oriented in their new world of darkness and taught to develop use of other sensory capacities; amputees are taught to use their artificial limbs with great skill. All this enables a disabled person to perform a useful job. But in the Navy's conception, it does much more. It gives these men the opportunity to live full lives—economically and socially sufficient—in a normal world.

The Navy does not take the credit for the successes which are being won in the vast battle against disability. Most of that lies in the will of the patient. The Navy's satisfaction comes from the knowledge that treatment of the patient's whole personality has opened the door to hope and opportunity for the disabled sailor.

NAVY SPORTS HEADED FOR OLYMPIC TRIALS

Pointing toward the 1948 Olympic Games to be held next summer in London, England, the Navy is now embarked on an extensive athletic program expected to reach thousands of personnel.

The U. S. Navy Olympic committee of three Navy officers and one Marine Corps officer, proficient athletes in their own right, will select and arrange for the training of representatives who will compete in the Olympic trials in Philadelphia during June 1948 for a place on the United States Olympic team.

The Navy is pushing hard for representation in the Olympics. Some 145 selected athletes from ships and shore activities will train under the most expert coaching the Navy can provide, at the Naval Academy prior to the Philadelphia trials.

The Navy will benefit from the program as much as the personnel. "A good officer or enlisted man is better if he's an athlete," recreation officials in BuPers are saying. "Competition in sports maintains a fine physical condition, makes a man more alert, gives him the will to win and develops the morale of the individual and the activity he represents."

The athletes will compete for places in 11 sports—swimming, track and field, wrestling, boxing, gymnastics, fencing, basketball, modern pentathlon, rifle and pistol shooting, weight lifting, and rowing.

Modern pentathlon is participation by one individual in five events—riding, fencing, running, shooting and swimming.

The teams and individual selections will be determined from the results of All-Navy tournaments and service competitions, by athletic ability known to the Navy Olympic committee and by the screening of Navy and Marine Corps personnel selected by committees under various commands.

An individual must meet the following qualifications for eligibility:

- Be a member of the regular Navy or Marine Corps or a Reservist of either service on active duty, not including Reservists on active duty for training purposes only.
- Be examined and found in excellent physical condition by a medical officer.
- Be a bona fide amateur according to special regulations.

These regulations provide that the athlete must not be or knowingly have become a professional in any sport, must not have received remuneration or compensation for loss of salary, must not have been a teacher receiving remuneration for instruction in physical education or athletics.

The entire Navy sports program is integrated with the Olympic trials.

The All-Navy tennis tournament was held in July and the All-Navy swimming meet was held in August. An all-star Navy basketball team, assembled prior to 1 January, will play a regular schedule and will enter the AAU tournament. If the team finishes as one of the top three in the tournament, it will enter the elimination matches for the U. S. Olympic games. Eight teams will be represented in this meet, four from colleges, the three top teams in the AAU tournament and one YMCA aggregation.

All-Navy tournaments in softball and baseball were slated for September. Similar tournaments are still to come up—football in the second week in December, wrestling during the second week in February 1948, basketball the second week in March 1948 and boxing during the first week of May 1948.

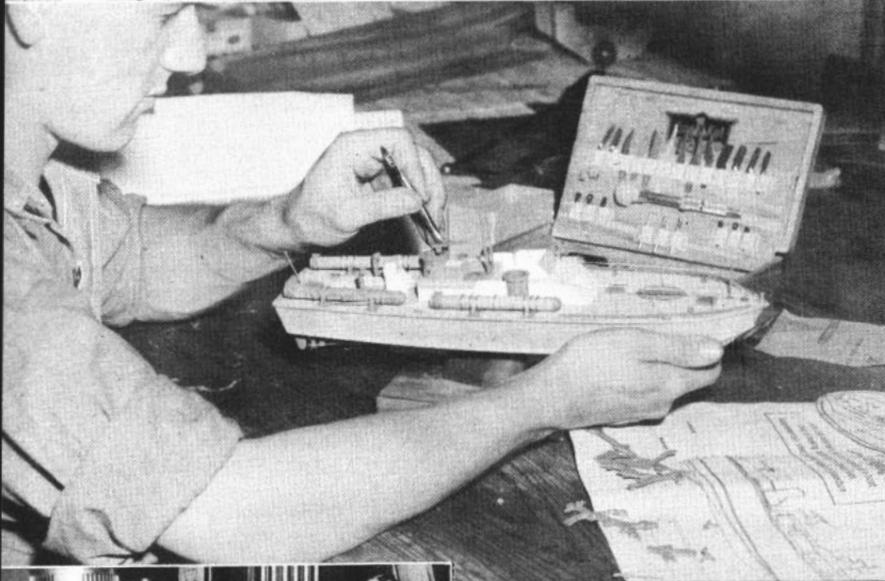
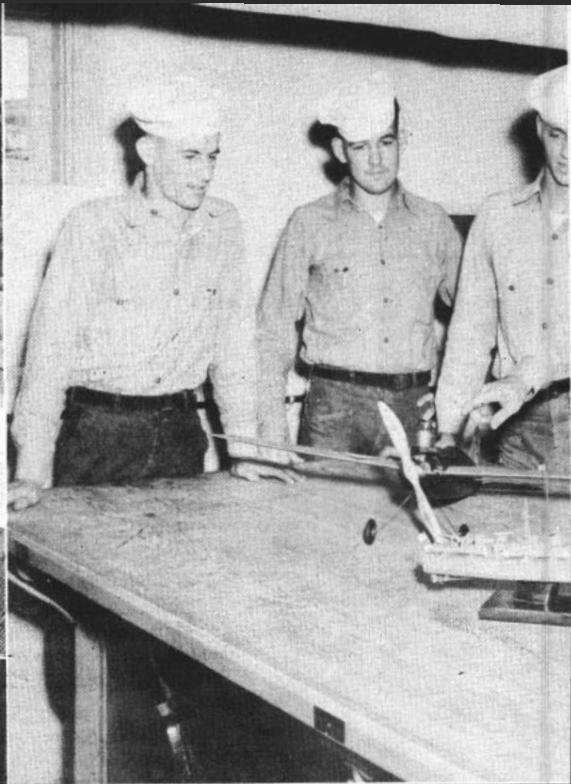
Because continental activities were represented in the Interservice Golf tournament earlier this year, an All-Navy tournament was not held. The All-Navy golf match in 1948 has been scheduled for the second week of August 1948.

The All-Navy football championship will be determined by a game between the two teams considered best in the Navy and Marine Corps, as selected from their season's record in consideration of all practicable factors, such as competitive scores and the calibre of opposition.

Captain Tom Hamilton, USN, former football and baseball star at the Naval Academy and now head football coach there, is chairman of the U. S. Navy Olympic committee.

Commander Slade Cutter, USN, a football and boxing star during his years at the Naval Academy, and Commander J. E. Dougherty, USN, captain of the Academy's wrestling and soccer teams in previous years, are the other Navy members of the committee.

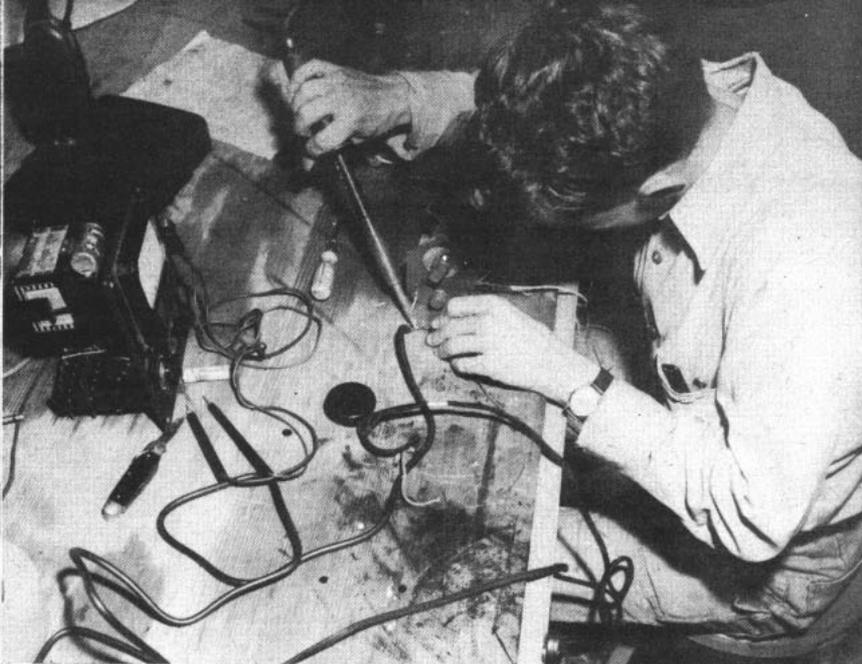
Major Alfred Mahoney, USMC, represents the Marine Corps on the committee.



OFF-DUTY

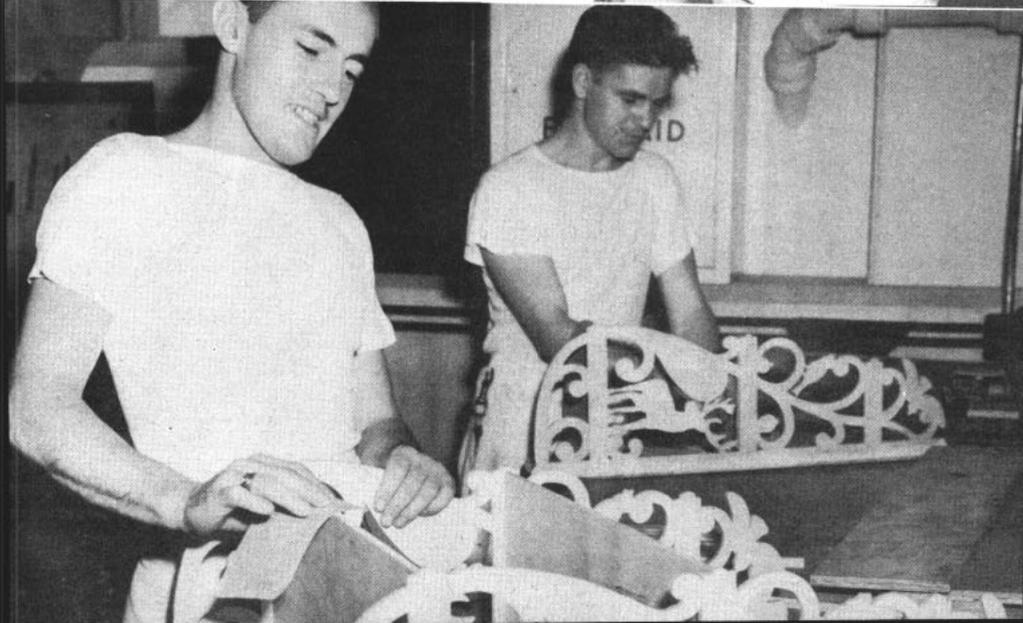
IT'S FUN to make things, especially if your outfit has a well-equipped hobby shop like the one pictured here at NAS, Lakehurst, N. J. Top: A model power boat builder (left) follows a printed guide in assembling the craft; instructors (above) take pride in completed jobs; a radio fan (right) learns to work with the proper tools. Center: A sailor displays (left) the

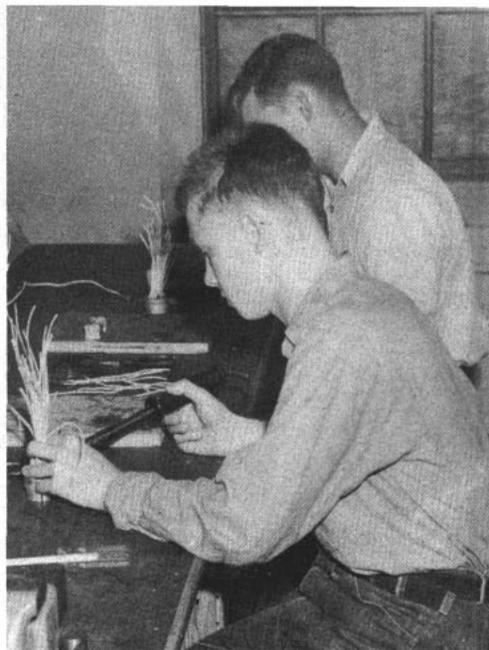
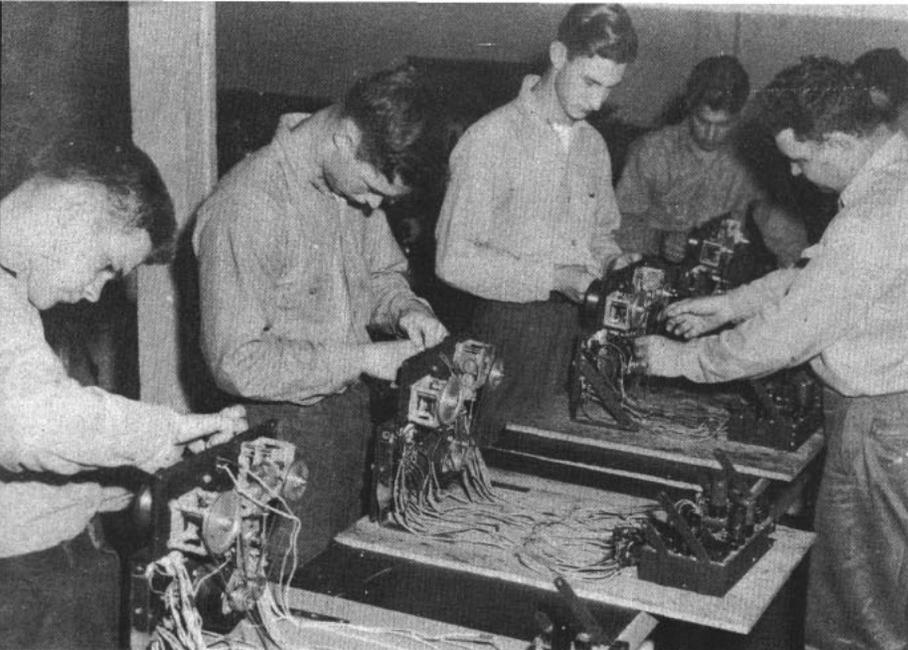




PASTIMES

fine details on his new boat; necessary materials are easily purchased (right) at the shop. Below: enlarging photos (far left); putting wings on a model plane (center left); sandpapering fancy wall shelves (center right); using wood-turning equipment (far right). Hobby craft shops are gaining wide popularity at numerous stations and ships.





TROUBLE SHOOTING is long suit of the SAD. Students repair recording devices (left), learn use of soldering iron (right).

TRAINING TRADEVMEN

EVERY TWO weeks about 14 students trained in the operation and maintenance of special devices graduate from the newly established SAD School at NavTechTraCen, Jacksonville, Fla.

A general service rate, the SAD (Special Artificer, Special Devices) is primarily concerned with operation and maintenance of training devices.

The majority of these instruments and devices are produced by the Special Devices Center of the Office of Naval Research.

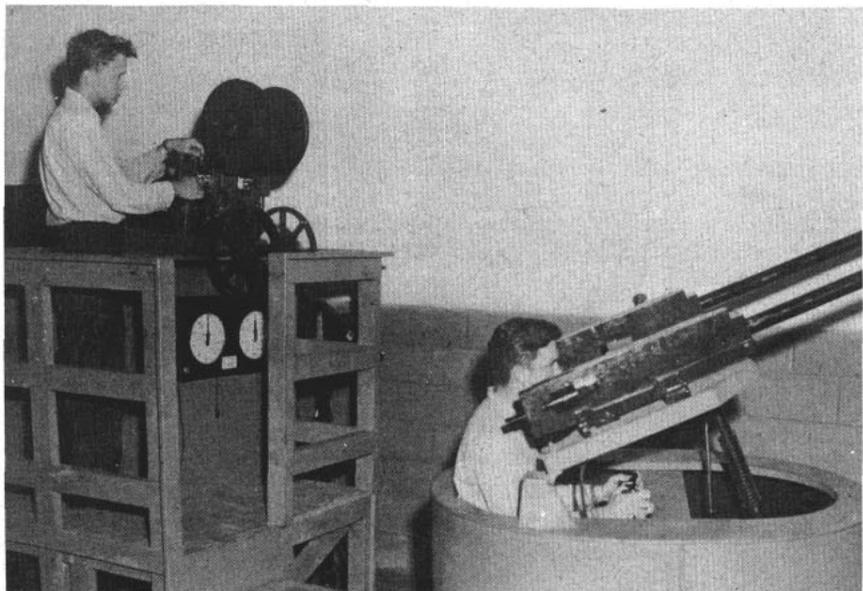
A comparatively new rate, the SAD is becoming a familiar sight throughout the fleet and shore activities. On board ships SADs can be seen working around such equipment as automatic raters, antiaircraft gunnery

trainers, microphones and wire recorders. Ashore, where larger devices are installed, the SADs operate and maintain Link trainers, radar trainers, loran trainers, 3-A-2 free gunnery training devices, operational flight trainers, and other such training devices now in use at most training centers and naval air stations.

The need for SADs during the war was great. With the increased usage of "pushbutton" apparatus in the post-war Navy, the need for SADs is just as great.

SADs are required to handle all sorts of "pushbutton" training devices, from those ranging in size of the "pocket blinkers" weighing less than an ounce to the Link celestial navigation trainers which must be housed in a special air conditioned building. Modern devices in the Navy do everything from helping a radioman learn code to teaching a PB4Y navigator to navigate accurately during a "flight."

About 1 Jan 1948 the SAD rate will be absorbed by the newly established TD or Tradevman (training devices man). Tradevman will be responsible for the maintenance of devices and will have the added duties of the present SPG, SPT (partially)—and SPTLT rates. The emergency service ratings into which the TD rating will be divided in time of emergency will be TDR, repairman (non-aviation); TDI, instructor (non-aviation); TDV, repairman (aviation);



ANTIAIRCRAFT gunnery trainer is studied in latter phases of instruction at SAD school. Students learn operation, synchronization of this device.

TDU, instructor (aviation). The warrant grade to which a tradesman may advance is radio electrician A10 (training devices technician). It is estimated that our peacetime Navy will need more than 2,000 TDs.

The Jacksonville course is known to the Navy as the Naval School, Special Artificer Devices (Class A). It is of 16 weeks duration with an input of 14 men every two weeks. It is planned that four graduates of each class will be assigned to general service activities and the remainder to aviation activities and the remainder to aviation activities.

During the first four weeks the course covers basic fundamentals of optics, electricity, mechanics, diagram reading and principles of electronics. The principles of these subjects are illustrated while teaching by reference to actual devices and their components. In addition, there is heavy emphasis on arithmetic, algebra and the use of hand tools.

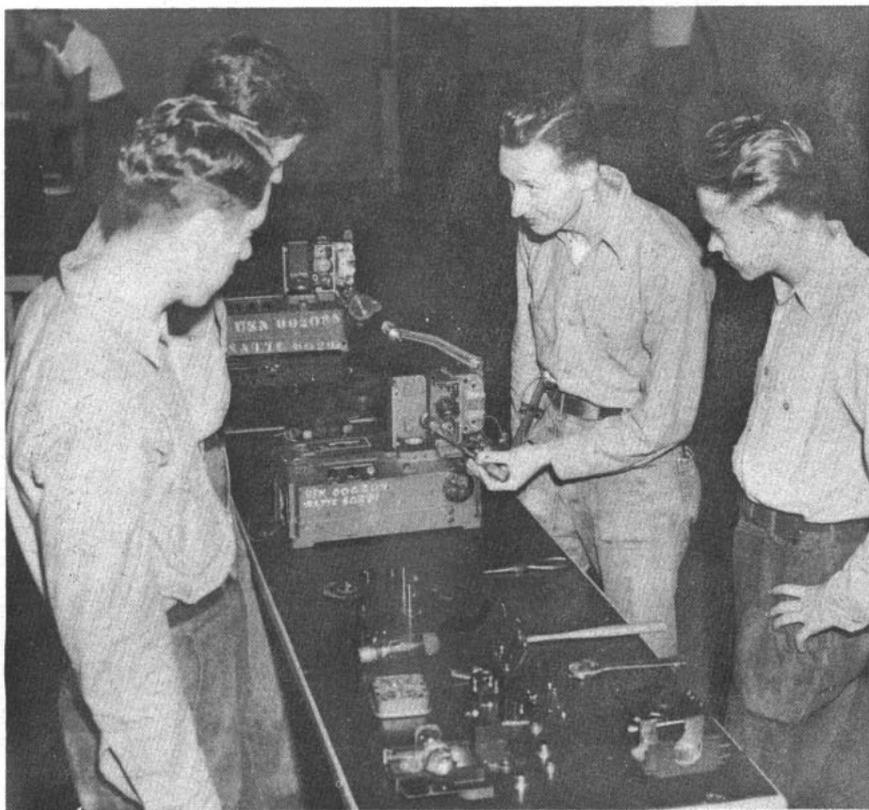
During the fifth through eighth weeks, the student is given an introduction to the field of electronics, the use of vacuum tubes, and the various electronic circuits involved in training devices. Here the student gets actual wiring experience; first in assembling a typical rectifier and an amplifier, and later in trouble shooting on electronic units which are actually parts of training devices.

The third phase, ninth through 11th weeks, is spent on projection and recognition equipment. The students are thoroughly instructed in the fundamentals of projection equipment, and completely disassemble and reassemble a 16 mm. sound projector.

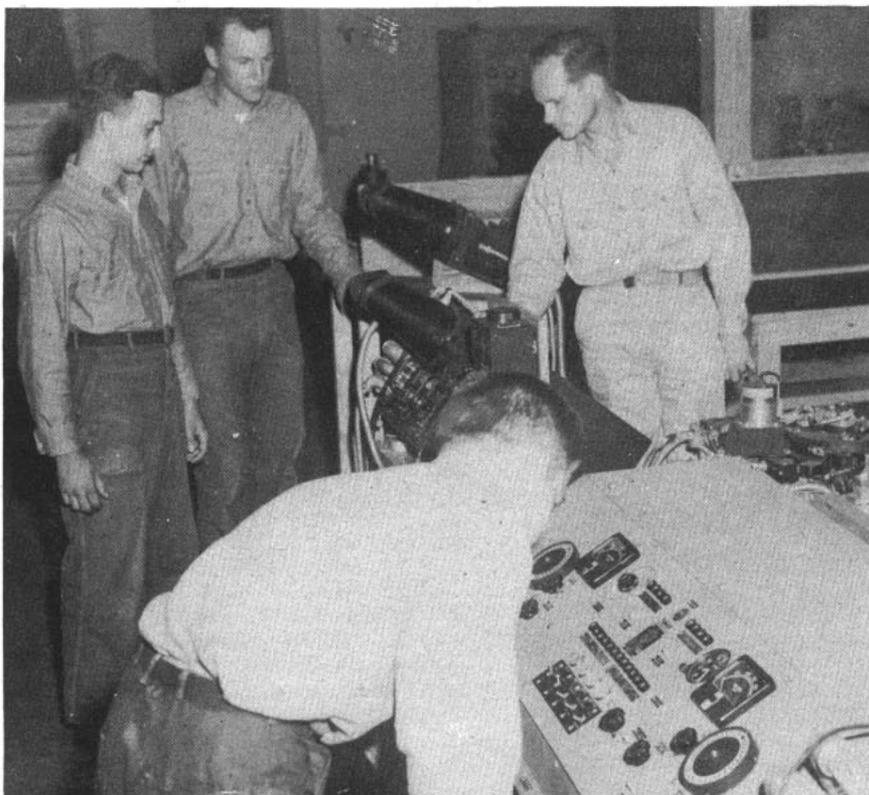
The fourth phase which is two weeks long introduces the students to some of the more complex electronic devices, and covers thoroughly wire recorders, code practice devices, communication trainers and record players.

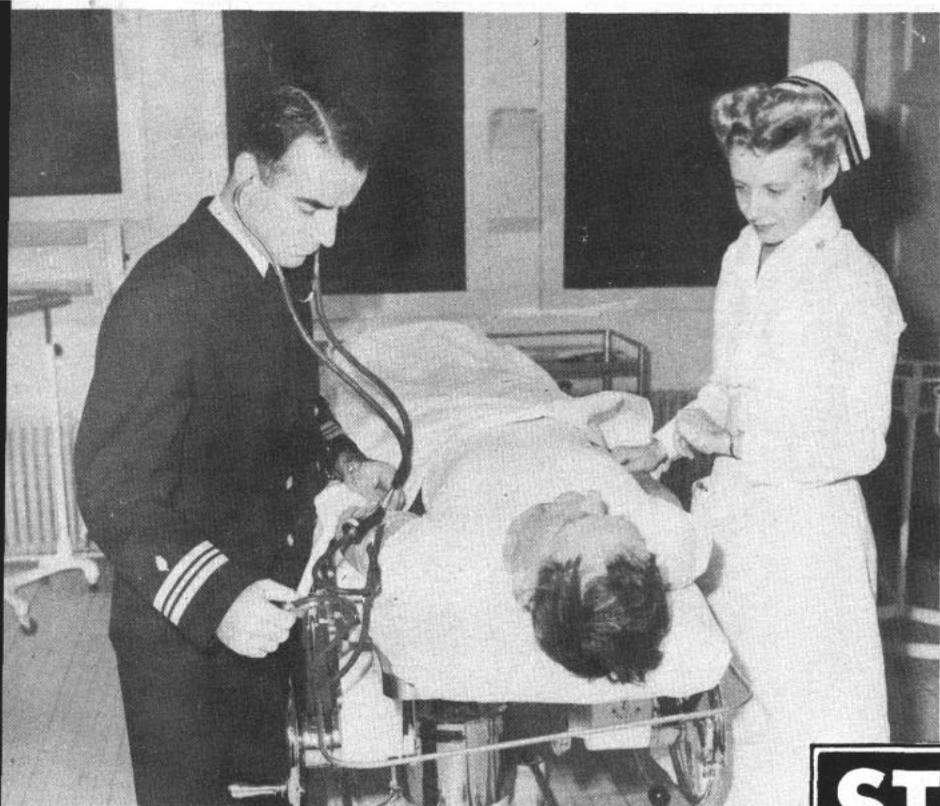
The last two-week phase of the course covers gunnery. The student learns the workings of the well known BuOrd gunnery trainers, Mark 3 and 5, including the 3-A-2, free gunnery training device, gun cameras, and ranging trainers.

Slightly more than 100 students are attending the Naval School, Special Artificer Devices (Class A). Quotas for the school may be requested from BuPers. Prospective student must be either seamen or in a rate in which no shortage of personnel exists. Rated men should not be above third-class rating. Applicants must have 18 months obligated service, and GCT / ARI of 110. High school graduates are preferred.



INTRICACIES of sound projector (above), radar training devices (below) are taught students. Class graduates from the new school every two weeks.





STAFF CORPS

TYPICAL of staff officers in today's Naval Reserve are the doctor (above, left) and priest (right), shown in war duties.

THE MAN who kept you healthy, the man who kept you wealthy, the man who kept you wise—you knew these men on active duty.

There were 35,000 of them to administer to your personal needs during the war.

They were the staff officers of your ships and stations—the doctors who attended you in the dispensaries, the supply personnel who paid and fed and clothed you, the chaplains to whom you went for all sorts of advice.

Many of them were Reservists—civilians from hospitals and clinics, from department stores and corporations, from churches and theological seminaries.

Today, most of them have returned to their civilian status. The service of many of them continues in a Reserve capacity.

When a smallpox emergency broke out in Whitestone, N. Y., recently, doctors and corpsmen of the Reserve battalion of that city pitched in to vaccinate some 5,000 citizens lined up at the armory.

When the emergency was over two weeks later, the city health gratefully acknowledged their part: "It was an example of teamwork of the highest order."

Medical personnel of battalion 3-22 earned their second citation for out-

standing public service less than 60 days later.

A sleek speedboat caught fire in the East River and a series of explosions resulted. When a launch arrived alongside carrying policemen and firemen, a blazing gasoline tank shot from the exploding craft and smashed into the launch.

Two of the policemen and firemen were killed, nine were injured. A doctor and 10 corpsmen on duty at the battalion armory sped to the scene to administer first aid. Some of the injured were removed to the armory to await ambulances.

Throughout the nation, staff officers of the Naval Reserve carry out their training.

Like other branches of the Naval Reserve, the Chaplain Corps Reserve is planned to be large enough to meet the needs of the Navy, Marine Corps and Coast Guard in case of a necessary mobilization.

The number of chaplains now on inactive duty totals 2,300 Volunteer Reservists, many of whom are associated with Organized units.

Coordinating the training and administration of Chaplain Corps Reserve personnel is the task of the district chaplain under each commandant.

Out of the 2,800 chaplains on active duty during the war, only 416

are left to serve the entire Navy. This small number welcomes the services of other chaplains reporting for training duty.

By the time Chaplain Merle S. Irwin, USNR, associate pastor of the Presbyterian church in Westfield, N. J., completed his 14-day cruise on board USS *Leyte*, he had conducted church services which drew a total attendance of 2,179, held funeral services once and communion several times and became fleet athletic officer for the Mediterranean Fleet, supervising 132 events.

Four Reserve chaplains recently returned from training duty on board ships participating in the midshipmen's summer practice cruise from 7 June to 27 August.

Lieutenant William T. O'Connor, CHC, USNR, head of the department of economic and social studies at St. Ambrose College, Davenport, Iowa, reported aboard USS *Randolph* for the cruise.

Lieutenant Richard T. Shawl, CHC, USNR, took leave from the Methodist church in Patuxent, Md., for training duty on board USS *Kearsarge*. On board USS *Wisconsin* was Lieutenant James J. Cullinan, CHC, USNR, of Boston, Mass., and Lieutenant Jerome P. Holland, CHC, USNR, completed his training cruise with the midshipmen and other Reservists on board USS



RESERVISTS

ENLISTED MEN are playing important role in Reserve program of staff corps. Storekeeper at NAS (above) checks plane gear.

New Jersey.

On active duty in the Supply Corps during the war were 16,000 Reserve staff officers, many of whom are enrolled in the 27 Supply Corps Reserve divisions now activated. Others are assigned to Organized units or have Merchant Marine designations.

The Supply Corps component of the Organized Reserve is comprised of officers and enlisted personnel in quotas assigned to district commandants.

Supply Corps officer of the Merchant Marine component hold the designation SCMR and are qualified for duty as supply and disbursing officers.

During the war, both Regular and Reserve matters were handled by the same administrative organization under BuSandA. After the war, a separate Reserve administration was established under BuSandA's division of Naval Personnel and Training.

This branch now takes care of the Supply Corps Reserve program in addition to administering matters of pay and supply for the entire Naval Reserve program.

Until recently, the officer in charge of BuSandA's newly created Naval Reserve administration branch was Commander Woodbury Adams, SC, USN, a prewar Reservist of long standing. He recently was succeeded

by Lieutenant Commander Kenneth L. Jeffery, Jr., SC, USN.

On 10 September 1946, the appointment of officers to serve on active duty in each naval district in connection with Supply Corps Reserve activities was authorized.

These district representatives, ranging from lieutenant to captain in rank, set to work compiling a mailing list of Supply Corps Reserve personnel now on inactive duty living in their area.

The next step was to contact a few key men as prospective commanding officers of Supply Corps Reserve divisions, whose personnel range up to 200 officers and varying numbers of enlisted personnel in each.

In May 1947, a group of officers were called in to Washington from the field to determine their preferences on training media. As a result of this conference, BuSandA is furnishing field activities with greater amounts of source material—prepared lectures, files and bibliographies on many subjects varying from the effects of atomic fission on supply functions to the use of tabulating machines.

Also included are the subjects of climatology, geopolitics, geographics, economics, foundations of national power, comparisons of supply systems of foreign military forces, the

mobilization of industry, and others.

Basic subjects in the supply field such as purchasing, warehousing, preservation, materials handling, inventory control, transportation and accounting will also be covered.

The subject material is compiled from several different sources, including the Armed Forces Staff College in Norfolk, Va., the Naval War College in Newport, R. I., the National War College and the Industrial College of the Armed Forces in the nation's capital, the Navy Supply Corps School in Bayonne, N. J., and the Storekeeper School in Chicago, Ill.

At the same time, Reservists keep up to date on changes in routine procedures to maintain their abilities in the event of a national emergency.

For the training of his Supply Corps Volunteer Reserve division in Oakland, Calif., Lieutenant Commander Robert Tarr, SC, USNR, the officer in charge, has organized the unit into three groups—merchandising, transportation and supply.

The transportation group studies air, rail and ocean shipping, cargo loading, and marine terminal operation.

The supply group studies accounting, disbursing, salvage and conservation, logistics and aviation supply.

The merchandising group studies



SPIRITUAL needs of personnel of various faiths are met by Chaplains Corps Reserve, while Supply Corps Reserve (below) attends to more material needs.



clothing and small stores, purchasing and ship's store operation.

One of the important phases of the training program is the two weeks' training cruise, in which Supply Corps personnel step into pay and supply offices to perform similar tasks to those they were familiar with during the war.

Special 14-day courses are conducted at the Supply Corps School in Bayonne, N. J., and at the Army's Quartermaster Food and Container Institute in Chicago, Ill.

The Bayonne trainees divide their time between regular classwork and field trips, which includes visits to such points as the Bayonne Naval Supply Depot, the inactivated ships at Bayonne and activities in the greater New York area such as the Naval Clothing Depot in Brooklyn.

At the Army school in Chicago, the Reservists get the latest word on food—its production, marketing and consumption—and the problems of packaging—fabrication, shipping qualifications and preservation techniques.

Approximately 400 Supply Corps Reserve personnel reported for training duty during the last quarter of the 1947 fiscal year. A tentative quota of 1,000 has been set for similar training during the 1948 fiscal year.

In addition to working out a Reserve program for its own personnel, BuSandA plays an important part in the Reserve plan for the entire Navy.

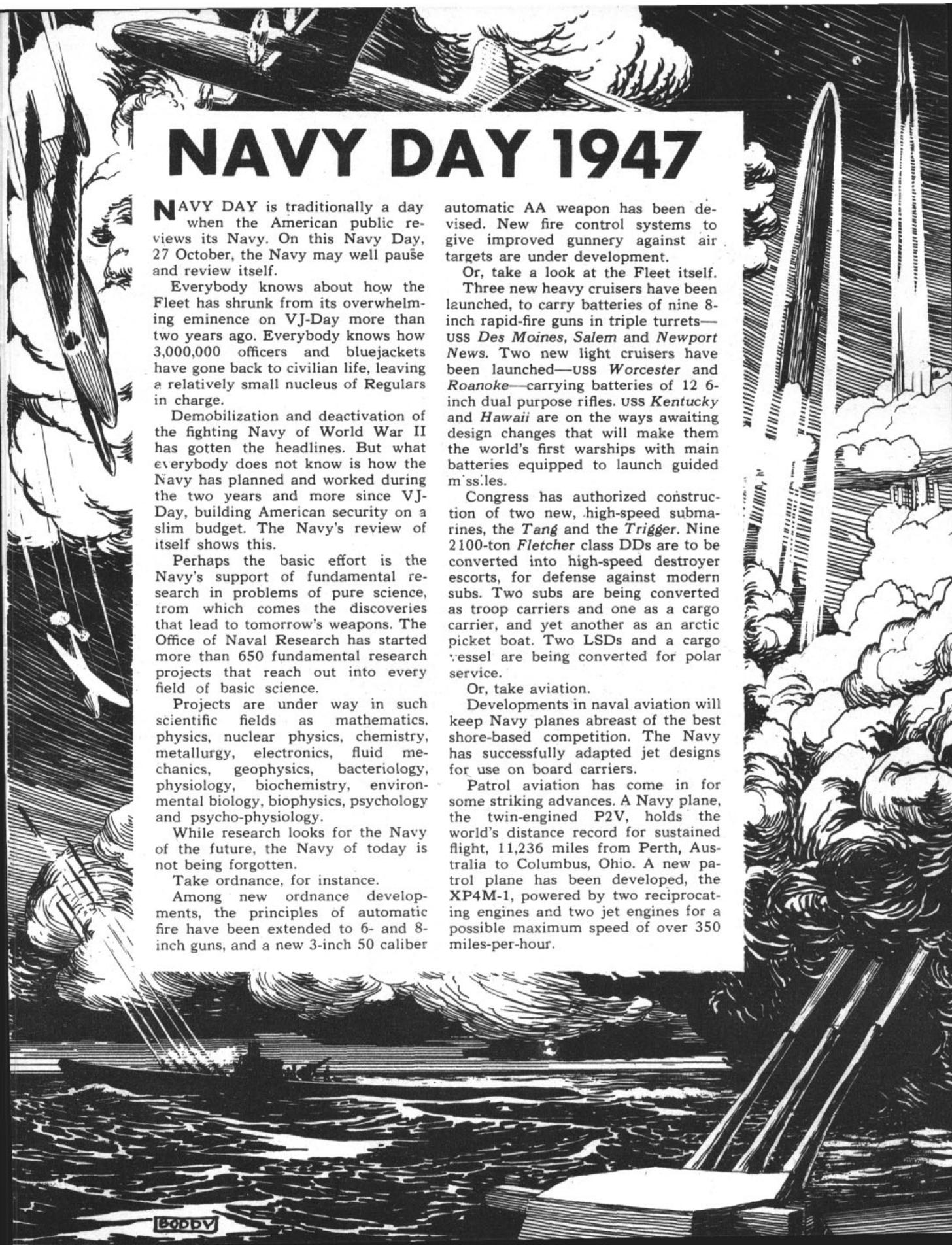
Reservists on training duty are clothed, fed and paid by BuSandA personnel, who also take a hand in furnishing general supplies to Reserve activities throughout the country through the Naval Reserve equipment program.

Stocks of furniture, office supplies, communications gear and other types of equipment were collected from surplus stores throughout the naval establishment and shipped to supply depots in Scotia, N. Y., Clearfield, Utah, and Norfolk, Va.

Three Supply Corps Reserve officers were called to active duty to carry out the functions of receiving, storing, issuing and shipping all Naval Reserve equipment.

Meanwhile, the organization of the Supply Corps Reserve proceeds with increasing impetus. As each division is activated, a district representative usually is present.

Throughout the nation, Reservists of the staff corps continue their training in the pursuit of fulfilling the needs of their wards. They'll be ready, along with thousands of other Reservists, if ever the time comes again for their call to the nation's colors.



NAVY DAY 1947

NAVY DAY is traditionally a day when the American public reviews its Navy. On this Navy Day, 27 October, the Navy may well pause and review itself.

Everybody knows about how the Fleet has shrunk from its overwhelming eminence on VJ-Day more than two years ago. Everybody knows how 3,000,000 officers and bluejackets have gone back to civilian life, leaving a relatively small nucleus of Regulars in charge.

Demobilization and deactivation of the fighting Navy of World War II has gotten the headlines. But what everybody does not know is how the Navy has planned and worked during the two years and more since VJ-Day, building American security on a slim budget. The Navy's review of itself shows this.

Perhaps the basic effort is the Navy's support of fundamental research in problems of pure science, from which comes the discoveries that lead to tomorrow's weapons. The Office of Naval Research has started more than 650 fundamental research projects that reach out into every field of basic science.

Projects are under way in such scientific fields as mathematics, physics, nuclear physics, chemistry, metallurgy, electronics, fluid mechanics, geophysics, bacteriology, physiology, biochemistry, environmental biology, biophysics, psychology and psycho-physiology.

While research looks for the Navy of the future, the Navy of today is not being forgotten.

Take ordnance, for instance.

Among new ordnance developments, the principles of automatic fire have been extended to 6- and 8-inch guns, and a new 3-inch 50 caliber

automatic AA weapon has been devised. New fire control systems to give improved gunnery against air targets are under development.

Or, take a look at the Fleet itself.

Three new heavy cruisers have been launched, to carry batteries of nine 8-inch rapid-fire guns in triple turrets—*USS Des Moines*, *Salem* and *Newport News*. Two new light cruisers have been launched—*USS Worcester* and *Roanoke*—carrying batteries of 12 6-inch dual purpose rifles. *USS Kentucky* and *Hawaii* are on the ways awaiting design changes that will make them the world's first warships with main batteries equipped to launch guided missiles.

Congress has authorized construction of two new, high-speed submarines, the *Tang* and the *Trigger*. Nine 2100-ton *Fletcher* class DDs are to be converted into high-speed destroyer escorts, for defense against modern subs. Two subs are being converted as troop carriers and one as a cargo carrier, and yet another as an arctic picket boat. Two LSDs and a cargo vessel are being converted for polar service.

Or, take aviation.

Developments in naval aviation will keep Navy planes abreast of the best shore-based competition. The Navy has successfully adapted jet designs for use on board carriers.

Patrol aviation has come in for some striking advances. A Navy plane, the twin-engined P2V, holds the world's distance record for sustained flight, 11,236 miles from Perth, Australia to Columbus, Ohio. A new patrol plane has been developed, the XP4M-1, powered by two reciprocating engines and two jet engines for a possible maximum speed of over 350 miles-per-hour.

THE NEW FMF

THE NAVY'S amphibious punch, the Fleet Marine Force, is well under way in its peacetime overhauling.

The reorganization was planned with an eye to atomic warfare and to give increased flexibility and mobility to marine striking forces.

Elimination of the infantry regimental echelon within the brigade and division, and a more economical use of personnel by assigning the service command a more direct role in future operations, are the two major steps in the postwar transition.

Marine divisions in the past have been made up of a fixed number of infantry regiments, each with a fixed number of infantry battalions. Under the new plan, a division or brigade will have a variable number of reinforced infantry battalions, each capable of independent action. Such reinforced battalions were used with great success in World War II. But atomic developments, which require greater dispersion and decentralization of control, and the fact that the majority of FMF peacetime jobs require smaller commands, were also factors considered by MarCorps headquarters.

This new combat unit is basically the old infantry battalion expanded to include certain duties and functions

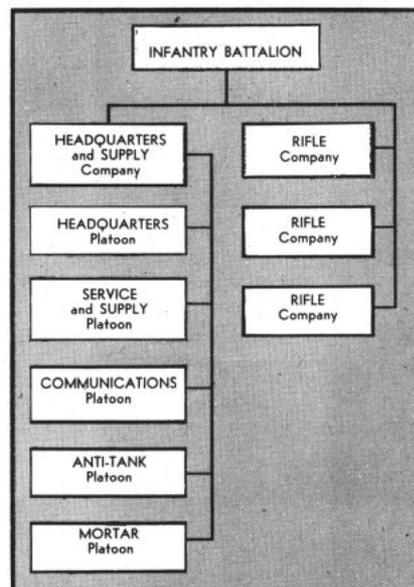
previously performed on a regimental basis. The new battalion is made up of three rifle companies and a headquarters and service company. The service company consists of five platoons: headquarters, service and supply, communication, anti-tank and mortar.

A new section of rocket launchers has been added to the anti-tank platoon, which is the former 37 mm. platoon from the old regimental weapons company. In this platoon a pool of personnel is retained which can be used for manning new weapons when procured.

The 105 mm. howitzer platoon was dropped from the new plan mainly because the 105 mm. howitzer motor carriage, the M7, is obsolete and inappropriate for a light, highly mobile force.

Servicing and supplying the battalion is handled by a service and supply platoon. In this unit all cooks and messing personnel, barbers, carpenters and small arms mechanics assigned to the entire battalion are billeted, resulting in greater efficiency over the old organization.

Communications, headquarters and mortar platoons have not been radically changed from the old style force, and the rifle companies of the



NEW COMBAT unit has been expanded to include certain duties formerly performed on regimental basis.

battalions remain unchanged with the exception of the transfer of their cooks, barbers and small arms mechanics to the service and supply platoon.

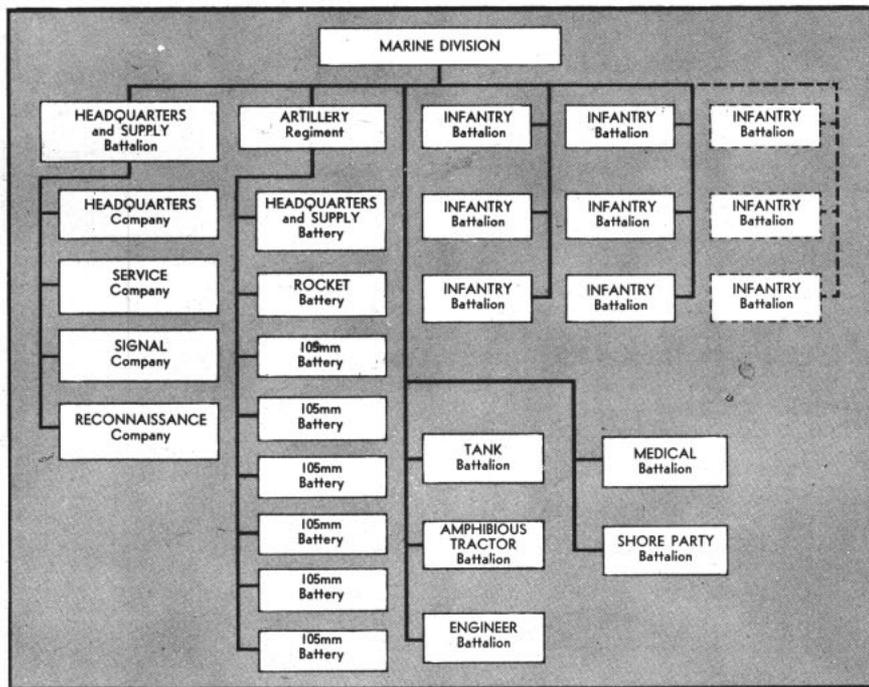
Each of the new infantry battalions carry the names of famed wartime regiments. Thus the Fourth Infantry Battalion is known as the "Fourth Marines." Division and brigades have kept their numerical designations.

As many as nine infantry battalions can be handled by the revised division headquarters, although six is the normal number assigned. This headquarters can supply two command groups which can be detached for control of combat units of two or three reinforced infantry battalions.

In addition to the headquarters company, the division headquarters and service battalion includes service, signal, military police and reconnaissance companies.

The service company serves the headquarters and supply battalion in much the same way the service and supply platoon serves an infantry battalion. It partially replaces the eliminated service battalion and includes a motor transport platoon.

Absent from the new organization is the assault signal company. Its work has been eliminated by including the naval gunfire liaison and air liaison units of the special staff of division headquarters and by inserting the assault signal teams into the communications platoons of the infantry and shore party battalions.



REORGANIZED Marine divisions will have a variable number of reinforced infantry battalions, such as were used with great success in World War II.

Also included in the division's structure are tank, amphibian tractor, shore party, medical and engineer battalions.

The tank battalion consists of a headquarters and service company and two tank companies. The H and S company includes a flame-thrower tank platoon, consisting of two sections of three flame-thrower tanks each. The tank companies have three platoons, five tanks to a platoon.

Only one armored amphibian platoon remains in the amphtrac battalion, but two amphtrac companies with four platoons have stayed in the battalion under the new set-up.

The shore party battalion is the new designation of the old pioneer battalion. Its organization is based on average shore party requirements.

Two engineer companies and a headquarters and supply company make up the engineer battalion. Each engineer company consists of three engineer platoons.

The service battalion and motor transport battalion has been dropped under the new organization, their functions being transferred to the service command. The amphibian truck company, formerly with the motor transport battalion, has been transferred to the amphtrac battalion. Designed to supply beachhead artillery, the amphibian truck company consists of headquarters and two platoons of two sections, each capable of supporting one battery.

The medical battalion has not been changed.

In the same way that the infantry regimental level has been eliminated within the division, the battalion echelon has been omitted from the structure of the artillery regiment, which now consists of headquarters and supply battery, a 4.5-inch rocket battery and six 105 mm. howitzer batteries.

Six howitzer sections are included in each 105 mm. battery. These have sufficient fire control facilities to operate independently. In this way, the number of artillery pieces has been increased from 32 to 36. About one-third of the batteries use 155 mm. howitzers for training and as alternate weapons.

The marine brigade has been reorganized in a manner similar to that of the division. The brigade may include either three or four infantry battalions, although three is the normal number carried.

A flexible service command is available under the new organization. It consists of a headquarters company and such service depots, combat service groups and specialized service units as are needed from time to time. Many service, supply and maintenance



OIL BOWSER is name of contraption being used by its designers at NAS, San Diego, to drain oil safely from aircraft engine. Device came from the junk pile.

CHIEFS BUILD OIL BOWSER FROM SCRAP

Rube Goldberg isn't the only man in the world who can make workable gadgets and gadgets out of mere junk.

Out at NAS, San Diego, two aviation chiefs browsed around the scrap pile and came up with what turned out to be an economical contraption for the NATS' Air Ferry Squadron Two.

Dressing up a VF type droppable fuel tank and placing it on a Mark II bomb trailer, J. J. Vitco, ACMM, San Diego, Calif., and D. E. Smith, CSKV, Seattle, Wash., devised a unique and handy method of disposing of used engine oil.

This 150-gallon tank can be wheeled

quickly and easily under any of the 30 aircraft types handled by VRF-2. The oil is drained into its filler opening directly or with the aid of an extension tubing. After draining, a fuel strainer permits a visual check of conditions of the used oil before it is sold to commercial firms for reclaiming.

Aside from saving the Navy many man hours of work, this unique oil-catching contraption practically eliminates fire hazards so prominent whenever draining oil from airplanes. Other naval aviation activities that use portable oil bowzers may find it worth while to construct a similar oil tank.

jobs formerly performed by tactical units have been transferred to the service command.

The service depots under the new command are prototypes of the wartime base depots—semi-permanent installations—which are equipped to do third, fourth and fifth echelon maintenance as well as handling large reserves of equipment and supplies.

Medium and light types of combat service groups have been designed for the logistical support of divisions and brigades respectively. Their organization varies with the logistical support requirements for a particular opera-

tion. When FMF units are stationed within the U. S., these service command units will act as reinforcements for the quartermaster depots.

Force headquarters has been re-modeled also, with their topographic companies being dissolved and topographic platoons added to divisions and brigades. The motor transport companies in force headquarters and service battalions have been replaced by motor transport platoons attached to the service companies, making force quarters' service units consistent with the division, brigade and infantry battalion headquarters.

NAVY'S ROCKET RECORD

SWOOSH . . .
. . . "the rockets' red glare . . ."

It looks like the Fourth of July, but it is an experimental rocket being launched at the White Sands Proving Ground, New Mexico.

Here where space is plentiful and communities far apart, the Navy, in collaboration with the Army and other scientific organizations, is conducting a most extensive research program in the development of rockets for peace and war time usages.

Rockets are no longer in the infant stage. Their development has gone a long way, but they have not yet reached maturity. We are progressing rapidly toward the age of rocket power where flights to the other end of the world will take less time than it does to drive your automobile to the far end of town.

Man traveling from one part of the world to another will gain rather than lose time, depending on his route of travel.

Rockets are very simple to manu-

facture and extremely economical to operate. They consist of nothing more than a cylindrical casing of metal, a pointed nose and an open vent at the rear end. The nose, similar to a shell, contains a high explosive charge. The rear action is loaded with powder which will burn furiously when ignited. This action produces gasses which shoot backward through the rear vent at high velocity and push the rockets forward.

Already in use is "Moby Dick," the most powerful rocket motor in the world with a thrust one-third greater than that of the German V-2. Another Navy development is the ram jet engine which, when successfully developed, will have a propulsion for flight at supersonic speeds from 1,000 to 3,000 miles per hour.

The rockets of today represent not the invention of a new weapon, but the modernization of an old one.

Looking back into the ages of history, we find that the ever-versatile Chinese used rockets against the

Mongols during the battle of Pien-King in 1232. History tells us that the Chinese got their rocket ideas from the Greeks, who as early as 673 A.D. experimented with a new type murderous weapon called "Greek fire."

To Marco Polo goes the credit for introducing rockets to the European continent, but it wasn't until the Napoleonic Wars that rockets were effectively used in warfare. British warships launched rockets against Boulogne and Copenhagen, and they were also used with effect at the siege of Danzig and the Battle of Liepzig in 1813.

Americans unwittingly find themselves talking about these British rockets whenever they sing or recite the Star Spangled Banner:

"And the rockets' red glare, the bombs bursting in air

Gave proof through the night that our flag was still there."

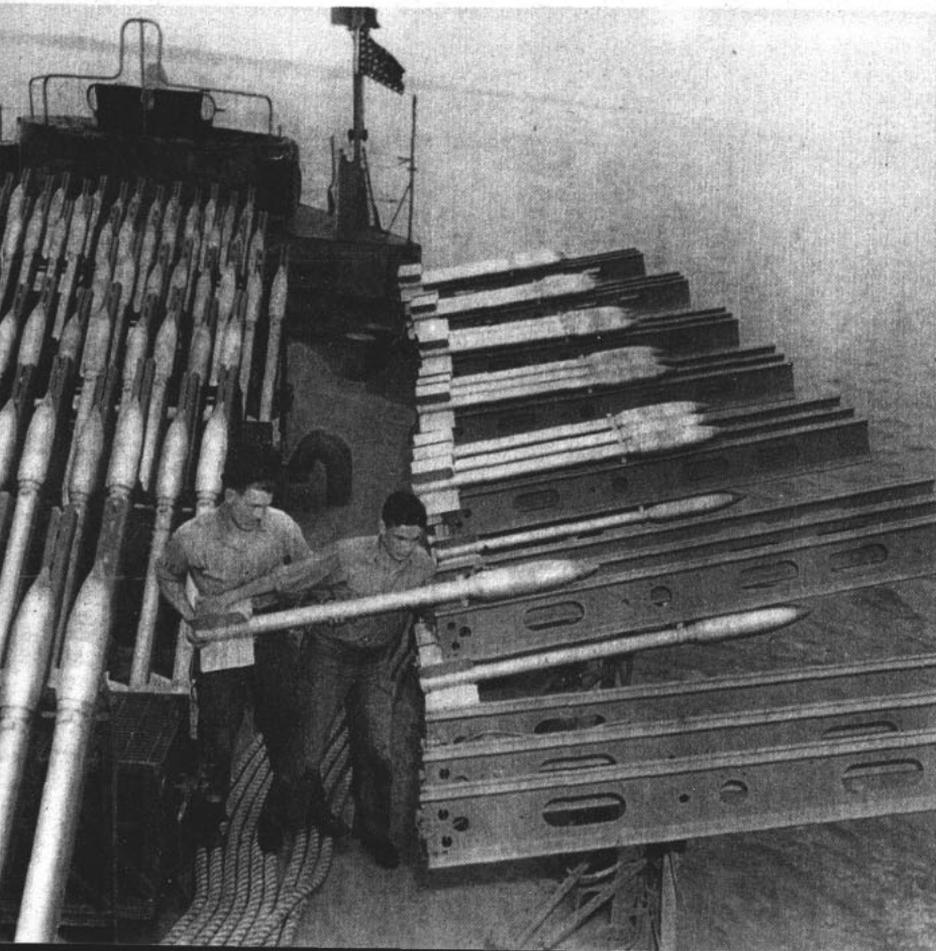
Rockets were used by the British when they broke through American defenses to capture Washington during the War of 1812. Later, when attacking Baltimore, the British launched rockets from several barges and ships. Although ineffective, their brilliance so impressed Francis Scott Key, a prisoner aboard one of the British ships, that he described them in the poem which later became our national anthem.

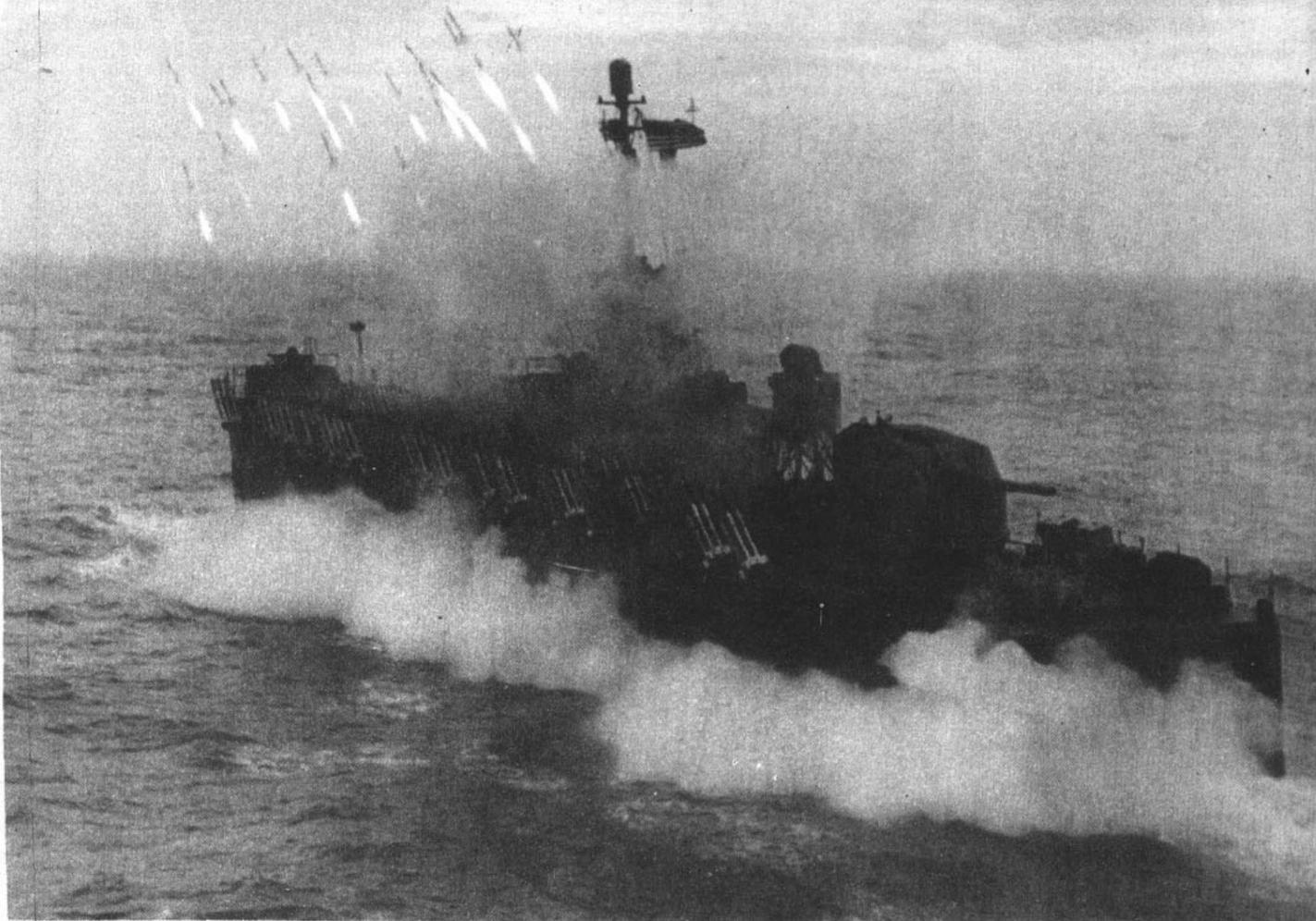
As time went on rockets were improved, but not to a great extent until World War II. Rockets were used in World War I, but in a very minor way — mostly as a means of tearing down barbed-wire defenses. Commercial use, such as Fourth of July celebrations, has heretofore been their primary purpose.

The U. S. Navy first began experimenting with rockets in 1918, but due to lack of interest the project was eventually dropped. Only a few private institutions and scientists kept alive an infinitesimal rocket research program. Not until 1940 did the Navy again undertake a research and development program of rockets and rocket warfare.

With the advent of World War II, the United States found itself a poor fourth in rocket development; our enemies were extremely well skilled in rocket warfare. German scientific minds had worked on rocket research for almost a quarter of a century, and that nation was far ahead of others. Thus, the Nazis were able

LOADED FOR BEAR — or far more dangerous seagoing foes — rocket firing vessels like this added punch to Navy in closing days of war.





DEATH-DEALING SALVOS of rockets, like huge fiery arrows, hurtle from launchers of LSM(R) toward distant target.

to produce the most spectacular rocket weapon of the war—the terrible and destructive V-2.

Work on the V-2 rocket had been going on since 1935. It was launched against Britain during the closing stages of the European war in an 11th-hour attempt to turn the tide of war.

Fortunately, because of the inaccuracy of the V-2 in flight, it had no immediate effect upon the military outcome. Had the Nazis been permitted to further develop the V-2, the war might not have ended when it did.

British rockets helped turn the tide of the Battle of Britain. When the British had only 500 anti-aircraft guns, they used rockets against German Luftwaffe. The Russians stemmed the German drive against Stalingrad with rockets, then went on to push the Nazis further back with the aid of rockets.

When the Japs struck at Pearl

Harbor, our Army and Navy had not a single rocket in service use. Plans for rockets were limited. American rocket scientists had to begin their job with no store of basic data such as an adequate program of peacetime preparedness would have provided. Were it not for the fact that the British had been more foresighted, American rocket development would have been another item to be tagged: "too little and too late." However, by VJ-Day, the Navy's 1,200 war plants were turning out \$100,000,000 worth of rockets a month.

Nazi submarine warfare gave our shipping plenty of trouble at the early stages of the war. Although depth charges were dropped upon the enemy undersea raiders, these were not always effective. A more accurate and destructive weapon was needed.

The British had already tackled the problem and had found a solution—the "hedgehog," a mortar-type device

by which bombs could be fired ahead of a ship. This enabled the ship to fire at the target before being directly over it. However, it had a big drawback. Because of the big recoil, the "hedgehog" could not be fired from small ships with thin deck structure.

The U. S. Navy and scientists of California Institute of Technology were instrumental in developing American rockets to the point where we became the leader in rocket research and warfare. The first big problem the Navy and Cal Tech tackled was to improve the British "hedgehog" weapon.

The result was the "mousetrap," so-called because the launcher looks like a colossal version of the kitchen killer. This was the first use of a U. S. rocket in action.

The "mousetrap" consists of four or eight-rail launchers, pairs being mounted one on each side of the forepart of the vessel. Rails were elevated at an angle of 45° to permit the



PLANES EQUIPPED with powerful and deadly rockets are a formidable threat; light and mobile, rocket is a weapon well adapted for use aboard aircraft.

bombs to fall ahead of the ship in a line at right angles to the ship's course. The projectile was equipped with a fuze which was made ready for firing by hydrostatic pressure and then detonated only on contact with a solid object under water. This method of firing prevented the underwater enemy, from knowing of the attack until direct hits had been scored upon it.

Mousetraps were installed on ships ranging from destroyer escorts down to small harbor patrol vessels. Their effectiveness saved American shipping in both the Atlantic and Pacific Oceans. A miniature mousetrap rocket was developed for training use and was christened "Minnie Mouse."

The development of airborne anti-submarine rockets literally began backward.

To insure the scoring of a sure kill upon the enemy subs by aircraft, it was imperative that the bomb should fall directly over the target. Ordinary bombs and depth charges had to be aimed and dropped well short of the target because they continue to travel forward after dropping from the fast moving aircraft.

A most unique firing method was considered—that of firing backward! The suggestion was tried and found to be perfectly workable.

For these retro-rockets, modified "mousetrap" heads were used. In order to match the different flying speeds of various antisubmarine patrol aircraft, three special rocket motors were developed.

The two velocities—the forward moving aircraft and the backward moving rocket—would cancel one another, and as a result the projectile would plummet down toward the target directly beneath. Such retro-bombing with rockets gave plenty of trouble to the enemy, being especially effective in restricted waters which compelled intruding enemy subs to travel submerged. A concentrated attack in the Bay of Biscay by planes firing retro-bombs accounted for the last German U-boat sunk during the war.

Although backward-firing rockets were quite effective, they lacked the lethal punch that forward firing rockets possessed.

The British and Russians were the first to experiment with forward firing rockets on aircraft. Learning of their success, the U. S. Navy in collaboration with the National Defense Research Committee produced the most effective aircraft rocket developed during the war. This rocket became known as "Tiny Tim."

Total weight of "Tiny Tim" is

1,284 pounds. It carries a 590-pound semi-armor piercing bomb, of which 150 pounds is an explosive charge of TNT. A 146-pound powder charge drives the rocket forward.

"Tiny Tim" was a vital advance in rocket development. With the aid of this rocket a small fighter plane could hurl at an enemy target more high-explosives than is carried in a salvo of a light cruiser. Though the "Tiny Tim" rocket was not completed until shortly before the end of hostilities, Japs on Okinawa became uncomfortably aware of its wrath.

Forward firing aircraft rockets played a significant and increasingly important part in the war. Every theater of war saw the use of rockets. As far as the Navy is concerned, aircraft rockets came into their own during the Saipan-Tinian-Guam operations. Rockets were principally used by the Navy in the Pacific war.

To a Marine squadron—VMTB-134, flying TBFs—goes the honor of launching the first aircraft rockets against the Japanese.

With only three days' training, the squadron attacked Japanese defenses at Rabaul on 15 Feb 1944. Despite their lack of experience, they fired their rockets with considerable success.

Unquestionably one of the greatest contributions toward saving of Ameri-



"ROCKETS' RED GLARE" helped light way to victory in Pacific area. Here

ALL HANDS

can lives was the application of rockets in amphibious operations.

With barrage rockets installed on landing craft, American invasion forces were able to win toe-holds on enemy beaches without undue loss of life. Aside from destroying enemy installations, rockets produced a demoralizing effect upon enemy troops.

In the last great amphibious operation in the Pacific, the conquest of Okinawa, rockets really came into their own. Here were combined to a degree never before realized the use of rockets on land, from the air, and from the sea.

A flotilla of 12 rocket ships went into action at Okinawa on 26 Mar 1945. For the next 12 weeks these ships poured ashore in support of land operations a total of more than 30,000 rockets.

During the closing stages of Okinawa campaign, eight rocket ships were designated to bombard the remaining Jap troop concentrations day and night. Extremely successful in completing their assigned task, these ships got off a salvo of 1,020 5-inch rockets in approximately 1 minute.

The part played by the rocket ships at Okinawa concluded the combat story of ship borne rockets in World War II. However, the story of ship-borne rockets doesn't end there. On the way across the Pacific as the war ended, were the first contingent



DEADLY BUT DELICATE, rockets are carefully checked and rechecked by these trained Navy ordnancemen before their installation aboard carrier-based planes.

of 48 superrocket ships planned by the Navy. These LSM(R)s pack an even greater punch than the ships that fought at Okinawa. Each ship is able to fire 300 rockets per minute.

Many other types of rockets were developed during the war for use by the Navy. Among these miscellaneous rockets was an aircraft rocket flare. Its purpose was to aid in bombing and identifying the target in addition to tactical and operational uses. Arrested by a parachute, the flare, falling 40 feet per second, would burn for approximately 30 seconds with a light intensity of 600,000 candle power. This rocket flare, however, was developed too late for war use.

An incendiary rocket was also developed by the Navy during the war for use against targets during landing operations.

One type frequently used during beachhead operations was the smoke filled rocket, fired from ships and planes. The object of these rockets was to lay smoke screens ahead of landing craft, mark target and range salvos of high explosive rockets.

To break up the enemy's radar searches, the Navy developed a "window" rocket, controlled by a delay mechanism and containing metalized strips of paper. These strips acted as anti-radar smoke screens. When the strip "windows" were ejected, the

enemy would see extra spots on his radar screen. These spots would stay there when the true target moved away, counteracting the range finding properties of the enemy's fire control radar.

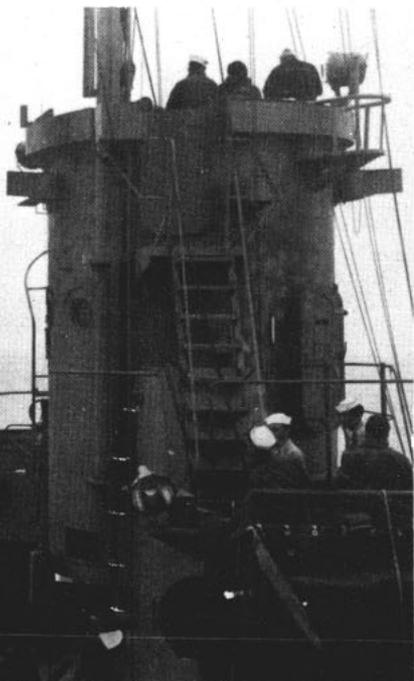
With the aid of atomic power, the use of rockets develops today beyond the comprehension of the layman. That our traditional concepts and methods of warfare will become outmoded by the advent of more efficient and powerful methods of destruction is almost certain. What effect atomic rockets will have upon future navies only time will tell.

Navy Televises Fish Near Sunken Submarine

Wonderful thing, science!

According to Navy reports, a group of scientists and naval officers sat on the deck of a surfaced submarine and watched the fish swimming near the sunken submarine USS *Apogon*, 160 feet below the surface of Bikini lagoon.

Deep sea divers who explored the sunken craft reported that the five-inch square deck television screen approximated in clarity what they saw on the bottom during underwater searches.



ship's crew looks on as single missile speeds on its way during target practice.

150 YEARS OF

THE TWO SHIPS that wrote the most illustrious chapters of American naval history—the *Constellation* and *Constitution*—have reached the ripe old age of 150 years.

On 7 Sept 1797, the *Constellation* was launched at Baltimore, Md., with Captain Thomas Truxtun as her commanding officer. Captain Samuel Nicholson was CO of the *Constitution* when her bow got splashed with a bottle of Madeira on 21 Oct 1797 in the Navy Yard at Boston, Mass.

From the day of their launching these two sister ships provided historians with the most exciting and glorious events of naval history. To serve in the *Constellation* and *Constitution* was "choice duty," relished by the lowest seaman to the highest ranking officers. Officers who commanded these gallant warriors became some of our greatest naval heroes.

Bulwark of the U. S. Navy, the *Constellation* and *Constitution* were designed and built by the famous Philadelphia designer and shipbuilder, Joshua Humphreys. These two frigates were so built that they were larger and more powerful than their contemporaries in the European navies.

Constellation received her baptism of fire when the United States declared war upon France in 1798. On 9 Feb 1799, while on a cruise near Puerto Rico, she sighted a large sail. The stranger was flying American colors, but failed to answer the private signals of Captain Truxtun. Proved to be the French ship, *Insurgente*, she confirmed Truxtun's suspicions later by hoisting the tricolor and firing upon the young American Navy ship.

The *Constellation* retaliated in the most effective way. Outmaneuvering the enemy ship, Truxtun bore down within 10 yards of the *Insurgente* and let fly a full broadside. It created havoc among the Frenchmen, and virtually put the *Insurgente* out of commission.

Maneuvering away from the crippled Frenchmen, the *Constellation* crossed her bow and let loose another raking broadside as she passed.

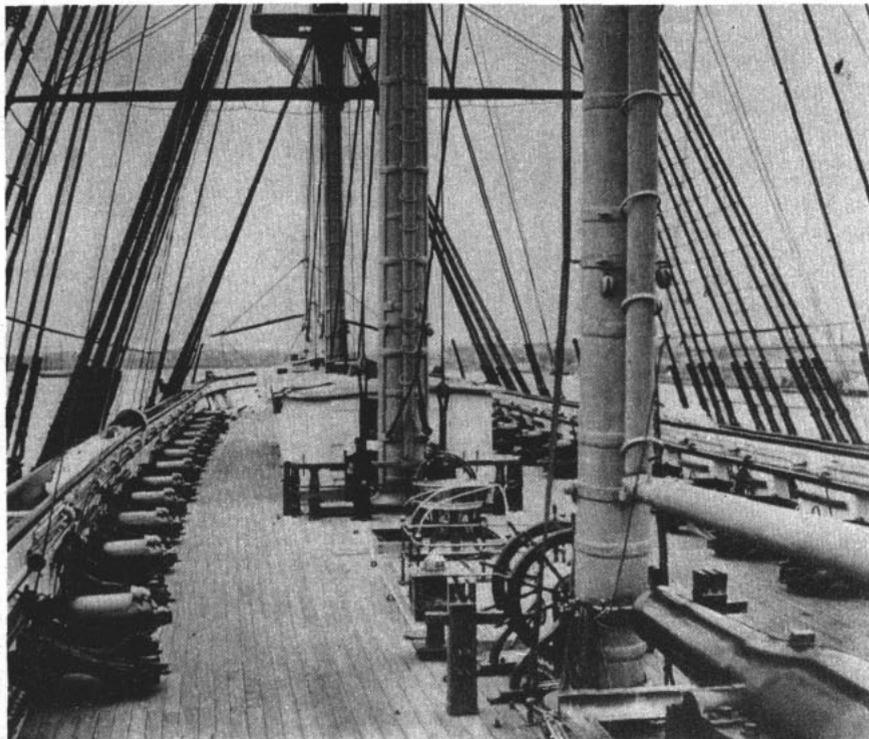
When the *Constellation* came about and returned to rake the *Insurgente* again, her master, Captain Barreaut struck the colors. His ship was thoroughly wrecked with 70 casualties—29 killed and 41 wounded.

During the war with Tripoli the *Constellation* assisted in blockading the enemy. Although unsuccessful in an attempt to cut off a fleet of 17 Tripolitan gunboats which put out from shore, she did succeed in destroying two gunboats and routing a cavalry contingent on the beach.

During the Civil War, the *Constellation* was sent to the Mediterranean and European waters to protect commerce from Confederate raiders. She returned to the United States to become a receiving ship at Philadelphia. Later she became a gunnery practice and midshipmen's cruising ship until 1877. In 1878 she sailed for the Paris



WINNER OF MANY a fray, the frigate *Constellation* was pride of American Navy a century and a half ago.



SERVICE

Exposition with stores, and in 1880 carried relief supplies to Ireland.

Towed to Newport, R. I., in 1893, she was placed out of commission until 1914, when she was stripped of her then modern equipment and fitted out as closely as possible to resemble her original appearance.

Of the two frigates, the *Constitution* is probably the more famous. Known as "Old Ironsides" throughout the Navy, her great deeds have been the inspiration to young and old, unknown and famous Navy men.

During the war with Tripoli, 1801-05, under the command of Commodore Edward Preble, Captain Stephen Decatur, and Commodore John Rodgers, the *Constitution* conducted many bombardments on the Bashaw's shore batteries in Tripoli. When the war ended, the peace documents were signed in the captain's cabin aboard the *Constitution*. This was the first time that peace had been concluded by any of the Barbary states on a ship of war.

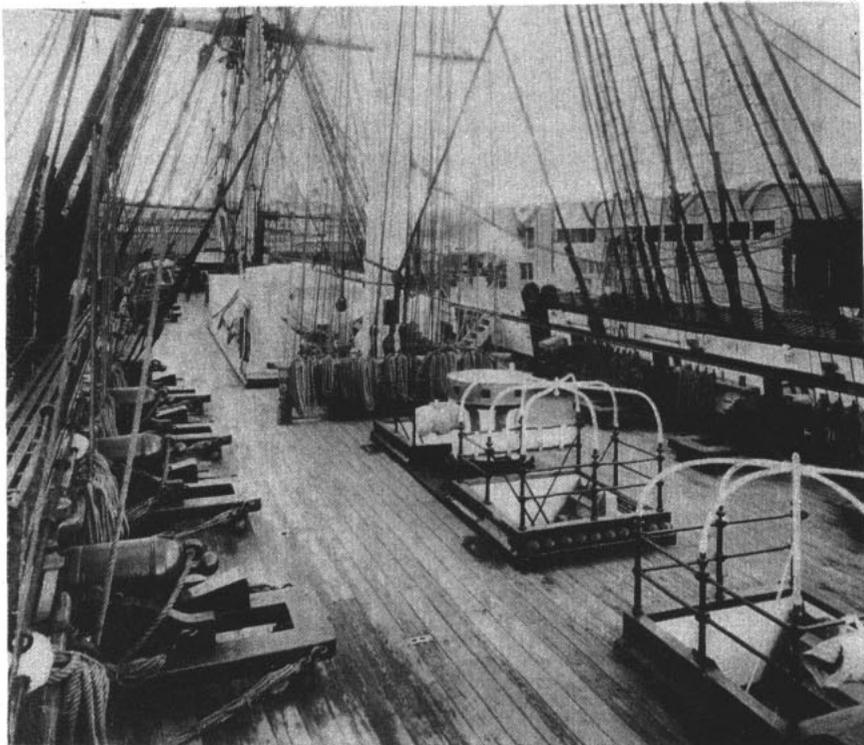
Under the great leadership of Captain Isaac Hull the *Constitution* won one of her greatest victories on the high seas.

On 19 Aug 1812, while cruising east of Boston, the *Constitution* sighted the British frigate *Guerriere*, which was one of the ships that had pursued the *Constitution* about a month earlier. At that time lack of wind had bogged down the *Constitution* and the five British ships that were chasing her. With superb seamanship the *Constitution* managed to make good her escape to Boston.

The British, under Captain Dacres, had hopes of making short work of the American frigate. However, they failed to reckon with Isaac Hull and his Yankee sailors.

Approaching each other like two prize fighters, the *Constitution* and *Guerriere* sparred for an opening. They threw pot-shots at each other without inflicting any noticeable damage.

Suddenly the *Constitution* came about and sailed directly for its foe. Within a half-pistol range of the enemy, all guns on the American frigate let loose. The *Guerriere's* mizzenmast was shot away with the first broadside, and she lost ability to maneuver. Ninety minutes later Captain Hull received the sword of the vanquished Captain Dacres on the deck of the Old Ironsides.



The *Constitution's* last battle was fought against the two British ships, HMS *Levant* and *Cyane*.

The *Constitution* had seen great service in our country's navy. She was a magnificent monument to the freedom of the seas, and yet, there were people who wanted to do away with her. Naval commissioners threatened to do what the enemy had failed to do—destroy her. Her timbers were old and decayed, they claimed. However, public opinion, stirred by a rousing poem entitled "Old Ironsides" written by a young law student, Oliver Wendell Holmes in 1830, saved the gallant old frigate from destruction.

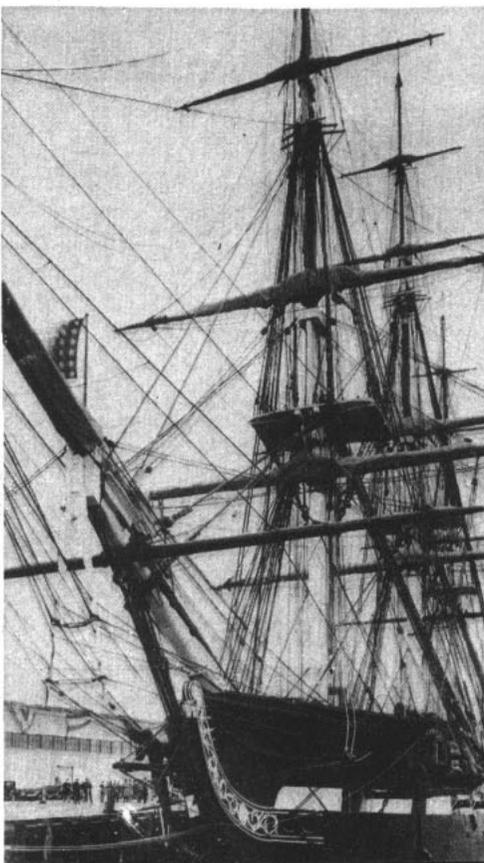
In 1835, the *Constitution* became flagship of the Mediterranean squadron. She returned to the seas, fighting again for freedom, when she helped to break up the African slave trade in 1855.

For many years she lay as a receiving ship at Annapolis, Md.; Newport, R. I., and Portsmouth, N. H.

Restored by authorization of Congress in 1925, the pennies of the children of the nation and the people before whom her story was brought, the *Constitution* became the sacred shrine of the Navy and the Nation.

We now find her, an emblem of freedom, resting beneath the shadow of Bunker Hill, where she was built 150 years ago.

OLD IRONSIDES—popular name of *Constitution*—is perhaps most famous combatant ship ever to fly U. S. flag.



LETTERS TO THE EDITOR

Ribbons on Whites

SIR: Are enlisted men authorized to wear campaign or service ribbons when wearing undress whites, and are undress whites considered to be dress whites when worn for liberty or captain's inspection?—F. F., AOM1, USN.

• In accordance with Art. 7-10, Uniform Regs, 1947, enlisted men are authorized to wear ribbons on the Undress, White, A, uniform, if the neckerchief is prescribed. Dress whites have been discontinued and undress whites, therefore, must be worn on any occasion when dress whites would normally be prescribed. The designation of this uniform, however, continues to be Undress, White.—ED.

Hornet's Citation

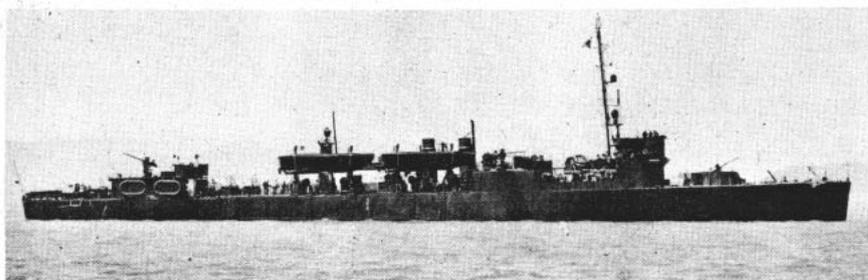
SIR: I've heard that USS *Hornet* (CV 12) was awarded the Presidential Unit Citation. I was a member of her crew during the war and would like to know for what she was awarded the citation.—W.A.B., CGM, USN.

• USS *Hornet* (CV 12) was awarded the PUC for operations in the Pacific from 29 Mar 1944 to 10 June 1945. For more information on the *Hornet's* citation see ALL HANDS, August 1946, p. 54.—ED.

Story of the Manley

SIR: I am interested in USS *Manley* (ex-DD 74). Could you give me some dope on her, such as when built, who named her, when stricken, etc.? Thanks.—B. A. M., BM1, USN.

• USS *Manley* was built in 1917 and commissioned DD74, named for Captain John Manley of the Continental Navy. She was the last of six experimental flush deckers built by the Navy at that time. In 1938 she was used as an experimental troop transport and redesignated AG 28. Through results of the experiments, the APD class ship was born, and the *Manley* became APD 1, serving as a high-speed transport during the war. She was stricken from the Navy's list in November 1946 and sold through the Navy Vessel Disposal Office.—ED.



USS MANLEY—Former destroyer was an experimental flush decker built in 1917.

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.

Mustering Out Pay

SIR: I enlisted in the regular Navy on 2 Nov 1945. I had foreign shore duty commencing 19 Feb 1946. Am I entitled to mustering out pay? If so, how much?—H.J.K., S1, USN.

• Yes. You will receive \$300 mustering out pay in accordance with Para. 54380-1(3) of BuSandA Manual.—ED.

Double-Shipping Over Money

SIR: Would you publish the exact date that double shipping over money was cancelled?—F. R. N., CWT, USN.

• The double enlistment allowance, originally authorized by Act of Congress of 10 Aug 1941, was repealed by an act of 16 June 1942.—ED.

The Word on Too Tall

SIR: I would like to know if a man over 76 inches tall can be discharged upon request. I have been told that this information was given in ALL HANDS a few months ago, but I can't find it.—R.V.T., CSK, USN.

• See ALL HANDS, May 1947, p. 30.—ED.

No Flight Skins for Yeomen

SIR: Can yeomen at this activity draw flight skins? They are working in the aircraft maintenance department handling records and correspondence pertaining to aircraft based here and all transient aircraft.—R. R., Y3, USN.

• No. Personnel may draw flight pay only when issued orders to duty involving flying on the basis of required to participate regularly on scheduled flying operations.—ED.

Additional PUC Awards

SIR: What device is prescribed to be worn on the Presidential Unit Citation ribbon to designate additional awards? Some fellows say blue stars, but others claim bronze stars are worn—W. R., CWT, USNR.

• The blue enameled star was at one time a part of the Presidential Unit Citation ribbon. However, it is no longer authorized for wear. It has been replaced by a 3/16-inch bronze star to indicate that the wearer was attached to the ship or unit cited at the time of the action for which the Presidential Unit Citation was awarded. Persons reporting to a unit after the action for which it was cited are authorized to wear the ribbon without the star only while regularly attached. Subsequent awards of the PUC to eligible personnel are indicated by bronze stars in addition to the one which is part of the ribbon.—ED.

Army Time Counts

SIR: I served one year and six months in the Army and was discharged in 1921. I shipped into the Navy in 1928. Could you tell me if that period I served in the Army will count towards my Fleet Reserve time?—P. D. B., ACMM, USN.

• Yes. Active Army time can be counted on transfer to the Fleet Reserve after 20 years active Federal service, under Public Law 720, 79th Congress.—ED.

American Area Ribbon

SIR: Here is a suggestion in regard to the American area ribbon. The ribbon, as authorized at the present, is worn by all hands who were engaged in duty within the continental limits and coastal sea frontier. There is, however, no differentiation made between shore and sea duty. I think that a distinguishing mark on the ribbon, to separate the sea-going men from those who had shore billets, would be in order. I cast no aspersions on those unfortunate souls who were engaged in the battle of the swivel chairs, but do feel that the sea-going sailors rate a slight mark of distinction.

Have any recommendations been made along these lines? I'm sure that everyone who did duty on board YPs, YPCs, PCs, SCs, VPs and ZPs will confirm my contentions.—N. S. S., S1, USN.

• No recommendations of this type have been made. The American Area Campaign Medal is authorized for 30 days' service in the American area (outside CLUSA) to personnel on regularly assigned duty. Combat in this area automatically authorizes the ribbon without regard to the time limit. Personnel who served within CLUSA for a period of one year are also eligible for the ribbon. No distinguishing device to indicate sea or shore duty is authorized.—ED.

Unsung Heroes

SIR: I am writing in regard to two of the shipmates I served with on USS *Twiggs* (DD 591). I have followed ALL HANDS for some time to see if any mention would be made of the heroism of these two men, Brown, RM2, and Cantrel, FI, when our ship was sunk off Okinawa on 16 June 1945. There must not have been any report made on the efforts of these men, but it is a known fact to most of the survivors of the *Twiggs* that many of them owe their lives to these two fellows. After the ship was hit these men carried many of their shipmates from the burning wreckage, gathering life jackets, placing them on the wounded and lowering them over the side. There were only three officers who survived and they never knew anything that happened that night, but they owe their lives to Brown and Cantrel.

There is a lot more to what these two men did that night that I don't know anything about, but I'm sure that if it is investigated, these men will receive some kind of commendation.

I am glad to have served on the same ship with such men as Brown and Cantrel and I hope that this letter will help to get them the honor that is due them.—R. B. S., GM2, USN.

Seaplane Tenders

SIR: In ALL HANDS, June 1947, p. 49, you published a question pertaining to seaplane tenders. The question showed a photograph which we assumed to be our ship, the USS *Norton Sound* (AV 11). In your question you stated the standard displacement was 9,000 tons. We feel this is incorrect as the ship never has displaced less than 9,889. This was when she was first launched and did not have any superstructure or gun mounts. The average displacements since that time has been 14,325 tons. We wish this error to be corrected as soon as possible.—A. M. J., MM3; J. H. W., FI; E. M. R., FI, all USN.

• This one requires a pretty extensive answer, if you'll bear with us.

In the first place, ALL HANDS should have said light displacement, not standard displacement. The Navy measures combatant ships (BB, CA, CB, CL, CV, CVB, CVL, CVE, DD, DE and SS types, and DM, DMS, AG, APD and AVD types that have been converted from combatant types) in standard displacement. All other naval vessels are measured in terms of light displacement.

Light displacement is the displacement of the vessel complete, ready for service in every respect, but without ammunition, stores, fresh water, fuel or reserve feed water on board, no water in boilers or machinery, personnel and their effects not aboard, and no water in trimming tanks or double bottom.

Standard displacement adds to light displacement the crew and their effects, ammunition, stores and fresh water for the crew.

Now, let's get down to seaplane tenders.

USS *Currituck* (AV 7), *Norton Sound* (AV 11), *Pine Island* (AV 12) and *Salis-*



USS RESCUE—Red crosses on stack and side, green stripe identify her as hospital ship.

bury Sound (AV 13) are sisters. Our photo was of *Currituck*.

Light displacement of these vessels, in the order named, is 9,028, 9,021, 9,021 and 9,040. (This includes the superstructure and gun mounts mentioned in your letter.)

Trial displacement of *Currituck* and *Norton Sound* was 14,000 tons. Trial displacement is the average displacement of the ship during standardization trials, including fuel and water.

Full load displacement of *Currituck* and *Norton Sound* is estimated at 15,092 tons. This estimated displacement includes emergency allowances of fuel and water.

Because displacement figures vary so greatly depending upon fuel and water aboard, ALL HANDS generally uses standard or light displacement tonnages in describing ships.—Ed.

Court Martial Proceedings

SIR: Is it directed or permissible to keep a copy of court martials on file in individual commands?—J. A. T., Y2, USN.

• Commands are not directed to retain court martial proceedings, but may do so if they wish. Generally, the directives regarding such proceedings require that they will not be accessible to persons not concerned with them. They should be protected to the extent that, should the original proceedings be lost en route from the convening authority to the Judge Advocate General, duplicate proceedings can be prepared. Since court martials frequently cut across command levels—convening authority might be a division commander, the court might be composed of personnel from various ships of the division, accused and witnesses might be various ships and commands—it has not been considered necessary to direct that commands should have any specific responsibility devolves upon the convening authority and the court itself.—Ed.

School Discontinued

SIR: Is the Navy still giving instruction at the electro-hydraulic repair school for machinists' mates at Washington, D. C.?—H. L. T., CMM, USN.

• No, the course at the electro-hydraulic school has been discontinued.—Ed.

About Hospital Ships

SIR: How are the names given hospital ships (AHs) chosen? I served aboard USS *Rescue* (AH 18) for a short time during the war and would like to see a picture of her in ALL HANDS. How about it?—J. J., PHM1, USN.

• Hospital ships are always given peaceful names, such as USS *Solace*, *Hope*, *Comfort*, *Mercy*, *Haven*, *Consolation* and *Sanctuary*. They are painted white with red crosses on stack and sides and a large green band around the hull. They travel alone and are brightly lit at night. Here's your picture of USS *Rescue*.—Ed.

About the Cabot

SIR: I heard some time ago that USS *Cabot* (CVL 28) had been awarded the Presidential Unit Citation along with 12 other carriers in June 1946. Is this right? W.D.R., ex-CWT, USN.

• Yes, USS *Cabot* (CVL 28) was awarded the PUC in June 1946 for action in the Pacific from 29 Jan 1944 to 8 Apr 1945. See ALL HANDS, August 1946, p. 54, for a complete story on the award.—Ed.

AA Cruisers

SIR: In ALL HANDS, February 1947, p. 34, you stated that USS *Fresno* (CL 121) was the latest of the antiaircraft cruisers. (1) Does this mean that she is of the 6,000-ton *Atlanta* class? (2) Is the new USS *Atlanta* of this class? (3) What are the hull numbers of USS *Tallahassee*, *Portsmouth*, *Buffalo*, *Wilmington*, *Boxer* and *Cowpens*?—R.P.H., ENS., USNR.

• (1) USS *Fresno* is an Oakland class AA cruiser. *Atlanta* class ships carry 16 5-inch 38s in twin mounts. Oakland class ships carry 12. The original AA cruiser, USS *Atlanta* (CL 51), was sunk. (2) The new USS *Atlanta* (CL 104) is a Cleveland. (3) The Navy has no ships bearing the names *Tallahassee* or *Wilmington*. The others you ask about are: USS *Portsmouth* (CL 102), *Buffalo* (BAM 8), *Boxer* (CV 21) and *Cowpens* (CVL 25). *Buffalo* is an AM type built for Great Britain. She is now on the U. S. Navy list.—Ed.

Sea Duty for Advancement

SIR: Referencing Pacific Fleet Letter 24L-47 of 7 Apr 1947. I wonder, does duty served with fleet activities based on shore in CLUSA prior to 1 July 1946, as indicated in paragraph four, subparagraph (a), count as sea duty for rating purposes?—H. V. C., CWT, USN.

• Pacific Fleet Letter 24L applies only to the rotation of duty and assignment of duty of enlisted personnel of the Pacific Fleet. BuPers Circ. Ltr. 101-46 (NDB, 31 Aug 1946) defines sea duty for advancement in rating purposes. Paragraph 3 of enclosure (A) of the BuPers letter states: "Sea duty for purposes of advancement in rating, or change in status to pay grade 1, is defined as follows: (1) Duty in vessels assigned as a part of the organization of the seagoing forces. (2) Duty beyond the continental limits of the United States. (3) Duty with the Fleet Marine Force." For more details, see the BuPers letter.—ED.

Army Service Credit

SIR: If a man served in the Army for one year and has since served 11 years in the Navy with a 4.0 record, does this make him eligible for gold service stripes?—W. S., CWT, USN.

• No. It is considered that eligibility for wearing ordinary (red) service stripes and eligibility for wearing gold service stripes are separate and distinct from each other. To qualify for wearing red service stripes—a person must simply accumulate a specified amount of service, while to qualify for wearing gold service stripes—he must fulfill the Navy's service requirement and, in addition, meet strict Navy requirements regarding standards of conduct and proficiency in rating. The term, "consecutive active duty," used in the new Uniform Regs when referring to requirements for gold rating badges and service stripes means naval service.—ED.

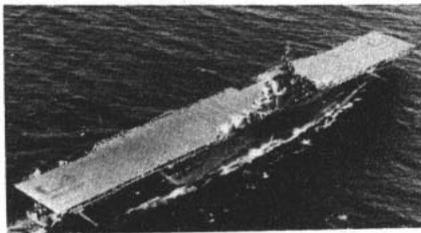
Furlough Without Pay

SIR: Section 191 of Title 34 (Navy), United States Code states in part: "The Secretary of the Navy is authorized to grant furlough without pay to enlisted men for a period covering the unexpired portion of their enlistment." Is this still in effect?—J. W. R., CY, USCG.

• Yes, it is still in effect, but it is not being done at the present time.—ED.

12,135 Miles Non-Stop

SIR: It is recognized that many ships during the war remained under way for long periods of time and steamed many hazardous miles. But, USS *Chipola* (AO 63) claims one of the longest scheduled, port-to-port runs in the history of the Navy. We departed from San Diego 12 June, and arrived at Bahrein, Arabia, 15 July—a non-stop trip of 12,135 miles!—R. L. S., LTJG, USN.



USS BON HOMME RICHARD—First carrier of Essex class, launched 26 Nov 1944.

Ships and Aircraft

SIR: (1) Is there a book comparable to *The Ships and Aircraft of the U. S. Fleet* by James C. Fahey of a later date than 1944? (2) Is there a carrier named *Bon Homme Richard*?—R.P.R., ENS, USNR.

• (1) Yes. There is a victory edition of *The Ships and Aircraft of the U. S. Fleet* by Fahey, copyright date 1945. (2) You bet there is. She's CV 31, and here's her picture.—ED.

Dungarees for Chiefs

SIR: In ALL HANDS, June 1947, p. 29, you answered a question from a chief regarding the blue CPO working shirt. I believe you misinterpreted his query. I think the chief had reference to the blue chambray shirt and dungaree trousers. Some people have expressed the opinion that the dungaree uniform is not for CPOs inasmuch as they are authorized to wear the gray or khaki working uniform. What's the correct answer?—L. T. G., CPHM, USN.

• Art. 11-2, *Uniform Regs, 1941*, as modified 13 July 1946, states that working uniforms are authorized for commissioned and warrant officers, CPOs, cooks and stewards. "Dungarees are authorized for all officers and enlisted men when engaged in work which by reason of its nature would soil their other uniforms."—ED.

Re-enlistment Allowance

SIR: I was re-enlisted 6 Nov 1944 after 3 years, 9 months and 26 days service on a full minority cruise. I received re-enlistment allowances for three years' service. It is my understanding that men discharged and re-enlisted early for the convenience of the Government receive full re-enlistment allowance. In view of that, (1) don't I rate another \$50 for the 9 months and 26 days? (2) If not, can this time be counted at a later date?—R. R. R., RM1, USN.

• (1) No. If your minority enlistment was entirely completed, you rated re-enlistment allowance for only three years' service. You're right when you say that men discharged and re-enlisted early for the convenience of the Government receive full enlistment allowance, but you were not discharged for the convenience of the Government. You were discharged because of expiration of your enlistment. (2) No, not for re-enlistment allowance.—ED.

Service and Awards

SIR: I enlisted in the Navy on 21 June 1945 for a minority cruise, and have a perfect service record so far. What I want to know is, if I still have my good record when my third year of service is completed, will I be eligible for the (1) Good Conduct Medal? (2) Victory Medal? (3) American Theatre ribbon?—J.N.S., ETM2, USN.

• (1) Yes. Upon completion of three years' service, a man may be awarded a Good Conduct Medal if he meets the established requirements, i.e., 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. (2) Yes. The only requirement for this medal is service on active duty in World War II any time between 7 Dec 1941 and 31 Dec 1946. (3) Yes, if you had, between 7 Dec 1941 and 2 Mar 1946, (a) 30 days' service on regularly assigned duty in the American area outside CLUSA; (b) combat in that area; or (3) service within CLUSA for a period of one year, you are eligible to wear the American Area ribbon. For full information on decorations, medals and ribbons, see ALL HANDS, July 1947, p. 27.—ED.

Souvenir Books Published by Ships and Stations

In this section ALL HANDS each month prints 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.

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 *Nashville* (CL 43), USS *Columbia* (CL 56), USS *Montpelier* (CL 57), USS *Cleveland* (CL 55). Address: Commander SubGroup 2, Philadelphia Group, Atlantic Reserve Fleet, U. S. Naval Base, Philadelphia 12, Pa. Free.

• USS *Richard P. Leary* (DD 664). Address: Sterling Engraving Co., Rm 806, 1417 4th Ave. Bldg., Seattle, Wash. Price \$5.

• USS *Heywood L. Edwards* (DD 663). Address: Sterling Engraving Co., Rm 806, 1417 4th Ave. Bldg., Seattle, Wash. Price \$5.

• USS *Pennsylvania* (BB 38). Address: Metropolitan Press Printing Co., Third at Vine, Seattle 1, Wash. Price: \$2 (no COD).

• USS *Melvin* (DD 680). Address: Haywood H. Hunt, printer, San Francisco, Calif.

THE WORD

Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **SHORE DUTY** is not a privilege reserved to CPOs or other high-ranking petty officers. But BuPers has seen evidence that some such belief is current in the Fleet.

The Bureau assures all enlisted men that there are billets ashore for all pay grades, and that men may be eligible for shore duty whether they are chiefs or seamen.

Every enlisted man may submit to BuPers that he be placed on the shore duty eligibility list, provided he meets the requirements outlined in BuPers Circ. Ltr. 139-47 (NDB, 31 July). This letter is current Navy doctrine on the subject of shore duty for enlisted persons, and is discussed in full on p. 46.

• **PAY SCALES** are under study by a joint committee of the Joint Army-Navy Personnel Board under direction of Vice Admiral William M. Fichteler, USN, DCNO (Personnel).

It is felt that pay scales, particularly in higher ranks, do not reflect the level of responsibility to which individuals rise in the Navy.

The Army-Navy study, designed for submission to the Secretary of National Defense through the Secretaries of the several services.

The board also is considering the problem of survivors benefit plans, similar to many now in effect in industry. Under such plans it is generally provided that the individual may con-

tribute a stated amount to a fund for his survivors, while the company contributes a similar amount.

One reason behind the pay study is the Navy's desire to reduce the number of resignations of officers from the service. It is felt that a contributing factor in many resignations is the unfavorable comparison between service pay and the pay of some private industries.

Hazardous duty pay also is under study. Recommendations on this subject may be included in the general pay survey.

• **WAVES** have not yet been integrated in the regular Navy, as was contemplated in legislation before Congress, but their present status is not affected by delay in passage of the legislation. About 2,500 Wave officers and enlisted women remain on active duty during fiscal 1948. In addition, approximately 14,000 Waves are members of the Volunteer Reserve.

A combined Wave-Wac-Marine women bill was passed by the Senate but failed to receive action in the last-minute rush of House business. Completion of House hearings and a House vote are expected soon after Congress reconvenes.

Congressman Walter G. Andrews of New York said, in the House before adjournment, "It is my belief that prompt consideration will be given [to the bill] at the next session of the Congress and that a large majority of the Armed Services Committee will express approval thereof."

The combined bill bears the number S. 1641.

• **NAVY NURSES** whose surnames have been changed by marriage or divorce must take steps to have their official records changed.

The following procedure, which affects members of both the Nurse Corps and the Nurse Corps Reserve, was outlined in BuPers Circ. Ltr. 155-47 (NDB, 31 August).

• Nurses affected shall submit an official letter via official channels to the Chief of Naval Personnel requesting change of name on record. A properly executed beneficiary slip

and a copy of the marriage certificate or divorce decree, certified under seal of the clerk of records at the place issued, shall be submitted as enclosures.

• The authorization for change of name in the records will be issued by the Chief of Naval Personnel.

• Changes in the records due to change of name will be made effective as of date approved and entered in the records.

• COs shall, in all cases, see that certified copies of the authorization issued for change of name are furnished the disbursing officer and medical officer in order that station records may be corrected.

The procedure is necessitated by the Army-Navy Nurse Act of 1947 (Public Law 36, 80th Congress), which established members of the Navy Nurse Corps as commissioned officers in the Navy.

WHAT'S IN A NAME

Chaplains

Chaplains were aboard the earliest warships of many nations. In those days they would receive four pence from each seaman every month as their pay. In turn they would give the seamen six pence for learning a psalm.

It is interesting to note that the name "chaplain" was derived from a French source.

It seems that St. Martin shared his cloak with a poor beggar on a cold, windy day at Amiens, France. This cloak was "miraculously pre-

served" and became the sacred banner of the kings of France. The man charged with the safe keeping of the coat was called the chapelain.

It wasn't until the 18th century that chaplains were permitted to live in the wardrooms. Previous to this they would mess in their own cabins, although they frequently dined with the captain.



WAY BACK WHEN

Gun Salutes

Gun salutes go as far back as 1688. Even in those days it meant that saluting ships had respect for one another.

In the old days guns were always kept shotted, for an appreciable time would have to elapse before they could be fired again.

During the reign of Henry VII, to fire a gun twice in an hour was average time. This would put the first ship saluting at a temporary disadvantage. Lesser powers would always salute first, as a sign of respect to the stronger powers. Some ships would lower their sails and dip their colors.

At the time when England was "mistress of the seas" it was customary for kings of other powers to salute the English flag on the high seas.

Gun salutes have always been fired in odd numbers, in the old days when a ship fired an even numbered salute it meant that its captain or master had died on the voyage.



LAST LOOK at San Francisco shoreline marine USS Sea Dog (above) as ship sails. (left: Army cadet, Marines operate radio in field. Center left: Wives of CDR Turner F. Marion E. Carl, USMC, admire medals on chest of new world's speed records in jet-powered plane. Right: Navy team displays National Servicemen's Cup. Far right: Air Reservists board plane for first postwar flight.)



TODAY'S NAVY

SURVEYS BY NAVY PLANES MAY HELP PREDICT VOLCANOES, TIDAL WAVES

Research Project

Airborne surveys recently made by scientists in Navy planes flying over the Aleutians, the Marshalls and the Hawaiian Islands may help predict volcanic eruptions and other crustal movements which cause the formation of new islands and other hazards to sea and air navigation.

The surveys are made with an airborne magnetometer, a device developed during the war to record variations in the earth's magnetic field.

Volcanic processes also might cause ash and dust clouds affecting aerial flights and lava flows which might block harbor entrances.

The surveys, first of a series of air borne magnetometer studies being undertaken as a part of a research project sponsored by the office of Naval Research, were conducted by personnel from the U. S. Geological Survey and the Bureau of Aeronautics.

Navy scientists point out the survey will test the magnetometer's value in outlining large bodies of hot or molten rock near the earth's surface.

Special equipment was installed in the plane, a Navy PBY-5A, at the Naval Aircraft Modification Unit in Johnsville, Pa., which also furnished the crew.

The scientists commenced their survey of the Aleutians in August and then proceeded to the Hawaiian

Islands, where nearly 3,000 miles were traversed while making the recordings.

The survey of the Marshalls included Bikini Atoll, where approximately 1,500 miles were flown during the tests. In September, the party returned to the United States to study and interpret the scientific recordings. If the tests are determined to have been successful, the airborne magnetometer will provide direct evidence of volcanic potentialities.

Scientists hope the Aleutian survey will provide data on the origin of destructive tidal waves originating in the Aleutian trough.

At Bikini, the geologists hope to obtain information to supplement seismic refraction data obtained last summer.

An important check on the first surveys will be obtained from the Hawaiian tests, inasmuch as more is already known about the volcanoes there than about any of the other volcanoes of the world.

Other applications of the airborne magnetometer are expected to become apparent as the results of the first three surveys are evaluated.

Fleet Reserve Convention

Dallas, Tex., will be the site of next year's National U. S. Navy Fleet Reserve convention, it was announced from Seattle, Wash., seat of the 1947 get-together.



is taken by sailors on board sub-hoves off on training cruise. Upper on beach during Operation Camid Caldwell, Jr., USN, (left) and Maj. awarded their husbands for setting d Navy plane. Lower left: Winning hen's Skeet trophy. Below: Marine ar maneuvers at Cherry Point, N. C.



LAST NOVEMBER



Navy Constitution built to carry 168 passengers 5,000 miles at 300 mph, given flight test. Plans made for third Antarctic expedition.

Reorganization of operating forces announced, abolishing 3d and 4th Fleets.

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SUN	MON	TUE	WED	THU	FRI	SAT
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LATEST GCA equipment instantly identifies aircraft and determines altitude of each plane in approach pattern. Device is being tested at NAS, Quonset Point.

Officer Billets Open

Regular Navy line officers ranking from lieutenant through commander may apply for duty in Material Division inspection offices in several large industrial cities of the United States, in accordance with NavAct 18-47 (NDB, 31 August).

The approximately 30 officers selected will be indoctrinated during a 10-week course at Alameda, Calif.

Following indoctrination, part of the group will be assigned to vacancies in some of the 11 cities where offices are located for supervising inspectors of naval material. These cities are Seattle, San Francisco, Los Angeles, Houston, Chicago, Cleveland, Pittsburgh, Philadelphia, New York City, Boston and Atlanta.

Duties of the assignments will include inspection, administration, industrial security and material planning schedule and control.

Applications should be forwarded by dispatch to the Chief of Naval Personnel, attention Pers 331M, with a statement by the commanding officer indicating eligibility for reassignment.

Atomic Engineering Course

A number of naval aviators who show particular aptitude for atomic and nuclear engineering will be chosen to undertake the ordnance engineering (special physics) post-graduate training course. These officers will be chosen from among aviators ordered to pursue the ordnance engineering (aviation) curricu-

lum, after the completion of their first term at postgraduate school.

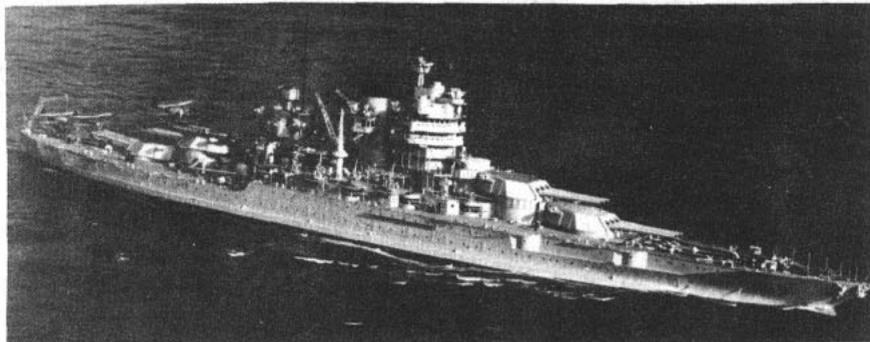
Aviators desiring to specialize in atomic engineering and who can meet the requirements as outlined in BuPers Circular Letter No. 107-47, should submit their applications.

U. S. Sells Five Ships

Five naval vessels, including one patrol frigate, two ocean tugs, and two minesweepers, were turned over to the Peruvian Navy by the United States for \$275,187.

Along with the fleet units, the South American republic also purchased 21 torpedoes and 15 torpedo heads for maneuvers, and four land tanks.

Thirty-five officers and 263 men of the Peruvian Navy were carried on board the war transport *Callao* from Lima, Peru, to the United States to take over the vessels.



STRIPPED by the Navy, the 30,000-ton battleship USS *New Mexico* will be put on the auction block for sale to the highest bidder, ending 29 years service.

Improved GCA

Improved GCA (ground controlled approach) installations are going in at naval air stations to further reduce the hazards of bad-weather flying. Long delays in landing prevalent during bad weather, when planes are "stacked" at different altitudes above the airport awaiting clearance, will be largely eliminated by the new GCA system.

Construction on the latest GCA installation at NAS Quonset Point, R. I., has been completed and it is ready for operation.

The new system combines the advantage of already-proved GCA installations with two new devices which permit instant identification of aircraft in the approach pattern and determine the altitude of each plane.

Search and height-finding antennas have been raised on 67-foot steel towers to help eliminate interference caused by nearby obstacles on the ground. Radar circuits have been improved and operators get a better, more precise visual presentation of the 30-mile sky space around the airfield.

A big advantage in the Quonset installation is centralization of instruments and functions in the airport control tower. Information received by instruments is fed to a central control room located directly beneath the visual control room.

One of the two new devices is a separate VHF radio identification indicator which flashes on a compass rose the bearing of any plane communicating with the tower on voice radio. The beam marks the plane's exact position in relation to the airport, eliminating confusion as to which plane on the radar screen is doing the talking.

The other new device is an improved radar height-finding antenna, which shows indications on a scope adjacent to the all-around scope giv-

ing the altitude of any plane in the area.

NAS, Quonset Point, will be the scene of tests to develop new techniques of GCA landing. Planes will be orbited about the field and fed into the landing path at a rapid rate so that the transition from airways to the ground will be accomplished smoothly and with little delay.

Still newer refinements are planned for Navy GCA installations. The project has a high priority on the research list. Of 27 GCA stations planned for Navy use in the U. S., 24 are now in full operations. The Navy has other GCA systems operating abroad.

The final objective is development of an airport traffic control system for use at naval air stations that will permit operation of aircraft under all conditions of weather and visibility.

Steam-Propelled LST

The Navy's new LST 1153, featuring steam propulsion which imparts several more knots in speed over wartime LSTs, was commissioned at the Naval Shipyard in Boston, Mass.

In addition to incorporating a turbine drive, the new vessel features many improvements over the landing craft which saw extensive service in World War II.

LST 1153 measures 382 feet in length, 55 feet longer than previous craft. Two 5-inch 38-caliber guns give the vessel heavier fire power. Crew and troop quarters are larger and tank, truck and cargo capacities are increased. On deck, heavier types of vehicles developed since the war may be carried.

A more shallow draft at the bow will permit beaching more easily and cargo booms are installed to aid in unloading cargo. The vessel carries four small landing craft.

The ship's complement consists of 82 officers and enlisted men.



NAVY GOAT says 'Boy what luck' to Army mule across the field, when team from USS *Houston* lost game to Army's 351st Battalion, 88th Division, Trieste, Italy.

Centralized Boat Repair

Through the operation of three centralized repair shops for the overhaul of small boats and landing craft engines, the Navy is now saving approximately \$500,000 per year in an economical maintenance program.

At repair centers established at the Naval Shipyards in New York, Norfolk and Mare Island, the Navy is overhauling small propulsion engines used in ships' boats, harbor boats and landing crafts at the rate of 5,000 a year.

Under the new system, an engine needing an overhaul is replaced by a reconditioned engine and sent to

the nearest repair center, where it is given a complete overhaul and testing by specially trained mechanics.

Taking a cue from top American industries' production-line methods, the new repair system enables the Navy to reclaim a large number of engines that might otherwise have been declared surplus or scrapped.

Terminal Leave Claims

A check for the full amount of terminal leave payment claims will be issued to discharges upon written request to the U. S. Navy Terminal Leave Disbursing office, Great Lakes, Ill., or to the Terminal Leave Division, Marine Headquarters, Washington, D. C., in accordance with Alnav 182-47 (NDB, 31 August).

The cash settlement will include an amount equivalent to the amount of interest which would have accrued at the end of the month if the settlement had been made by payment in bonds.

The directive was formulated as a result of the passage of Public Law 254 (80th Congress), which states terminal leave bonds may be cashed after 1 Sept 1947. The law also extended to 1 Sept 1948 the deadline for application by veterans for terminal leave pay.

FLEET ADMIRAL KING AWARDED GOLD MEDAL



PRESENTED to Fleet Admiral Ernest J. King by act of Congress for his outstanding leadership during World War II is this specially-cast gold medal, given the admiral "on behalf of a grateful nation."





10,000th STUDENT in 1947 graduates at Fleet Training Center, Guam. H. L. Gibbons, S1, USN, receives diploma from Rear Admiral C. E. Pownall, USN.

N. Y. Residents in Navy

Residents of New York State now in the naval service have been asked by the Division of Servicemen's Voting of New York State to notify that office of their military and residential addresses.

To meet the requirements of New York State for voting by members of the armed forces, the applicant for a war ballot must be:

- 21 years of age.
- Citizen of the United States for 90 days.
- Resident of the State of New York for one year.
- Resident of the county, city or village for four months.
- Resident of the election district for 30 days prior to 4 Nov 1947.

The information should be addressed to the Division for Servicemen's Voting, Department of State, State of New York, 30 Lodge Street, Albany 1, New York.

Young Officers Needed

Commanding officers of naval activities were asked by BuPers to submit the names of officers considered best suited to recruit training duty, in accordance with Circ. Ltr. 142-47 (NDB, 30 August).

The list of specialists in personnel administration would contain the names of officers whose personality, attitude and abilities make them outstanding in matters involving personal relations and leadership.

Officers possessing to a high degree the qualifications required by the

specialty will be earmarked for duty under the administrative control of BuPers. Their careers might include duty at naval training centers, the Naval Academy and the post-graduate course in personnel administration and training.

The selections are to be made from among young officers who have currently about five years or less of commissioned naval service. Officers recommended by commanding officers should express their interest in the plan.

Sail for Australia

The first group of United States veterans and their families have left the United States aboard a passenger liner to begin life "down under" in Australia.

Forty-four families were transported from San Francisco to Melbourne by the Matson liner *Marine Phoenix* as a vanguard in a plan sponsored by the Australian government to augment that country's population.

The Australian Minister of Information and Immigration, said that "Australia would welcome 1,000,000 GIs as permanent settlers to help increase the population from 7,500,000 to 20,000,000."

Reduced Requirements

Nominations of qualified enlisted personnel from forces afloat for shipkeeper duties on board 19 submarines assigned to the Naval Reserve training program may be filled with reduced eligibility requirements if complements cannot be filled in accordance with current directives, a BuPers letter dated 14 Aug 1947 states.

The current eligibility qualifications, as specified in BuPers Circ. Ltr. 139-47 (NDB, 31 July 1947), requires three or four years of continuous sea duty and overseas service, depending on the person's rating and pay grade, and a willingness to extend enlistment to two years beyond the time of transfer.

If petty officer ratings for submarine shipkeeper billets cannot be



'REAL SMOOTH' is the word as SC-1 "Sea Hawk" is catapulted from USS *St. Paul* (CA 73) on a scout and patrol mission during maneuvers in vast Pacific.

5,435 Men Ship Over, 7,176 Enlist in July

More than 12,000 new enlistments and re-enlistments in the Navy were recorded during the month of July as 5,435 men signed over and 7,176 men enlisted for the first time.

In commenting on the fact that the men who re-enlisted comprised almost 50 per cent of the total whose enlistments during the month, Rear Admiral T. L. Sprague, USN, Chief of Naval Personnel stated:

"This represents a gratifying response to the re-enlistment program, which it is hoped will continue to produce the required number of re-enlistments during the year. The recruiting drive is gathering momentum rapidly, and we expect enough men voluntarily to enlist or re-enlist so the Navy will finish the fiscal year with its planned strength."

filled from the shore duty eligibility list in BuPers of personnel with the above qualifications, forces afloat will be asked to nominate qualified personnel meeting the following requirements:

- Length of service until expiration of enlistment reduced to 18 months.

- Continuous sea duty requirements lowered to a minimum of two years, with preference to individuals with the longest periods of sea duty.

Qualified personnel may request submarine shipkeeper duty without waiting for nomination from forces afloat. Requests should be addressed to the Chief of Naval Personnel (attn. Pers 6302) via their commanding officers. Preferences for duty locations may be expressed in the request.

The 10 regular Navy ratings assigned to submarine shipkeeper duties are as follows: GM2, CTM, TM1, CMOMM, MOMM1, MOMM2, EM1 and F1—all one each. Two S1s complete the regular Navy rates.

Only petty officers qualified or previously qualified in submarines may be assigned to the rated personnel billets.

Non-rated enlisted submarine shipkeepers are supplied by the commandants of the naval districts from personnel assigned to him for distribution to activities within the district.

Each of the 19 submarines calls for a maintenance crew of 20 shipkeepers, 10 of which are Naval Re-

servists recalled to active duty and paid under Reserve appropriations. The remaining 10 billets on board each submarine are filled by regular Navy personnel paid under Naval Appropriations "PSNP."

At present, most of the 190 billets for regular Navy personnel are filled. Vacancies, as they occur, will be filled first from the volunteers who have requested the duty and whose names are listed in the shore duty eligibility list in BuPers.

The 19 submarines and their locations are as follows: USS *Seal*, Boston, Mass.; USS *Greenling*, Portsmouth, N. H.; USS *Gato* and USS *Plunger*, Brooklyn, N. Y.; USS *Permit*, Philadelphia, Pa.; USS *Pike*, Baltimore, Md.; USS *Porpoise*, Houston, Tex.; USS *Tarpon*, New Orleans, La.; USS *Tambor*, Milwaukee, Wis.; USS *Tautog*, Detroit, Mich.; USS *Gar*, Cleveland, Ohio; USS *Silversides*, Chicago, Ill.; USS *Sawfish*, San Pedro, Calif.; USS *Steelhead*, San Diego, Calif.; USS *Dentuda*, San Francisco, Calif.; USS *Parche*, Oakland, Calif.; USS *Pargo*, Portland, Ore.; USS *Puffer*, Seattle, Wash.; USS *Drum*, Washington, D. C.

Submarines Maneuver

Maneuvers in Arctic waters and at one time underneath the Arctic ice pack were completed by a U. S. Navy submarine task force.

The ships involved—the submarines *Boarfish*, *Caiman*, *Chub* and *Cabazon* and the tender *Nereus*—were under the command of Rear Admiral A. R. McCann, USN, CoSubPac.

Noble Heads BuOrd

Rear Admiral Alfred G. Noble, USN, has relieved Vice Admiral George F. Hussey, USN, as Chief of the Bureau of Ordnance.

During World War II, Rear Admiral Noble served in a BuOrd position until he was ordered to duty as commanding officer of USS *Phoenix*. He later participated in amphibious force landings while serving as commander of an amphibious group and later as chief of staff and aide



Rear Admiral Noble

to the Commander, Seventh Amphibious Force, Pacific Fleet.

Vice Admiral Hussey, who has served as Chief of the Bureau of Ordnance since 10 Dec 1943, is retiring from the naval service.

QUIZ AWEIGH

How's your naval IQ? If you're on the ball you should get all six of these questions right. Check your answers to see where you stand.

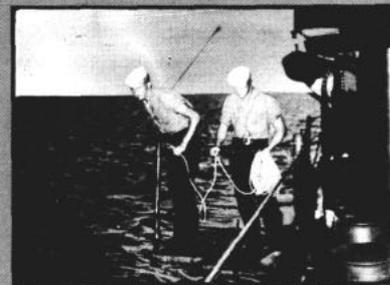
- 6.....On the ball
5.....Excellent
4.....Average
3.....Study more
2.....Kaput



1. This isn't a flying saucer, it's a new type of (a) fighter (b) helicopter (c) bomber.
2. It can make speeds of (a) 100 to 525 (b) 250 to 600 (c) 40 to 425 miles per hour.



3. One of the newer type cruisers, it belongs to the (a) heavy (b) large (c) light class.
4. Its standard displacement is (a) 13,700 (b) 27,000 (c) 7,050 tons.



5. These men are standing (a) in the chains (b) on lead platform (c) on bridge wings.
6. The bottom of the lead is loaded with (a) tallow (b) glue (c) butter.

ANSWERS ON PAGE 61

BOOKS

A UNIQUE HODGEPODGE OF AMERICA'S PEOPLE

Broadwayites—pinwheel fast with a dollar and bright with a tie—rub shinbones with Toro of the Argentine and Hollywood's resourceful Maurice Cassard on the current bookshelf menu being ladled out to Navy libraries afloat and ashore.

Onto the quarterdeck also moves a brisk collection of John O'Hara's diamond-hard *Hellbox* characters, a personality pig named *Dirty Eddie* (with a plush movie contract), a rollicking and heartwarming story of famous and infamous baseball players and teams of long ago.

This month's fiction vein simmers with brittle, sharp-eyed personalities with no illusions, but with a great appetite for life and a deep suspicion of human beings.

Here you'll meet some of your best friends—

• ***The Harder They Fall*** by Budd Schulberg; Random House.

The press agent said: "I never heard of Toro Molina."

"Nobody ever heard of Toro Molina," said Nick Latka the fight manager. "That's where you come in. You are going to make everybody hear of

Toro Molina. You are going to make Toro Molina the biggest thing to hit the fight racket since Firpo came up from the Argentine, or teen or however the hell you say it, and dropped Dempsey into the ringside seats."

So Eddie Lewis the press agent takes Senor Molina (all six-feet-seven and two-eighty-five of him) and builds him into a tissue paper challenger for the heavyweight title held by Buddy Stein.

This, of course, through a few fixed matches made possible by the coin of the realm. Because Toro, the Giant of the Andes, couldn't beat his way out of a cracker box.

This is a brutal disclosure of the fight game, with its politicians and fixers—with its shabby fringe of managers, trainers and hangers-on.

• ***Hellbox*** by John O'Hara; Random House.

Here is a collection of 26 stories of Little People, told with a rich blend of harshness and subtlety by the author of *Appointment in Samarra* and the play *Pal Joey*. The title is drawn from the term to describe a printer's receptacle for broken type.

From Mr. Spring in "Common Sense Should Tell You" to Mrs. Schmidt, a Los Angeles society figure in "Conversation in the Atomic Age," the author moves with his smooth and effortless portrait of the middle social classes.

With a gesture, a long glance, or the tilt of a hat, O'Hara's characters act out life's greatest desires. Some of the stories are only anecdotes; others are novels compressed into a few pages. All are concerned with a variety of scenes and a great variety of desires and wants.

• ***The Big Drag*** by Mel Heimer; Whittlesey House.

Once upon a time, there was a street called Broadway.

People . . . a thousand of them to a block . . . shuffle, shuffle, shuffle. Scrape, scrape, scrape. Drunk, sober, sad, glad, giggling, tearful—pouring out of subways, taxis, busses.

"Hello, baby, how about a coke?" . . . NO MINIMUM, NO COVER . . . dance palaces . . . the lure of something for nothing . . . Broadway.

Heimer, author of *The World Ends at Hoboken*, paints a lively tongue-in-the-cheek picture of the big city's

main stem: stretching and yawning and screaming and howling and pitching rocks and dancing in rage, winding itself up and exploding with a bang, finger-snapping and signs, signs, signs, signs. . . .

He sees the Big Drag as a beautiful woman with scars . . . who, by six, slips wearily into her gown of sequins. Now you can't take it from her; the old girl's feet may hurt and she may have circles under her eyes and ugly scars under her ears where the face was lifted—but in the dark night under the lights she is beautiful. Give the old girl a cocktail and watch the life course into her.

Here is a hammer-hard portrait of the movie houses, shirt shops and orange-juice stands along the big stem . . . and the people, people, people.

• ***Dirty Eddie*** by Ludwig Bemelmans; The Viking Press.

This is a story written by Bemelmans to remind himself of his days spent in Hollywood as a writer under contract to a major studio.

Dirty Eddie is a pig, of the four-footed variety, who comes into his own while making the film *Will You Marry Me?* Eddie is guaranteed star billing, a seven-year contract with yearly increases and no layoff, a percentage of the gross and the right to choose his own stories—but Eddie is the least of the characters in this novel of Hollywood employment.

There is Maurice Cassard, a \$3000-a-week writer; the producer, Vanya Vashvily, and the production head, Moses Fable—"the thin veins of his massive cheeks were like the engraving on gilt-edged securities."

Dirty Eddie is light raillery and gentle satire, effectively picturing a strange state of perpetual excitement on the celluloid circuit.

• ***Baseball*** by Robert Smith; Simon and Schuster.

A bat, a ball, and a glove . . .

Here is a colorful treatment of the manner in which the game began in this country, and a partial account of its place in the life of the nation for 100 years. It brings to life some of the great games and revives some of professional baseball's bygone heroes.

It brings up some of the game's mysteries: What kept Babe Ruth from being a manager? What spirit made the kindly Brooklyn priest burst out venomously, "I hate the Giants!" What made Baltimore baseball in the 1890s double-distilled with excitement?

. . . A roster of fabulous names who made the game a national pastime.



PEOPLE and signs, signs and people make life what it is on Broadway, colorful subject of *The Big Drag*.

Leather Pushers

Leather pushers from the light cruiser USS *Huntington* won a 4 to 2 victory over USS *Fargo* boxers in a smoker held while the two ships were in Salerno Bay, Italy.

Of the 10 scheduled fights, three TKOs were scored, four decisions, two draws, and one bout was stopped by the referee because of a foul.

Quantico Devildogs Win

The Quantico Marine base Devildogs blasted their way past the first stage of the All-Navy baseball tournament by grabbing the Group I Elimination tournament in Philadelphia.

The Marine outfit opened the tourney with a resounding 14-6 shellacking of USS *Portsmouth*, then came back on a repeat performance to duplicate the score against the Parris Island training station squad in the semi-finals.

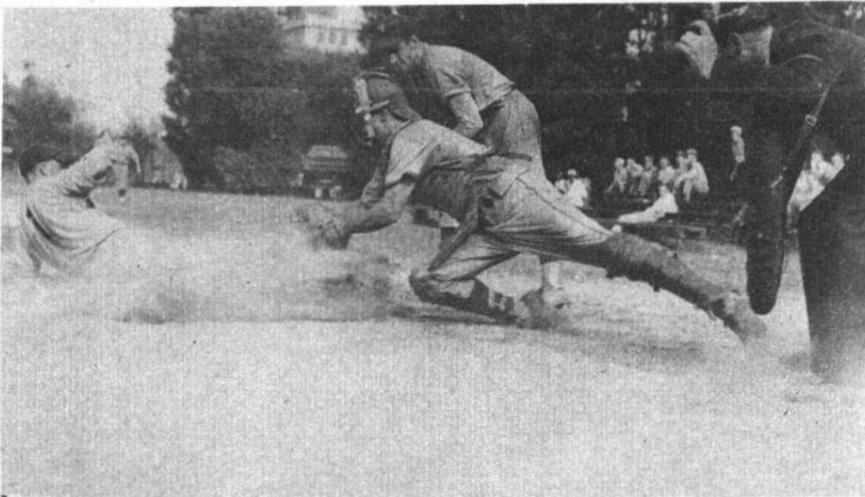
In the final play-offs, they copped a free-hitting 17-11 nod from the Naval Station, Annapolis club, and then put on the clincher with a 6-5 win over the NavSta crew for the two-out-of-three win and the Group I crown.

Tough Competition

From Gibraltar to Iraq they remember the men of USS *Harlan R. Dickson*.

At nearly every stop on its Mediterranean tour of duty, the destroyer matched its swimming, baseball, boxing and basketball teams with whatever opposition was around.

In Basra, Iraq, the basketball team lined up against Indian Army opposition. The score was 8 to 7 for the *Dickson* men, in a game played ac-



STEALING home plate under Quantico catcher Samis is C. Vanmeter of Annapolis NavSta, but Marines won game and Group I championship, 6-5.

ording to Indian regulations.

Against British Army and Royal Air Force swimming teams in Basra, the Americans walked away with three cups, numerous medals and the match. Participants from the 7th Sikh Regiment of the Indian Army gave the British a hand but the day was already lost.

In Trieste and Pola, numerous baseball games were played with various U. S. Navy and Army teams. In Aden on the return from Persian waters, four teams each from the *Dickson* and USS *Hyman* staged the "Softball Championship of the Persian Gulf"—their name for it—in which *Dickson* teams won three out of four games.

When the destroyer stopped at Naples, Italy, the basketball squad walked away with victories in two out

of three contests with other U. S. Navy opponents.

The men of the *Dickson* still talk about their DesRon 12 softball championship but they seldom mention the disaster at San Remo, Italy.

A local club of Italian amateurs there was engaged for eight boxing matches. By the end of the last fight, the *Dickson* card showed five losers.

So after all, foreigners were heard to say, it really wasn't the U. S. Olympic team.

Big League Bound

Joseph Polaha, S1, USN, is one of the few baseball players who feels his time in the armed forces was anything but detrimental to his chosen career.

The 19-year-old seaman leaves the Navy in November, and next March he begins his baseball career with the St. Louis Browns, which he signed up for in 1945 upon graduation from Allentown, Pa., high school.

In the meantime, Polaha has put on more weight and two inches in height during his Navy enlistment. He's more mature and physically fit for an arduous baseball debut.

His main assets as a pitcher are a fast-breaking curve and a deceptive change of pace.

He recognizes the fact that he still needs more control—in one game he hit two batters in addition to walking five. But he also struck out 11 and knocked the opponents out of the race for the Washington, D. C., championship race. In that contest, Polaha was on loan to a non-service aggregation.

His 19 years, Polaha feels, are just about the right age to begin a professional baseball career.

CHIEF WINS TOURNEY WITH BORROWED GUN

Using a borrowed pistol, John Allen Young, CTC, USN, of USS *Iowa* (BB 61) outshot 400 competitors to win the National Individual Pistol Championship tournament held at Camp Perry, Ohio.

Young scored 279 points out of a possible 300 to win the title hands down over top marksmen from police, civilian and service teams, and thereby became the first Navy man to turn the trick since Admiral W. A. Lee, USN, took the title as a midshipman.

Young left his ship to reach Camp Perry just two days before the big event. Borrowing a .45 weapon from C. J. Tappa, CSPA, USNR, who was also a contestant, the Navy man wound up three points ahead.

Number one service team in the tourney was the San Diego area Marines, who finished third in the entire tourney composed of 55 teams. Top Navy team was the PRNC outfit which wound up in ninth place. Members of the PRNC team were, Lieutenant Commander W. W. Ellison, USN, Lieutenant (jg) H. D. Trettin, USN, Chief Machinist O. Pinion, USN, and E. L. Dunn, S1, USN.

One leg on the Distinguished Marksman Medal was earned by Lieutenant W. L. Constant, USN, of the 12th Naval District, J. Lucas, ACMM, USN, NAS, Pensacola; Pinion and Young. Three legs are required for the designation of Distinguished Pistol Shot, the highest honor a marksman may attain.

THE BULLETIN BOARD

Crews of U. S. Navy Ships Welcomed by Australians In First Postwar Visit

Australia hailed the visit of 14 U. S. Navy vessels, first such goodwill tour since long before the war, with an enthusiastic welcome. Melbourne and Sydney newspapers printed scores of stories under large headlines while the ships were in, a display resembling the welcome the U. S. press gave when the Fleet returned from Tokyo after World War II.

One anxious editorial writer in Melbourne said:

"I'm happy to report that Rumor is false when she says that U. S. warships coming to Australia will give Melbourne a miss."

And from then until the ships arrived the Melbourne papers were full of plans for the welcome.

Ships visiting Melbourne included *USS Duluth* (CL 87), *Atlanta* (CL 104), *Laffey* (DD 724) and *Ingraham* (DD 694). Ships visiting Sydney at about the same time were *USS Shangri La* (CV 38), *Antietam* (CV 36), *C'Brien* (DD 725), *Walke* (DD 723), *Lowry* (DD 770), *Sumner* (DD 692), *Moale* (DD 693), *Huntington* (DD 781), *Mattaponi* (AO 41) and *Chickamauga* (AO 54).

Melbourne and Sydney turned out a royal welcome for the visitors. Invitations flooded the offices of U. S. officials; dinners and dances were held to the length of the visit allowed.

Pleasure trips by rail to scenic points were arranged by Australian officials; dinners and dances were held; free tickets were provided for shows, football, races and other sports; U. S. teams met Australians in baseball; and there were carnivals and parades.

In return, receptions and dances were held aboard the larger U. S. ships, and open houses found thousands of Australians crowding the docks for visits on board the vessels.

No Rental Allowance For Time in Hospital

Officers without dependents who are detached from their ship or station and ordered to a hospital for treatment, are not entitled to rental allowances for time served as a patient in the hospital, it was announced by Alnav 177-47 (NDB, 31 August).

An officer authorized as an out-



"You're saluting the uniform, aren't you, dear?"

patient, however, may be paid rental allowance for hospital time, provided the medical-officer-in-charge of the hospital furnishes a certificate of non-assignment of quarters showing the officer is "authorized to subsist as outpatient."

Surplus PTs Available For \$2,000; Prices Cut

For the man who has the money, a PT boat is available for \$2,000.

Prices on 300 surplus vessels took drastic cuts, ranging from a reduction of \$25,000 for the price of a coastal tanker to \$2,000 for PT boats.

There were twelve PT craft listed for the 50 per cent cut from the former price of \$4,000. The 12 tankers were reduced from \$100,000 to \$75,000.

Other vessels listed at a lower price were: 27 aircraft rescue boats (Ps), reduced from \$8,000 to \$5,000; 24 subchasers (SCs), reduced from \$10,000 to \$7,000; 20 coastal transports (APCs), 37 ocean-going tugs (ATRs) and 66 mine sweepers (YMSs |PCSs|) all reduced from \$15,000 to \$10,000; 71 patrol craft (PCs), from \$26,000 to \$20,000 each.

Further information concerning the vessels, their locations and purchasing procedures may be obtained from the Small Sales Division, U. S. Maritime Commission, Department of Commerce Building, Washington 25, D. C.

Medical Service Corps Established; Consists of Ensigns to Captains

The Navy has been provided by Congress with a new corps of officers.

It is the Medical Service Corps, established by Public Law 337 (80th Congress). The new corps consists of officers in the grades of ensign to captain, inclusive, with an authorized strength of 20 per cent of that permitted by law for the Medical Corps.

Established in the Medical Department of the Navy, the corps will be composed of the Pharmacy, Supply and Administration Section, the Medical Allied Sciences Section, the Optometry Section, and such other sections as may be considered necessary by SecNav.

Officers of the Medical Service Corps will be staff officers, subject to all provisions of law now existing or hereafter enacted relating to the advancement in rank and retirement of officers of the Medical Corps of the Navy, with the exception of the provisions relating to the composition of selection boards for staff officers. Boards for selection of officers of the new corps for recommendation for advancement in rank will be composed of not less than six nor more than nine officers of the Medical Corps, not below the rank of captain. However, this procedure is subject to

Cornerstone Is Laid For New Naval Hospital

The cornerstone of the new U. S. Naval Hospital at Beaufort, S. C., has been laid, and it is expected the 300-bed establishment will be ready for use in about a year.

Ground was first broken for the five-story, red brick, limestone-trimmed structure on 31 July 1946.

Congressmen, other civil dignitaries, and naval officers attended the cornerstone-laying. Rear Admiral C. A. Swanson, MC, USN, Chief of BuMed, placed historical papers dating back to 1863 in the cornerstone. They included the first request that a naval hospital be built in the area.

When the Beaufort hospital is completed, it will be a major unit in the Navy's chain of 20 permanent hospitals, with bed capacity of 9,000.

the following provisions:

- The authorized number of captains on the active list of the Medical Service Corps shall equal 2 per cent of the total number of officers on the active list of the corps at any one time.

- In case there is not a sufficient number of officers of the Medical Corps legally or physically capacitated to serve on such board, officers of the line on the active list, above the rank of commander, shall be detailed to duty on the board to constitute the required minimum membership.

- Commanders in the Medical Service Corps shall not be involuntarily retired by reason of failure of selection for promotion until they shall have completed 30 years of service.

During the period that appointments to the regular Navy may be made under the provisions of Public Law 347 (79th Congress), all appointments to the Medical Service Corps will be made in accordance with the provisions of that law. Otherwise, appointments in the new corps will be in the grade of ensign from those persons serving as commissioned warrant or warrant officers of the Hospital Corps of the regular Navy, and from civilians who possess the qualifications prescribed by SecNav.

The new public law also makes certain changes in the statutes pertaining to the Hospital Corps. Among these are the following:

- Hereafter, the authorized strength of the Hospital Corps shall equal 3½ per cent of the authorized enlisted strength of the Navy and MarCorps. SecNav is authorized, in his discretion, to establish such grades and ratings in the Hospital Corps as he may deem necessary in the proper administration of the corps. This is subject to the provision that enlisted men of other ratings in the Navy and in the MarCorps shall be eligible for transfer to the Hospital Corps. This is subject to the provision ratings in the Navy and MarCorps.

- SecNav may appoint hereafter as many warrant officers in the Hospital Corps as he may deem necessary from the rating of CPO or PO1 in the Hospital Corps, subject to provisions for moral, physical and professional qualifications. It is further provided that the warrant officers now in the Hospital Corps, or hereafter appointed, shall have the same rank, pay and allowances now or hereafter allowed other warrant officers.

TRIBUTE PAID HOSPITAL CORPSMEN

Editor's note—The following letter to the editor of The Naval Reservist from Captain S. C. Lind, MC, USNR, now a practicing doctor in Cleveland, Ohio, is reprinted here because it is of general interest to all personnel and particularly to medical corps personnel of the regular Navy and the Naval Reserve.)

SIR: Now that the guns of battle are silent, the ships of the auxiliary fleet largely decommissioned, and their crews returned to civilian life, permit an older officer of the medical corps, who at times was regarded as somewhat unreasonable and too exacting, to pay his tribute to the corpsmen, a good many of whom were Reserves, who served with him during four long years of war.

The 'higher-ups' did not regard the training of the thousands of corpsmen as adequate, but it was the best that conditions permitted. War brooked no delay, nor did time allow sufficient indoctrination of doctors transplanted from civilian practice to places in the Navy medical corps. We were more or less green doctors working with more or less green corpsmen.

At one time, wounded were coming aboard in a steady stream—185 in 10 hours and twice this number in the next 12 hours. Both operating rooms were going full speed, and minor injuries were handled in the dressing room.

Will I ever forget the hope, the anxiety, the despair, and the mild reproach with which you corpsmen watched our efforts in trying to save a poor boy with multiple wounds, general peritonitis, a racing pulse, low blood pressure, and a board-like abdomen. All corpsmen were pulling for him. Then—failure.

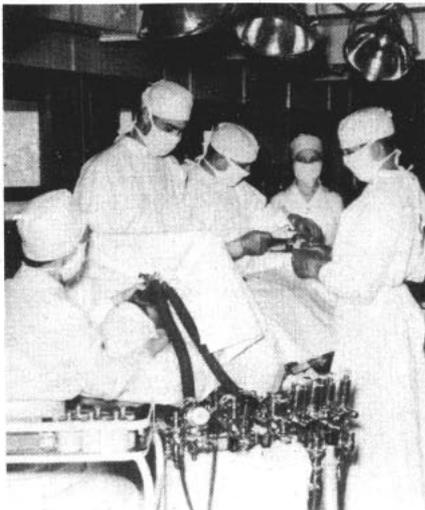
On the other hand, let no one for-

get your joys and satisfaction over the successes.

Yes, you were faithful, cooperative and willing. You didn't need orders; a suggestion that you do this or that was enough. The relationship was not that of officers and men but that of colleagues.

Together, despite our lack of knowledge of Navy regulations, our inexperience with naval medicine, I say we did quite a job.—Captain S. C. Lind, MC, USNR, Cleveland, Ohio.

This spontaneous tribute to the hospital corpsmen of the Navy by Dr. Lind is just one additional expression of admiration for their efficient and heroic work in World War II.—Rear Admiral C. A. Swanson, MC, USN, Surgeon General.



'FAITHFUL and willing. You didn't need orders . . . suggestion was enough. The relationship . . . that of colleagues.'

Reserve Dental Officers To Get Special Training

Reserve dental officers who have returned to civilian life are eligible to apply for two periods of special training at the Naval Dental School, National Naval Medical Center, Bethesda, Md.

The first period, 6 to 18 Oct 1947, will be devoted to the fabrication of the artificial acrylic eye (ocular prosthesis). The technique for this type of prosthesis was developed by the Naval Dental Corps and is much in demand by civilians. This training will prepare the Naval Reserve dentists to do ocular prosthesis on mili-

tary personnel if they are recalled to active duty.

As the capacity of the dental school is limited, only one dental officer from each naval district may apply.

The second period, 27 Oct to 8 Nov 1947, will be used to familiarize Reserve dental officers with the latest progress in naval and Marine Corps dental organizations.

No quotas have been assigned to the 11th, 12th and 13th Naval Districts, due to limitation of travel funds.

The request for either of the assigned periods of training should be forwarded to the Commandant of the naval district in which the Reserve officer maintains his official residence.

Retainer, Retired Pay Provisions Analyzed; Options Shown

A detailed study of retainer and retired pay is presented in a letter from the Chief of Naval Personnel to all enlisted Fleet Reserve and retired men.

The letter is based on provisions of law and a decision of the Comptroller General. It outlines the options under which these men may elect to receive their retainer and retired pay. Al-

though the letter was prepared expressly for those men already in the Fleet Reserve or retired, a résumé is given here for the information of personnel still on active duty.

The Naval Reserve Act of 1938, as amended, was amended further by Public Law 720 (79th Congress) to provide, among other things, an alternate method of computing retainer

and retired pay. The new law requires that members of the Fleet Reserve and retired enlisted men must be granted an option as to the method of computing this pay.

The Comptroller General has held that an election, once made, never can be recalled or changed. A limiting date, 1 Jan 1948, was set for granting the option to men already in the Fleet Reserve or retired. These men were required by the letter to submit election forms to BuSandA by 10 Sept 1947. Men who enter the Fleet Reserve subsequently will be required to make their election to BuPers at the time application for transfer is submitted.

Here are the options under which Fleet Reservists and retired men may elect to receive their pay:

• **Option One**—They may elect to continue in receipt of retainer and retired pay they now are receiving, for example:

Class F-4-C. One-third of the base pay provided for the rating held at the time of initial transfer, plus permanent additions (longevity), plus extraordinary heroism, if applicable.

Class F-4-D. One-half of the base pay provided for the rating held at the time of initial transfer, plus permanent additions (longevity), plus credit for good conduct or extraordinary heroism, if applicable.

Class F-5. One-half of the base pay provided for the rating held at time of initial transfer to the Fleet Reserve. Upon transfer to the Retired List after a total of 30 years active and inactive service, the permanent additions (longevity) are added to the retainer pay.

• **Option Two**—Instead of the above methods of computation, under the provisions of Public Law 720 (79th Congress) they may elect to receive retainer and retired pay computed at the rate of 2½ per cent of the annual base and longevity pay provided for the rate at time of initial transfer to the Fleet Reserve, multiplied by the total number of years of active Federal service. This sum may be further increased by an additional 10 per cent if the individual is credited with extraordinary heroism. For the purpose of Public Law 720, active Federal service is defined as all active service in the Army of the United States, the Navy, the Marine Corps, the Coast Guard, or any component thereof.

In regard to the Comptroller General's decision, one may not elect to

HERE ARE TABLES FOR PAY GRADE ONE

YRS. OF ACTIVE SERVICE	Class F-4-C	
	RETAINER & RET. PAY PUB. LAW 732 (old).	RETAINER & RET. PAY PUB. LAW 720 (new).*
12	\$ 88.00	\$ 59.40
13	88.00	64.35
14	88.00	69.30
15	96.25	77.34
16	96.25	82.50
17	96.25	87.66
18	104.50	96.53
19	104.50	101.89

It will be noted there is no increase in retainer and retired pay under Public Law 720 for less than 19 years of service.

20	104.50	107.25
21	112.75	116.94
22	112.75	122.51
23	112.75	128.08
24	121.00	138.60
25	121.00	144.38
26	121.00	150.15
27	129.25	161.49
28	129.25	167.48
29	129.25	173.46 (1)
30	137.50	185.63 (1)

*Add 10 per cent if credited with extraordinary heroism.

Yrs. of Active Service	Class F-5		
	Retainer Pay Pub. Law 732 (old)	Retired Pay Under Pub. Law 732 (old)	Retainer & Retired Pay Pub. Law 720 (new)*
20	\$82.50	\$132.00	\$107.25
21	82.50	140.25	116.94
22	82.50	140.25	122.51
23	82.50	140.25	128.08
24	82.50	148.50	138.60
25	82.50	148.50	144.38
26	82.50	148.50	150.15
27	82.50	156.75	161.49
28	82.50	156.75	167.48
29	82.50	156.75	173.46 (1)
30	82.50	165.00	185.63 (1)

Attention is invited to the years of service in the above columns and that retirement from Class F-5 is by reason of completion of 30 years' active and inactive service in the Fleet Reserve.

*Add 10 per cent if credited with extraordinary heroism.

YRS. OF ACTIVE SERVICE	Class F-4-D	
	RETAINER & RET. PAY PUB. LAW 732 (old).*	RETAINER & RET. PAY PUB. LAW 720 (new).**
17	\$123.75	\$ 87.66
18	132.00	96.53
19	132.00	101.89
20	132.00	107.25
21	140.25	116.94
22	140.25	122.51
23	140.25	128.08
24	148.50	138.60
25	148.50	144.38

It will be noted that up to and including 25 years' service the benefits under Public Law 720 are less than the benefits under existing retainer pay rates.

26	148.50	150.15
27	156.75	161.49
28	156.75	167.48
29	156.75	173.46 (1)
30	165.00	185.63 (1)

For 26 to 30 years' active service the benefits accruing under Public Law 720 are greater except in the case of those persons having 26 to 28 years' active service inclusive who are entitled to 10 per cent additional for good conduct or extraordinary heroism.

*Add 10 per cent if credited with extraordinary heroism or good conduct.

**Add 10 per cent if credited with extraordinary heroism.

(1) The maximum retainer or retired pay an enlisted man may receive under the provisions of Public Law 720-79th Congress is 75 per cent of the active-duty base and longevity pay being received at the time of transfer. Consequently, if 10 per cent for extraordinary heroism is added to the amounts tabulated above under Public Law 720, the maximum allowable of 75 per cent will be exceeded in cases of men with 29 and 30 years' active service. In such cases only a sufficient part of this 10 per cent credit will be added to bring the total pay up to the allowable 75 per cent maximum. As shown above, this amount is \$185.63.

receive retainer pay as computed in Option Two and upon transfer to the Retired List change to the method given in Option One. Nor may any other combination of options be elected.

The letter gave the following facts for information and assistance:

- A minority enlistment of less than 4 years that counted as a four-year enlistment for the purposes of transferring to the Fleet Reserve may not be counted as four years' "active Federal service" for purposes of computing pay under Option Two. Only "day for day" service can be counted.

- The time between date of actual discharge and the date of expiration of enlistment, when discharged within three months prior to the date of expiration of enlistment, may not be counted as "active Federal service" for the purpose of computing pay as provided in Option Two. Again, only "day for day" service counts.

- Personnel transferred to the Fleet Reserve with *more than* 16 years of naval service for eligibility for transfer, and who have been advanced in rate while performing active duty subsequent to initial transfer, are entitled upon return to an inactive status to retain such advancement and have their retainer pay based upon the pay provided for the higher rate. Also, this pay may be increased by 10 per cent for an award for extraordinary heroism received after recall to active duty, except for men in Class F-5 who elect to have their pay computed under the preceding Public Law 720 method.

- Personnel transferred to the Fleet Reserve in Class F-4-C are not entitled to be reclassified as Class F-4-D although the active service performed subsequent to initial transfer when added to the service credit at time of transfer is sufficient to total 20 years or more.

- Individuals who were not receiving a credit of 10 per cent additional pay for conduct upon initial transfer to the Fleet Reserve may not, solely by reason of subsequent active service, become entitled to such additional credit.

The accompanying tables were prepared for purposes of information only. The pay of a man in pay grade 1 was used. Other pay grades would be proportionately lower. The table illustrates the differences between retainer and retired pay rates under Public Law 732, 75th Congress (1938), and those provided by Public Law 720, 79th Congress (1946).

New Fleet Reserve Class Established; Requires 20 Years' Active Service

Establishment of a new class of the Fleet Reserve was announced by BuPers Circ. Ltr. 130-47 (NDB, 31 July).

The new group, Class F-6, Fleet Reserve, is the result of Public Law 720 (79th Congress), which amended the Naval Reserve Act of 1938. Eligibility requirements for transfer to the new class provide that a regular Navy enlisted man must have:

- Completed 20 years of active Federal service.

- First enlisted in the Navy after 1 July 1925, or re-enlisted in the regular Navy after 1 July 1925, having been out of the regular Navy for more than 3 months.

It should be noted that completion of 20 years' active Federal service is required. This is in accordance with a ruling by the Assistant Comptroller General. Accordingly, only actual "day for day" Federal service may be used in determining eligibility for transfer to Class F-6.

The circular letter pointed out that the Assistant Comptroller General's decision removed, in effect, the authority under which transfers were previously made to Class F-5. The only classes of the Fleet Reserve to which personnel now may be transferred are either F-4-C, F-4-D or F-6, as applicable.

Personnel who would have been eligible previously for transfer to Class F-5 now must complete the requirements for, and be transferred to, Class F-6. The distinction between requirements for transfer to these two classes lies in the wording "20 years' naval service" and "20 years' active Federal service." Under the

Allowance Card Inserts Ready for Requisition

New allowance card insert now may be requisitioned from naval district publications and printing offices.

It was announced in BuPers Circ. Ltr. 129-47 (NDB, 31 July) that because of the increasing demand for the insert, it had been given a standard BuPers form number (NavPers 510) to aid in procurement.

An illustrated outline for setting up and maintaining muster card and allowance cards was explained in a pamphlet previously distributed by BuPers to ships and stations.

"Marines Will Do Utmost To Insure Its Success"

Marines received the following message (Almar 72) from the Commandant, U. S. Marine Corps, as the National Security Act became law:

"The National Security Act coordinating the armed forces of the United States under a Secretary of Defense has been enacted and is now a law of the nation. The effective operation of this legislation and the achievement of its objectives will require the wholehearted support and cooperation of every member of the armed forces. I am confident that marines everywhere will do their utmost to insure its success. A. A. Vandegrift."

decision, men cannot become eligible for transfer to Class F-6 upon completion of the so-called "short 20."

All personnel being transferred to the Fleet Reserve will be granted an election as to the method by which their retainer and retired pay will be computed. (That is, under the old and new laws. For a discussion of these options, see accompanying story on this page.)

The letter stressed the fact that the option provided applies only to the method of computing retainer and retired pay, and not to the class to which transferred. Men will be transferred to Class F-4-C, F-4-D or F-6 in accordance with the service eligibility requirements of these classes, regardless of the pay option chosen.

Until such time as NavPers 630 (Application for transfer to the Fleet Reserve) is revised, the option will be typed on the reverse side of the application form (NavPers 630) over the signature of the individual concerned, and will be worded as follows:

"I elect to receive retainer and retired pay computed as prescribed in accordance with the provisions of _____*."

"I understand that retainer and retired pay must be computed under the same law. I also understand that once this election is made, it may neither be recalled nor changed."

* Insert either "Public Law 732 (75th Congress)" or "Public Law 720 (79th Congress)."

For information regarding computation of pay for the various classes of the Fleet Reserve, see accompanying story on this page.

Photo Interpretation Course Operating; New Class Every 16 Weeks

A course in photographic interpretation began at the Photographic Interpretation Center, Receiving Station, Washington, D. C., 29 August. Announced in Navact 16-47 (NDB, 31 July), a new class will convene every 16 weeks thereafter.

Eligible for the school are regular Navy officers with rank of ensign through lieutenant commander. To meet entrance qualifications the applicant should have college level training, or experience in one of the following fields: architecture, engineering, city planning, cartography, geology, photogrammetry, geography, forestry, soil conservation, mathematics or other allied subjects.

Selected graduates may be given an additional 15-week course in photogrammetry. Specially qualified officers may also be ordered to photogrammetry school without basic course in photographic interpretation. Officers satisfactorily completing the course in photographic interpretation will be eligible for one tour of duty in a photographic interpretation billet, or in a billet having photographic interpretation as collateral duty.

Requests may be submitted via official channels to BuPers (Attn: Pers 4221). Applications should reach BuPers not later than one month prior to convening date.

Subsistence, Quarters, Per Diem Rates Listed

Regulations governing allowances for quarters and subsistence to enlisted men, and per diem allowances to all naval personnel on duty outside CLUSA and in Alaska, have been revised by Executive Order 9871.

The executive order is quoted in BuPers Circ. Ltr. 132-47, and amplified in Alnav 166-47 (both in NDB, 31 July). The Alnav lists the specific determinations for monetary allowances which SecNav was authorized to make under the executive order.

Points covered by the Alnav:

- The general rate for enlisted quarters allowance is continued at \$1.25 per diem.
- The general rate for enlisted subsistence allowance is continued at \$2.25, and \$1.20 where government messing facilities are furnished.
- MAQ is continued, under present conditions of entitlement, for the first three pay grades. The general rate of \$1.25 is applicable for all places not



"Say, I beg your pardon . . . but do you mind moving your hat slightly forward and a little to starboard?"

specifically named in the directive. The MAQ rate for places specifically named in the Alnav will apply only if dependents have established residence in the locality.

- Credit of MAQ must be supported by allotment to the dependent of an amount not less than 30 times the daily MAQ rate.

First Postwar Maneuvers For MarCorps Air Reserve

First postwar maneuvers for Marine Air Reservists were held during August and September after mobilization for the training was completed by fast Marine air transport planes.

Reservists from 24 Marine fighting squadrons, eight Marine ground control intercept squadrons and 21 Marine air detachments, as well as officers and men from the Marine Air Reserve Training Command Headquarters at Glenview, Ill., participated in the maneuvers.

On 15 August, Marine Air Reservists from the eastern half of the U. S. assembled at the MarCorps Air Station, Cherry Point, N. C. Those from the western half assembled at the MarCorps Air Station, El Toro, Calif., on 8 September.

During the 15-day training periods, the MarCorps Air Reservists covered a full schedule of events including latest fighter plane tactics, bombing, rocket firing, and close ground support problems with men from the MarCorps Base, San Diego, Calif., and the MarCorps Base, Camp Lejeune, N. C.

One of the principal phases of the maneuvers was the mobilization effort which demonstrated the rapidity with which the Reservists can be assembled in event of a national emergency.

Naval Personnel to Pay Tax on Service Income Beginning 1 Jan 1949

The income tax liability of naval personnel has been altered considerably by changes in the Internal Revenue Code made by the 80th Congress in its first session.

Foremost among these changes is one imposed by Public Law 384, which provides for the removal, effective 1 Jan 1949, of the income tax exemptions now enjoyed by service personnel.

These exemptions—all pay of personnel below commissioned rank, and up to \$1,500 of the service pay of commissioned officers—may be applied to pay received during the calendar year 1948. After that, however, service personnel will compute their income tax in the same manner as civilians.

Other provisions of P. L. 384 are as follows:

- Pay for military and naval service will be subject to withholding taxes, effective 1 Jan 1949, in the same manner now provided for civilian employees.

- The automatic deferment of income tax payments or returns for personnel absent on sea or foreign service duty is terminated not later than 31 Dec 1947. At present, members of the armed forces who are absent on sea or foreign service on the due date have an automatic deferment until the 15th day of the sixth month following their return to the U. S. Although the law provides that the Commissioner of Internal Revenue may extend the deferred date beyond 31 Dec 1947, personnel have been advised to file federal income tax returns for which they may be liable for all back years not later than 31 December.

Another act, Public Law 367 substantially enlarges the benefits previously given in regard to unpaid federal income tax liabilities of members of the armed forces who died while on active duty during the war period. The new law provides that any member of the armed forces who dies while on active service on or after 7 Dec 1941, and prior to 1 Jan 1948, shall not be subject to federal income taxes for the taxable year in which he dies, or for any prior taxable year (ending on or after 7 Dec 1941). Taxes paid by personnel in this category may be refunded to

executors, administrators or beneficiaries.

Public Law 310 clears up a point in connection with the tax liability of former POWs and internees. Sec. 251, Internal Revenue Code, provided that a citizen of the U. S. was exempt from tax upon income from sources outside the U. S., if at least 80 per cent of his gross income was derived from sources within a possession of the U. S.; and if at least 50 per cent of his gross income was derived from the active conduct of a trade or business within a possession of the U. S. The place where the taxpayer physically performed his services determined the source of his income for such services.

The new law provides that, for the purposes of Sec. 251, citizens of the U. S. serving in a possession of the U. S., either as a member of the armed forces of the U. S. or as an employee when taken as POWs or interned, shall be considered to have been "within a possession of the U. S." during their confinement by the enemy. This will be considered to be true, even though such confinement may have been outside of a "possession of the U. S." The law also provides that any compensation received by such POWs or internees during their imprisonment or internment will be considered as "compensation received outside the U. S." This law is applicable for taxable years beginning after 31 Dec 1941.

Specific income tax questions by naval personnel may be sent to the Professional Assistant's Division, BuSandA, OB-1, Navy Department, Washington 25, D. C.

Reserve Armory Program Nearing Half-Way Mark

The postwar Naval Reserve is making progress with its building program.

Eighty competitive lump sum contracts have been awarded for the 180 proposed quonset buildings to be used as armories throughout the country. When completed these armories will contain such up-to-date training equipment as bridge mockup, radio and radar equipment, machine and carpenter shops, diesel generators, electrical maintenance equipment, gyrompass room and various other naval training installations.

Present armories now used for such training purposes are scheduled for a general overhaul, and 120 mooring sites are being constructed to aid the training of Naval Reservists.

Assignment to General Line School Limited To Officers Transferred to Regular Navy

Line officers who have transferred to the regular Navy from Reserve or temporary officer status in ranks of lieutenant commander and below need not request assignment to the general line school. BuPers Circ. Ltr. 135-47 (NDB, 31 July) announced that such eligible officers will be assigned to the school automatically as they may be made available for the training.

Transferred officers holding the rank of commander who wish the schooling must specifically request it.

General line instruction is not available to line officers classified AEDO and EDO, nor to SDO and LDO officers when they are so designated.

BuPers considers it desirable to provide general line instruction to Naval Academy graduates, but limitations of personnel and funds make

it necessary to limit enrollment to transferred officers for the present.

The U. S. Naval School (General Line) was established at Newport, R. I., after a board appointed by SecNav had recommended that such a school be established to provide a professional education that would put transferred officers on as nearly as possible an equal footing with their Naval Academy contemporaries.

The BuPers letter said: "The general line course of instruction, while a part of the prewar postgraduate educational pattern for naval officers, is of particular importance at this time in order to meet the pressing need to broaden the professional knowledge of a large number of transferred Reserve and temporary officers who, during the war years, served in specialized assignments."

The general line course is intended to provide line officers with sufficient background in naval subjects to permit normal rotation between different types of assignments at sea. It also is of considerable value in providing a foundation of general, basic information required in examinations incident to selection for promotion.

It is planned, as nearly as practicable, that transferred officers will be assigned to general line instruction in time to graduate before they have completed seven years of commissioned service. This will not be possible in all cases, as many transferred officers already have had more than seven years' commissioned service.

Winter Ice Tests Planned By Navy for Jet Fighter

The Phantom, Navy jet fighter plane, will be ice-tested this winter by exposing it to the rigid blasts atop Mount Washington in New Hampshire, highest peak on the east coast.

The primary object of the tests will be to see whether ice will form first on the jet engine or the wings.

The height of this peak is 6,288 feet. It is unique in the United States in that it has vegetation similar to that found in the Arctic regions, plus 150-mile-an-hour winds which produce severe icing conditions.

The plane will be enclosed in a flat top "Butler" building open at both ends during the tests, to form a natural wind tunnel. During non-test periods the building will be enclosed to protect the personnel, for the thermometer sometimes falls to 40 degrees below zero.

Construction of the buildings by Seabees is scheduled to be completed by mid-September, although the actual tests will not start until a much later date.

The Mount Washington cog railroad will carry the plane to the summit on a flat car.

Engineers from the Aircraft Icing Research Laboratory of the Wol-Chamberlain Co., Minneapolis, Minn., and the Aeronautical Engine Laboratory, Naval Air Material Center, Philadelphia, Pa., will conduct the tests.

1,000,000 Applications For GI Loans Approved

Over 1,000,000 applications for GI loans, with a face value exceeding \$5,000,000,000, have been approved by the Veterans Administration.

Of the total amount loaned by the Government, approximately 88 per cent was for homes, 4 per cent for farms, and 8 per cent for business purposes. About one in every 14 eligible veterans has made applications for a loan.

To be eligible, a veteran must have served at least 90 days any time between 16 Sept 1940 and 25 July 1947 and have a discharge other than dishonorable, or a service-incurred disability if he served less than 90 days. Veterans who are eligible may apply for GI loans through 24 July 1957.

Enlisted Personnel Shore Duty Assignments System Outlined

The system under which shore duty assignments are allocated to deserving enlisted persons was described in BuPers Circ. Ltr. 139-47 (NDB, 31 July). The letter cancelled BuPers Circ. Ltr. 249-46.

It was also pointed out that directives pertaining generally to forwarding of requests from enlisted persons for change of duty are still in effect, including: BuPers Circ. Ltrs. 175-42, 50-45, 96-46 and 102-47.

The new circular letter provides that enlisted men who are otherwise eligible currently may submit requests for shore duty only after they have accumulated continuous sea and overseas service as follows:

The provisions of the new letter are discussed under subject headings following:

• Definitions

Shore duty is defined as duty in the allowances of continental U. S. shore activities (including naval districts, river commands, Naval Air Training Command, Naval Airship Training and Experimental Command, the Recruiting Service; bureaus,

boards and offices of the Navy Department and BuPers activities); naval missions and attaches, except China and the Philippines; fleet activities and naval billets in the Fleet Marine Force based on shore in the continental U. S., except for aviation branch ratings attached to shore-based fleet air activities. Although duty in the Atlantic and Pacific Reserve Fleets after inactivation is to be designated as shore duty (BuPers Circ. Ltrs. 248-46 and 79-47), it currently will not be counted as shore duty for the purpose of determining eligibility for shore duty elsewhere.

Overseas shore duty is defined as duty in the allowance of shore activities in the Island of Oahu, Canal Zone, San Juan, Bermuda and Europe.

A normal tour of shore duty is two years. However, shore duty over one year shall be counted as a normal tour if the needs of the Navy require transfer before completion of two full years. The date of commencement of shore duty is the date of reporting at the shore duty activity to which first regularly assigned. The date termination of shore duty is the date on which detached from the shore duty activity.

Duty in the U. S. between sea assignments or overseas assignments classed as sea duty (such as new construction details, organized Seabee units, instruction in service schools, hospitalization, general detail, and duty which would normally be considered shore duty except that it extended over a period of less than one year) shall be considered sea duty for purpose of establishing eligibility for a normal tour of shore duty.

• Computation

Men re-enlisting under broken service do not receive credit for sea duty in prior enlistments for the purpose of establishing eligibility for shore duty or in computing total sea service for precedence on the shore duty eligibility list.

Duty at a base classified as overseas shore duty, and duty in the Atlantic and Pacific Reserve Fleets, will not count as sea and overseas service for establishing eligibility for shore duty, nor will such duty disqualify a man for shore duty within the continental U. S. if he is otherwise eligible.

For example: A man with 10 years' continuous sea and overseas service,

who is attached to Com 15 (Canal Zone), will not accrue additional sea and overseas service while so serving, but he remains eligible for shore duty assignment at such time as his position on the shore duty eligibility list entitles him to it.

Sea or shore duty under temporary officer appointment shall be combined with previous and subsequent enlisted service in determining eligibility for shore duty of former temporary officers who have reverted to enlisted status.

• Requests

Requests are to be submitted in the form indicated in enclosure 1 to the circular letter. The form provides for three choices of shore duty, which may be indicated by naval districts and statements of preferred locality within districts. A naval mission or naval attache may be listed as a choice. Second choices, if indicated, should be in naval district other than the one stated in the first choice.

Submission of request includes statement of willingness to extend enlistment for shore duty when necessary. Orders, when issued, contain a two-year obligated service requirement which must be fulfilled at time of transfer.

Requests submitted in accordance with BuPers Circ. Ltr. 249-46 (which was cancelled by Circ. Ltr. 139-47, as stated above), which have not been acknowledged by BuPers, will be reviewed by BuPers in accordance with these current instructions. Resubmission of request will not be necessary in any case where the CO has been informed that a man's name has been entered on the shore duty eligibility list. Men whose previous requests were not acted upon favorably because they did not then meet current requirements, may resubmit requests under the current directive if they now meet requirements.

• Transfer

BuPers will maintain a shore duty eligibility list and will control transfer of enlisted persons to shore duty in the U. S. (except for fleet activities based on shore in the continental U. S.), and to naval missions and attaches.

It is planned that specific duty assignments will be determined in advance, transfer of men to shore duty. This is to permit men to arrange for transportation of dependents and

New Postgraduate School In California Approved

The Navy, in two bills signed into law by the President, has been authorized to establish a new postgraduate school at Monterey, Calif., and to separate the present postgraduate line school at Annapolis from the Naval Academy.

The first bill, now P. L. 302 (80th Congress), authorizes purchase of the Del Monte Hotel in Monterey for a naval postgraduate school. An appropriation of \$2,500,000 has been granted to acquire the hotel and equip it to accommodate from 500 to 600 line officers. The hotel, formerly a luxury resort, was converted for naval use during the war under a lease.

Public Law 303 (80th Congress) authorizes separation of the Navy's postgraduate school at Annapolis from the Naval Academy, and the appointment of a separate superintendent. The law constitutes enabling legislation for a naval postgraduate school which heretofore has existed only as a division of the Naval Academy, under the general supervision of the Academy superintendent.

household effects, to curtail travel and to reduce expense to the government and to the individual.

Orders normally will be issued two months before the date it may be expected the man will report at the shore assignment. Transfer orders will be issued by BuPers to the command to which the man is attached, at time selection is made from the shore duty eligibility list. Orders will direct transfer to a designated activity.

If, upon receipt of a transfer order the man does not desire the shore duty designated, orders will be considered cancelled. Men not desiring such transfer may not submit a new request for shore duty until one year from the date of non-acceptance or one year from date of re-enlistment or enlistment as extended.

It is the desire of the Chief of Naval Personnel that, insofar as practicable, men will be assigned to shore duty in the locality of their choice.

For more details on the administrative procedures involved in transfers, see the circular letter.

• Hardship

Special preference will be given individual requests for shore duty from persons who meet the shore duty eligibility requirements and whose home conditions may be classed as constituting undue hardship. Requests for special consideration for shore duty must be submitted in the form prescribed in the enclosure to the circular letter, and must be accompanied by substantiating documents which positively establish a condition of unusual hardship.

Men who have hardship cases but who do not meet the shore duty eligibility requirements may submit requests, together with substantiating documents, for assignment to shore duty for a period not to exceed four months. If such men's continued presence ashore is necessary beyond four months for hardship reasons, request may be submitted for a dependency discharge in accordance with Art. D-9108, BuPers Manual.

• Emergency Leave

A transfer to shore duty for hardship reasons should not be requested in cases where emergency leave is obviously more appropriate. BuPers Circ. Ltr. 193-46, as administered for the forces afloat by detailed instructions of the respective fleet commanders, is authority for granting emergency leave. When reasonably

Changes Made in List Of Open, Closed Rates

The list of ratings to which advancements may not be made by commanding officers to fill vacancy in ship or station allowance was revised by Alnav 170-47 (NDB, 31 July). The basic list is contained in Alnav 24-47 (NDB, 31 January).

Alnav 170 deleted MM2 from the list and added AFC2 and AFC3.

The list of ratings to which advancements may not be made, at present) thus reads: PR2, BM2 and COX, GM2 and 3, MN2 and 3, TM2 and 3, SM2 and 3, AOM2 and 3, AOMT2 and 3, TMV2 and 3, SC2 and 3, BKR2 and 3, WT2 and 3, BGM2 and 3, ST2 and 3, CK2 and 3, AFC2 and 3.

The rating situation is under constant analysis by BuPers, and this list is subject to amendment from time to time. Such amendments will be reported in ALL HANDS Magazine.

substantiated, critical illness, destitution or death in immediate family are considered adequate grounds for granting emergency leave.

• General

Total continuous sea duty, including overseas duty, since the last tour of shore duty will be the controlling factor in selecting personnel for transfer to shore duty from the shore duty eligibility list.

Enlisted persons will be carried on only one eligibility list at a time (either recruiting duty, district duty or shore duty administered by a fleet commander).

Naval attache duty requirements are for aviation ratings only and in a very limited number.

Few billets exist in naval missions, and men should make request for these only as an alternate choice unless they have outstanding language qualifications.

Men who have requested shore duty and who, prior to receiving orders, decide they no longer desire a shore assignment, should request removal of their names from the eligibility list.

Overseas shore activities are under the jurisdiction of fleet commanders and requests for such duty should be addressed to them.

Reserve Units Authorized To Maintain Single Fund For Welfare, Recreation

Naval Reserve units have been authorized to maintain recreation funds, to provide for recreation, amusement and welfare, according to Naval Reserve Multiple Address Letter 30-47. Details for administration of the fund were stated, following, in general, procedures issued by SecNav for administration of such funds with the Navy and Marine Corps.

The directive provides also for administration of athletic and other equipment purchased with recreation funds.

Each Naval Reserve unit will keep its non-appropriated income in a single recreation fund, and other funds from similar sources are prohibited except on specific permission of BuPers.

Sources of income, which must be deposited in recreation funds, include profits from canteens, gifts or donations from private individuals, receipts from social functions and athletics admissions, and assessments on members.

The CO is responsible for the general administration of the account, but a commissioned officer must be designated as custodian of the fund and equipment.

A three-officer council audits the account and inventories equipment. An enlisted recreation committee is given access to review the condition of the fund and to make recommendations as to expenditures. Both groups must approve expenditures.

Flight Training Classes Organized Every 2 Weeks

Flight training (HTA) classes for commissioned officers are being organized about every two weeks, it was announced in BuPers Circ. Ltr. 121-47 (NDB, 15 July).

Officers wishing assignment to Circ. Ltr. 87-46 (NDB, Jan-June flight training may determine their eligibility in accordance with BuPers 1946) and submit applications via COs in accordance with Alnav 57-47 (NDB, 28 February), to the Chief of Naval Personnel (Attn: Pers 3116).

Circ. Ltr. 121-47 listed officers who have applied for, and are qualified for flight training, and said they will be ordered to flight training when they can be released from their present assignments by BuPers.

All Current Leave Regulations for Naval Personnel Listed

All current leave regulations, including changes made by the 80th Congress, have been incorporated into one comprehensive, easily-read letter issued jointly by BuPers and BuSanda.

As outlined by the joint letter, dated 25 Aug 1947, current leave regulations are as follows:

Authority

The Armed Forces Leave Act of 1946, as amended, is the authority for leave. Each member of the naval service shall be entitled to leave at the rate of 2½ calendar days for each month of active service. Excluded are periods of AOL, AWOL and confinement as a result of sentence of a deck court, summary court martial or general court martial. Not excluded is time lost due to SKMC and other causes.

Limitations

Each member of the naval service shall be entitled to leave while on active duty (exclusive of periods of active duty of less than 30 days, and of periods of active duty for training purposes only). During such leave he shall be entitled to the same pay and allowances he would receive if not on leave, and to any additional or other allowances authorized or provided by law for persons while on leave. The following limitations apply:

- Leave is earned at the rate of 2½ days a month, excluding periods of AOL, AWOL and confinement as a result of court martial sentence.

- Leave may not accumulate in excess of 60 days after 31 Aug 1946.

- Leave accumulated shall not survive death occurring during active military service. Cash settlements authorized in lieu of leave (which we'll discuss later) may be paid only to living members and living former members of the Navy.

- Personnel shall not be granted, immediately prior to separation, leave which accrued during their period of service when it is known that such separation will be under other than honorable conditions.

Authorized Commands

- Commanders of fleets, forces, detachments or groups, sea frontiers, type commands, and COs of ships are authorized to grant leave pursuant to these instructions to naval personnel under their command, subject to such restrictions as may be im-

posed by higher authority. The SOPA is authorized to grant the same leave, subject to such restrictions as may be imposed by higher authority.

- Commandants, commanders, COs or other officers in administrative command of shore activities are authorized to grant the same leave authorized above, subject to such restrictions as may be imposed by the commandant of the naval district or river command, or higher command.

- Chiefs of bureaus and offices of the Navy Department are authorized to grant the same leave authorized above to officers on duty in the bureau or office. An officer, reporting to the commandant of a naval district or river command for duty, whose reporting senior is the chief of a bureau or office of the Navy Department, will request leave from the commandant after obtaining approval of such leave from his reporting senior; in an emergency, the commandant may grant leave to such officers, in which case he shall inform the reporting senior of the action taken.

Amount of Leave

For officers, current instructions promulgated by administrative commands governing limitations on the amount of leave granted at any one time remain in effect; requests for leave in excess of 30 days shall be forwarded to the Chief of Naval Personnel as before. For enlisted men, COs are authorized to grant all leave to which entitled, subject to such conditions as administrative commanders may prescribe. Requested leave to which entitled should be granted to enlisted men during the following periods when consistent with service requirements and other exigencies (and in addition to leave granted while attached to a ship or station):

- When being transferred from sea duty to shore duty and prior to reporting to shore billet.

- When being transferred from sea duty to a service school and prior to reporting to service school on designated convening date.

- Upon completion of school assignment.

- When ordered to sea duty, not having completed normal tour ashore.

- When in a transient status between sea duty assignments.

A maximum of 10 days leave may be granted to enlisted personnel

ordered to sea upon completion of normal tour of shore duty. Men on shore duty should take leave as accruing during shore duty tour.

Except as limited in the first paragraph of this section, COs may grant to officer and enlisted personnel the amount of leave which is indicated in the "Balance Available" column of the leave record, plus the leave which has been earned since the previous 30 June and the leave which will be earned by the next 30 June. However, not more than 60 days' leave may be granted at one time, except as specifically authorized in these instructions.

Policy

- Day of departure, whatever the hour, is counted as a day of duty; the day of return is a day of leave, except when return is made before the regular hour for forenoon quarters on board ship or for beginning work at shore stations, in which case it shall not be counted as a day of leave.

- Personnel hospitalized while on leave shall not be charged with leave for the period of hospitalization as far as leave accounting is concerned. Personnel must advise their COs when admitted to a hospital, requesting instructions.

- Personnel ordered to temporary duty while on leave will revert to duty status. No charge against leave will be made for the period of such duty. Unless otherwise directed in orders, personnel will revert to leave status upon completion of duty for the unexpired portion of leave.

- Upon permanent change of station, delay to count as leave enroute may be granted, provided the exigencies of the service permit. Where practicable, the orders should indicate the date of reporting to new duty station.

- Enlisted personnel who signify their intention to re-enlist immediately (on board the day following day of discharge) have the following options:

- (1) On date of discharge receive compensation in cash on the basis of the base and longevity pay applicable to such member on the date of discharge and the allowances authorized for such earned leave not exceeding 60 days standing to their credit at time of discharge. The allowances are 70 cents a day subsistence, plus \$1.25 a day for quarters for enlisted personnel in pay grades 1, 1A, 2 and 3 with dependents at

time of discharge. Those selecting this option start the new enlistment with a zero leave credit. After re-enlisting, re-enlistment leave not exceeding 30 days may be granted in advance of accrual. When leave in advance of accrual is taken as re-enlistment leave, additional leave may be granted only under certain conditions (discussed under section entitled Advance Leave).

(2) Carry over the earned leave existing at time of discharge on a continuous service basis. After re-enlisting, leave earned during previous enlistment may be combined with 30 days in advance of accrual to arrive at a maximum of 90 days re-enlistment leave.

Re-enlistment leave is chargeable as leave. Leave in advance of accrual, not exceeding 30 days, may be granted upon re-enlistment. If option (1) is taken, re-enlistment leave not exceeding 30 days may be granted. If option (2) is selected, re-enlistment leave not exceeding 90 days may be granted.

• Advance leave is authorized in the following instances:

(1) For re-enlistment leave as authorized above.

(2) Up to 30 days' leave in advance of accrual may be granted at any time as emergency leave if sufficient potential obligated service remains. Leave in excess of this amount shall not be granted without advance approval of the Chief of Naval Personnel.

(3) Leave may be granted at any time during a fiscal year to the extent of the leave which may be earned during that fiscal year, plus leave credit from prior years, provided leave granted at any one time does not exceed 60 days. (Limitations on the amount of leave which may be granted enlisted personnel on change of duty, discussed earlier, also enter the picture here.)

(4) During the last six months of obligated service, leave in advance of accrual may be granted not to exceed maximum potential leave.

(5) Recruit leave may be in advance of accrual. The amount which may be taken will be announced periodically in separate directives to training stations.

(6) First leave of newly-commissioned officers may be in advance of accrual. The amount will be stipulated by BuPers in the first orders.

• No travel time shall be granted in conjunction with leave except in connection with leave within the U. S. during foreign service. The following conditions apply:

(1) Leave to visit the U. S. shall commence on departing from the port (or aerial port) at which landed in the U. S. for leave destination.

(2) Personnel shall be considered as returned to a duty status upon date of reporting at U. S. port (or U. S. aerial port) of embarkation for return to foreign service.

(3) Travel performed to and from the U. S. and delays at port shall be in a duty status.

(4) No travel expenses shall be allowed in connection with visits to the U. S. for leave.

When leave is granted as delay in travel orders, the time for travel otherwise allowed under the orders may be taken without charge as leave.

• Leave may be taken only as prescribed in these instructions, and then only on a calendar day basis as vacation or absence from duty with pay, as accruing to the extent consistent with service requirements and other exigencies. COs will insure that all persons are afforded the opportunity and encouraged to take leave annually as accruing, in order to preclude making cash settlement for unused leave at time of discharge or release from active duty.

• Re-enlistment leave normally should be taken upon re-enlistment. However, it may be taken later during the period of the enlistment if the individual so elects, but the time of taking such leave then will be at the discretion of the individual's CO. Furlough travel allowance shall be paid in accordance with current instruction when re-enlistment leave is taken.

Computation of Leave

Leave shall be computed for all naval personnel in accordance with the following instructions:

• A leave credit was computed as of 31 Aug 1946 for each member of the naval service on active duty on Sept 1946. The amount of that credit in excess of 60 days was settled for in bonds and or cash. The credit of 0 to 60 days was entered in the leave record. Personnel who entered active duty on or after 1 Sept 1946 had a zero leave credit entered in their leave records at time of reporting for active duty.

• Subsequent to 1 Sept 1946, leave taken and leave credited is accounted for on a fiscal year basis. On 31 June 1947, each individual's leave account was charged with leave taken during the period 1 Sept 1946 to 30 June 1947, and credited with 25 days' leave earned ($10 \times 2\frac{1}{2} = 25$).

less any required deductions for periods of AWOL, AOL and confinement as the result of sentence of a court martial. If the total net leave credit (earned leave) exceeded 60 days, the excess over 60 was dropped. On each subsequent 30 June, a charge is made of leave taken during the fiscal year and a credit made of 30 days' leave earned during the fiscal year, less any required deductions—and always provided that the total does not exceed 60 days. In any case where only a part of the fiscal year is to be considered, the earned leave is prorated at the rate of $2\frac{1}{2}$ days for each month of active service.

• In making the deductions for AWOL, AOL and confinement, the total number of days AWOL, AOL and confined is deducted from the number of months and days active duty during the fiscal year. Example: An individual is AOL 15 days; the 15 days are subtracted from 12 months (if on active duty the entire year), leaving a balance of 11 months, 15 days. The leave earned on 11 months, 15 days is 29 days.

• Enlisted personnel who are discharged, or whose enlistments are terminated, to accept a commission, warrant, or acting appointment as warrant, and enlisted personnel who are appointed temporary commissioned officers or temporary warrant officers shall carry forward into commissioned officer or warrant officer status the earned leave standing to their credit at the time of change in status. Temporary officers reverting from commissioned or warrant officer to enlisted status shall carry the earned leave standing to their credit at time of the reversion into their enlisted status. Personnel who were deprived of their leave credit as a result of accepting a commission or warrant subsequent to 31 Aug 1946, and prior to publication of these instructions, shall have their Officers Leave Record (NavPers 329) adjusted in accordance with these leave regulations. Former officers who reverted to enlisted status are presumed to have taken all leave to which entitled as an officer and may not have their leave records adjusted without prior approval of BuPers in the individual case.

Excess Leave

This section of the joint letter goes into considerable detail in regard to the effect of Public Law 350 (80th Congress) on what is known as "excess leave." This type of leave is defined as that "which is in addi-

tion to the sum of (1) the amount of earned leave, not to exceed 60 days at one time, and (2) the amount of leave which is, or has been, advanced under the provisions for advance leave." The letter brings out the following pertinent points in connection with excess leave:

- Public Law 350 provides that after 31 Aug 1946, members of the armed forces when absent on account of sickness or wounds, or when directed by the Secretary to be absent from duty to await orders pending action on disability retirement proceedings, for any period in excess of the number of days' leave authorized by this act, shall receive the same pay and allowances they would receive if not so absent.

- Except for the preceding paragraph, personnel shall be entitled to no pay and allowances while on excess leave.

- Prior to enactment of the public law, officer personnel were entitled to half pay, or no pay, depending upon the circumstances, while enlisted men were not entitled to pay and allowances while on excess leave. The public law repealed the provisions of half pay for officers, and provides that all personnel shall be entitled to no pay and allowances while on excess leave.

- It is not the Navy's policy to grant leave without pay. Leave without pay, therefore, will be authorized by the Chief of Naval Personnel only in exceptional and urgent circumstances.

Visits to Foreign Countries and Places Outside CLUSA

For leave regulations in this connection, attention was invited to Art. C-6002, BuPers Manual, which contains instructions for all naval personnel.

Leave of Midshipmen

These regulations do not apply to midshipmen at the Naval Academy, or to midshipmen serving elsewhere in the Navy. Leave for midshipmen shall be authorized by other directives. Upon acceptance of commission, the regulations given here apply.

Cash Settlement for Unused Leave

This new leave provision is contained in Public Law 350. Since application of this feature differs with the various classes of naval personnel, the letter lists the instructions for

each of these groups. Allowances for enlisted personnel are 70 cents a day subsistence, plus \$1.25 a day for quarters for those in pay grades 1, 1A, 2 and 3 with dependents at time of release or discharge. These allowances are applicable only in computing the cash settlement. Unused leave settled and compensated for in cash in accordance with these provisions shall not be considered as service for any purpose.

Naval personnel who complete separation processing on or after 30 Sept 1947 will be handled as follows:

- Enlisted personnel being transferred to Fleet Reserve:

- (1) The amount of earned leave shall be computed through date of completion of separation processing. Based upon that figure, which may not exceed 60 days, these men shall be paid a lump-sum amount equal to the product of the leave credit, base and longevity pay applicable on date of completion of separation processing, and the specified allowances.

- (2) Upon completion of separation processing, they shall be paid the cash settlement and active duty pay and allowances through date of completion of separation processing. Release from active duty is the same date as completion of separation processing. Retainer pay begins the following day.

- Fleet Reserve enlisted personnel being released to inactive duty:

- (1) Since reserve personnel are entitled to pay and allowances through date of arrival at place to which entitled to be returned, the amount of earned leave must be computed through that date. Based upon that figure, which may not exceed 60 days, personnel of this category shall be paid a lump-sum amount equal to the product of the leave credit, base and longevity pay applicable to the individual on date preceding date of release from active duty, and the specified allowances.

- (2) Fleet Reservists shall upon date of completion of separation processing be paid the cash settlement, travel allowance to place of entitlement in accordance with current instructions, and active duty pay and allowances to date of completion of separation processing, plus travel time via shortest usually traveled route to place to which entitled to travel allowance, in accordance with current instructions.

- Enlisted personnel being released from active duty and placed on the retired list:

- (1) The amount of earned leave shall be computed through the day immediately prior to date of placement on the retired list. From that credit there shall be subtracted the number of days between date of completion of separation processing and date of placement on the retired list. The product of the figure which remains, which may not exceed 60 days, the base and longevity pay applicable to the individual on the day immediately prior to date of placement on the retired list, and the allowances specified shall be the lump-sum settlement to be paid.

- (2) Upon completion of separation processing, personnel in this group shall be granted retirement leave for the period between date of completion of separation processing

Here's Complete List

The following leave definitions were given in a joint BuPers-BuSandA letter incorporating all current leave regulations (see adjoining analysis):

- **Leave** is the term used to describe authorized vacation or absence from duty, other than liberty.

- **Accrued leave** is the term used to describe unused leave accumulated at the rate of 2½ days per month of active duty, standing to an individual's credit as of the beginning of the fiscal year, and not exceeding 60 days.

- **Earned leave** is the term used to describe the leave potential of an individual as of any given date during the fiscal year. It is determined by the following formula: From the amount of accrued leave, subtract the amount of leave which has been taken, or compensated for in cash, since the beginning of the fiscal year to the given date. To that remainder, add the amount of leave which has been earned since the beginning of the fiscal year to the given date. Earned leave may be in excess of 60 days during the fiscal year, but must be reduced to 60 as of the beginning of the next fiscal year, or upon completion of separation processing.

- **Advance leave** is leave granted in advance of accrual.

- **Excess leave** is leave granted

and date of placement on the retired list. Upon being placed on the retired list, the activity performing the separation processing shall issue a check for the cash settlement, and for active duty pay and allowances to which entitled for the period of retirement leave.

• Retired enlisted personnel being released from active duty:

(1) Since retired personnel are entitled to pay and allowances through date of arrival at place to which entitled to be returned, the amount of earned leave must be computed through that date. Based on that figure, which may not exceed 60 days, retired enlisted personnel shall be paid a lump-sum amount equal to the product of the leave credit, base and longevity pay appli-

cable to the individual on date preceding date of discharge, and the specified allowances.

(2) Upon completion of separation processing, these men shall be paid the cash settlement and active duty pay and allowances through date of completion of separation processing. Release from active duty is effective upon date scheduled to arrive at place of entitlement. Retired pay commences the next day.

• Officer personnel being processed for separation under orders to be absent from duty to await orders pending action on disability retirement proceedings:

(1) The amount of earned leave is not computed at the time of separation processing, since the retirement date for these officers is not yet

specified. Instead of computing earned leave, the orders shall be endorsed to show the leave status (see letter). Upon completion of separation processing, officers shall await orders pending action on disability retirement proceedings. As soon as the retirement date is scheduled, the activity performing the separation will compute the amount of earned leave as of the day before the retirement date and charge the leave record to the maximum extent possible with the number of days awaiting orders. If the awaiting order period is less than the earned leave (which may not exceed 60 days), the product of that difference and the base and longevity pay, and allowances, applicable to the individual on the day immediately prior to date

of Leave Definitions as They Apply to Present Regulations

in addition to the sum of (1) the amount of earned leave (not to exceed 60 days' leave at one time), and (2) the amount of leave which is, or has been, granted under the provisions for advance leave. Excess leave will be granted only by the Chief of Naval Personnel, and then only under exceptional circumstances. When excess leave has been taken without such authorization of the Chief of Naval Personnel, or if so directed by him in his authorization, full pay and allowances of the individual shall be checked. It is the personal responsibility of all personnel to keep themselves informed as to the number of days' leave they have accumulated in order not to take excess leave.

• **Recruit leave** is leave granted upon completion of recruit training, and will be granted in accordance with directives issued from time to time. This leave is chargeable against accrued leave.

• **Re-enlistment leave** is leave granted during the term of the new enlistment and incident to re-enlistment. It shall not be granted in excess of 90 days, and in no case shall more than 30 days advance leave be used in determining the re-enlistment leave which may be granted. No minimum amount of re-enlistment leave is imposed, but the amount must be sufficient to travel to the stated leave address and return. Re-enlistment leave is chargeable as leave.

• **Emergency leave** may be granted upon assurance that an emergency exists and that granting

such leave will contribute to the alleviation of the emergency. Emergency leave may not exceed earned leave plus 30 days of advance leave; nor may it exceed 90 days at one time, except as authorized by the Chief of Naval Personnel. When advance leave has been taken previously and not fully repaid, emergency leave may be granted in such amount that the total leave advanced will not exceed 30 days. Emergency leave shall not be granted beyond that which will accrue prior to expiration of enlistment. Emergency leave is chargeable as leave.

• **Terminal leave** is leave granted immediately prior to discharge or release from active duty, under honorable conditions. As a result of an amendment (Public Law 350, 80th Congress) to the Armed Forces Leave Act of 1946, terminal leave will not be granted; in lieu thereof personnel will be paid in cash at the time of discharge or release from active duty a sum equal to the base pay and longevity, and certain allowances, for the number of days' earned leave not in excess of 60 days as of date of discharge or release from active duty.

• **Retirement leave** is leave granted immediately prior to placement on the retired list. It consists of the number of days between the date of completion of separation processing for retirement and the date placed upon the retired list.

• **Sick and convalescent leaves** are leaves granted while under treat-

ment in a service hospital by the medical officer in command or the Chief of Naval Personnel. Sick and convalescent leaves are considered to be a part of the period of hospitalization, and as such are not chargeable against accrued or earned leave. The leave granted repatriated POWs upon their return to the U. S. is considered to be convalescent leave, regardless of the name such leave was given in the leave authorization. As convalescent leave, this leave is not chargeable against accrued or earned leave.

• **Liberty** is the authority to be away from place of duty and is not chargeable as leave. It may be granted at any time for a period up to 48 hours. A 48-hour period may be extended to 72 hours by the commanding officer if the period includes a holiday which is proclaimed by the President and/or authorized by SecNav. When either the 48 or 72-hour periods expire between the end of regular working hours on one day and the commencement of working hours or the time set for expiration of regular liberty on the next day, these periods may be further extended to such commencement of working hours or expiration of liberty. Liberty shall not be used to extend leave periods. Leave rations shall not be paid to enlisted personnel during liberty. Liberty may be authorized for both officer and enlisted personnel, and if so authorized the period shall be without charge against leave. Refer to Art. 330, U. S. Navy Regs (1920) regarding holidays.

of placement on the retired list shall be paid in a lump-sum.

(2) Officers in this category are entitled to active duty pay and allowances during the entire period of awaiting orders, even if the period of awaiting orders exceeds the amount of earned leave existing on date of release from active duty; such period is not excess leave, and therefore checkage of pay is not involved. Retired pay begins the day the officer is placed on the retired list.

• Officer personnel being processed for separation prior to retirement for reasons other than physical disability:

(1) The amount of earned leave shall be computed through the day immediately prior to date of placement on the retired list. From that credit there shall be subtracted the number of days between date of completion of separation processing and date of placement on the retired list. The product of the remainder, which may not exceed 60 days, base and longevity pay, and allowances, applicable to the person on the day immediately prior to date of placement on the retired list shall be the lump sum payment.

(2) Upon completion of separation processing, these officers shall be granted retirement leave for the period between date of completion of separation processing and date of placement on the retired list. Upon being placed on the retired list, the activity performing the separation shall issue a check for the cash settlement, and for active duty pay and allowances to which entitled for the period of retirement leave.

• Retired officers being released from active duty:

(1) Since retired officer personnel are entitled to pay and allowances to date of arrival at place to which entitled to be returned, the amount of earned leave must be computed through that date. Based upon this figure, which may not exceed 60 days, retired officer personnel shall be paid a lump-sum amount equal to the product of the leave credit, base and longevity pay, and allowances, applicable to the individual on date preceding date of release from active duty.

(2) Upon date of completion of separation processing, they shall be paid the cash settlement, and active duty pay and allowances through date of completion of separation processing. Release from active duty is effective upon date scheduled to arrive at place of entitlement. Retired pay begins the next day.

• U. S. Navy enlisted personnel:

(1) The amount of earned leave shall be computed through date of completion of separation processing, which will also be the date of discharge. Based upon that figure, which may not exceed 60 days, these persons shall be paid a lump-sum amount equal to the product of the leave credit, base and longevity pay applicable on date of completion of separation, and the specified allowances.

(2) U. S. Navy enlisted personnel shall be discharged on the date of completion of separation processing and shall be paid, in addition to the lump-sum settlement, active duty pay and allowances to which entitled through date of discharge, travel allowance in accordance with current instructions, and initial MOP, if entitled, in accordance with current instructions.

• U. S. Naval Reserve (other than Fleet Reserve) enlisted personnel:

(1) Since Reserve personnel are entitled to pay and allowances through date of arrival at place to which entitled to be returned, the amount of earned leave must be computed through that date. Based upon that figure, which may not exceed 60 days, these enlisted men shall be paid a lump-sum amount equal to the product of the leave credit, base and longevity pay applicable on date preceding date of discharge or release from active duty, and the specified allowances.

(2) Reserve enlisted personnel shall upon date of completion of separation processing be paid the cash settlement, travel allowance to place of entitlement in accordance with current instructions, active duty pay and allowances to date of completion of separation processing, plus travel time via usual shortest-traveled route to place to which entitled to travel allowance, and initial MOP, if entitled, in accordance with current instructions.

• U. S. Naval Reserve officer personnel:

(1) Since Reserve personnel are entitled to pay and allowances to date of arrival to place to which entitled to be returned, the amount of earned leave must be computed through that date. Based upon that figure, which may not exceed 60 days, U. S. Naval Reserve officer personnel shall be paid a lump-sum amount equal to the product of the leave credit, base and longevity pay, and allowances, applicable to the indi-

vidual on date preceding date of release from active duty.

(2) Upon date of completion of separation processing, these officers shall be paid the cash settlement, mileage to place of entitlement in accordance with current instructions, active duty pay and allowances to date of completion of separation processing plus time for travel via usually shortest traveled route to reach home of record at time of call to active duty or place from which ordered to active duty, and initial MOP, if entitled.

• U. S. Navy officers (including temporary officers) whose resignations are accepted or who are discharged:

(1) The amount of earned leave shall be computed through date of completion of separation processing. Based on that figure, which may not exceed 60 days, these officers shall be paid a lump-sum amount equal to the product of the leave credit, base and longevity pay, and allowances, applicable on date of completion of separation processing.

(2) These officers shall be paid on date of completion of separation processing the cash settlement, active duty pay and allowances to which entitled through date of completion of separation processing, and initial MOP, if entitled.

The letter emphasizes the following important point in connection with the four groups of personnel which we have just discussed: Personnel who are being released from active duty, or discharged, under other than honorable conditions forfeit all leave standing to their credit at time of release or discharge, and are not entitled to settlement of any kind insofar as leave is concerned.

Personnel in the following categories are not entitled to travel allowance of 5 cents a mile, since travel in connection with release from active duty is travel performed under orders: Fleet Reserve enlisted personnel being released to inactive duty, Retired enlisted personnel being released from active duty, and Naval Reserve (other than Fleet Reserve) enlisted personnel. Reimbursement may be made at 3 cents a mile and \$1 a meal, or TRs and Navy meal tickets may be issued.

The letter also explained how the cash settlement leave provision can be applied to certain personnel who require continued hospitalization and are transferred to a Veterans Administration hospital or center or other government hospital.

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. 175—Concerns affixing of pre-paid postage at fourth class rate to certain articles or packages of official matter exceeding four pounds in weight.

No. 176—Removes, effective 1 Jan 1948, all delegated authority to make awards of certain medals and commendations.

No. 177—Reveals Comptroller General decision concerning non-entitlement of rental allowance for officers without dependents detached

HOW DID IT START

Boatswain's Pipe

One of the oldest and distinctive pieces of nautical equipment is the boatswain's pipe. In the days of antiquity the galley slaves of the Romans and Greeks kept stroke with a pipe or flute. As far back as 1248, the time of the Crusade, men would rush to the attack at its signal.

Eventually the pipe became a badge of honor and high office. Besides being the symbol of high rank, it was used for recognition of high personages.

Piping a man aboard as we now know it, originated at a much later date. During the days of sail, weather permitting, it was customary to hold conferences and dinners aboard the flagship while at sea. At times the weather necessitated the hoisting of visitors aboard in a boatswain's chair. The pipe was used to "hoist away" and "avast heaving."

The hoisting was done by members of the crew, and it is from this practice that a certain number of men tending the sides originated.

Although piping a man aboard is a distinct nautical courtesy, it has been extended to include diplomatic, consular and military officers as well.



No. 178—Outlines provision of Officer Personnel Act of 1947 concerning alignment of rank for officers of Army, Navy and MarCorps (see p. 53).

No. 179—Directs that no applications be submitted for NACP, and deletes reference to this program from BuPers Circ. Ltr. 127-47.

No. 180—Discontinues submission of personnel accounting reports to disestablished fleet records office at San Francisco, Calif.

No. 181—Invites requests for duty with Air Ferry Squadrons One and Two from Reserve officers serving under aviation contracts expiring between 1 Jan and 30 June 1948.

No. 182—Gives information in regard to cashing of terminal leave bonds (see p. 35).

No. 183—Concerns transportation of dependents of naval personnel in utility transport squadrons outside CLUSA.

No. 184—Explains provisions of Public Law 365 (80th Congress) relating to payment of additional \$100 a month to commissioned officers of Medical and Dental Corps.

No. 185—Announces that Army and Navy Catalog of Medical Material will supersede and render obsolete BuMed Section Catalog of Navy Material, effective 1 Oct 1947.

No. 186—Requests officers making application for postgraduate training starting 1948 to refer to BuPers Circ. Ltr. 107-47 for courses available and other pertinent information (see p. 45).

No. 187—Gives eligibility provisions for enlistment of certain former members of regular Navy and USN-I inductees.

No. 188—Announces restrictions on customs free entry of gifts from members of armed forces on duty overseas.

Navacts

No. 17—Amplifies provisions of BuPers Manual regarding payment of \$100 uniform allowance upon first reporting for training duty with pay or after authorized performance of 14 drills.

No. 18—Requests applications from regular line officers, lieutenant through commander, for duty in Material Division inspection offices in large industrial centers of U. S. from ship or station and ordered to a hospital for treatment.

Rank in Armed Forces Clarified by New Law

Under the Officer Personnel Act of 1947, rear admirals (upper half) will take rank with officers of the regular Army and Marine Corps serving in the grade of major general, according to their respective dates of rank in such grades. Rear admirals (lower half) will take rank with brigadier generals of the regular Army and MarCorps, according to their dates of rank, it was announced by Alnav 178-47 (NDB, 31 August).

Report Required on Men Not Fit for Sea Duty

Importance of reports on the physical condition of naval personnel applying for transfer to the Fleet Reserve was emphasized in BuPers Circ. Ltr. 156-47 (NDB, 31 August).

Attention of COs was invited to a joint BuMed-MarCorps-BuPers letter which directs that men physically examined for transfer to Fleet Reserve, and found to have defects or disabilities which would disqualify them for duty at sea, shall be brought before a board of medical survey. A report on form NavMed M must be submitted to the Chief of Naval Personnel via the Chief of Medicine and Surgery.

Similarly, reports must be submitted on form NavMed Y for such enlisted personnel found physically qualified for all duties of their ratings at sea and on shore. Upon receipt of these forms, the Chief of Naval Personnel will physically classify personnel.

Rehabilitation Training For 230,000 Disabled Vets

The Veteran's Administration reports that 230,000 disabled veterans have taken advantage of the Vocational Rehabilitation Act.

Undergoing training in 30 odd occupations, they have taken on-the-job training or are studying in educational institutions.

Although a wide choice in courses is offered, the airplane and automobile mechanics course has proved the most popular.

Two other large groups are taking instruction in engineering and agriculture. Others are studying to be lawyers, managers, auditors, teachers, clerks, accountants and officials of business management.

Radiological Safety Billets, Qualifications Listed

Looking toward the atomic future, BuPers has issued an analysis of billets and qualifications for the Navy's embryo Radiological Safety Program.

The billets—officer and enlisted—are listed as potential, since for some time they are expected to be assigned as collateral duties. However, the study indicates those logical billets which planners believe will develop into full-time assignments.

The analysis, prepared by the Bureau's Billet and Qualifications Research Division, Research Activity, has been issued as a catalog and approved by CNO. In its preface, it recommends that the general features of atomic radiation be included in all officer schools, with specialized instruction in certain officer and enlisted schools. Billets which may develop under BuMed are not listed.

Following are the potential billets, with a brief description of the duties and qualifications for each:

- **Radiological Safety Engineer.**

Lieutenant to commander. Serves as advisor to commandant (or fleet commander) in formulating program for passive defense against weapons involving use of atomic energy. Represents commandant in coordination of activity radiological safety program with programs of Army and civilian authorities to increase effectiveness of overall defense of area. Prepares and directs execution of plans providing for (1) maximum dispersal

Applications Requested For Armed Forces College

Applications are wanted for the Armed Forces Staff College at Norfolk, Va. BuPers Circ. Ltr. 140-47 (NDB, 31 July) announced applications are desired from line and staff officers of the regular Navy. Applications are limited to the rank of captain with date of rank on or after 15 November 1945, and to the rank of commander.

Mission of the course is to train officers of the armed forces in joint operations. The course will be five months in length and will commence 2 Feb 1948. Quarters will be available for the majority of officers and families.

Deadline for applications is 1 Nov 1947. These should be addressed to BuPers (Attn: Pers 4226) and be submitted via official channels.

of forces, installations, material and personnel to minimize effects of atomic weapons, and (2) organization of relief, damage control and decontamination measures. Advises subordinate commands under cognizance of fleet or district commandant on technical problems of radiological safety programs and insures that subordinate commands comply with directives establishing standards of instrumentation and personnel training. Coordinates and directs efforts of activities providing relief and assistance to affected area, in event of hostile action involving use of atomic energy. Evaluates radiological condition of affected area and directs decontamination.

Minimum education and experience:

Three years of graduate training in nuclear physics and radiological warfare, including about nine months' field work; or master's degree in nuclear physics and 12 months of training in radiological warfare and related subjects, including field work.

Naval background: Some administrative duty involving planning and direction of complex programs, such as those concerned with security and defense of a large naval activity. (Desirable: Varied assignments involving familiarity with problems of atomic warfare, responsibility for the coordination of related complex programs, and frequent contacts with responsible representatives of other agencies.)

Civilian background: Administrative experience in planning and directing complex programs such as the promotion of industrial safety in a large manufacturing concern. (Desirable: Responsible experience in field of industrial safety in industries presenting unusually hazardous conditions with respect to fires, explosions, and toxic materials.)

- **Radiological Safety Instructor.**

Lieutenant to commander. Instructs personnel attending naval schools in principles of nuclear physics and electronics applicable to radiological safety programs. May conduct one or more of several types of training courses prepared by BuPers for such specific objectives as (1) indoctrination of command personnel in problems of atomic-warfare defense, and (2) training of operational personnel in methods of damage control, opera-

tions of radioactivity detecting and measuring instruments, and self-protection.

Minimum education and experience:

Three years of graduate training in nuclear physics and radiological warfare, including about nine months' field work; for master's degree in nuclear physics and 12 months of training in radiological warfare and related subjects, including field work. (Desirable: Some training in education, preferably in field of physical sciences.)

Naval background: Some duty involving knowledge of radiological hazards and safety measures. (Desirable: Duty involving responsible participation in program concerned with detection and control of radiological hazards, and some experience in conducting training courses.)

Civilian background: Experience involving application of principles of nuclear physics and electronics in research or education. (Desirable: Considerable experience in conducting courses in nuclear physics or closely related subjects, preferably involving knowledge of radiological hazards and safety measures.)

This billet is considered to be the most highly developed training billet involved in the naval radiological safety program. It is probable that other instructor billets will develop in the near future. Incumbents of these billets will train personnel for duty as radiological safety officer, radiological safety specialist or radiological safety instrument repairman. Qualifications required for satisfactory performance in such instructor billets will be similar to those required of incumbents in the operational billets named, and it is anticipated that personnel will be interchangeable.

- **Radiological Safety Officer.**

Ensign to lieutenant. Assists damage control officer or operations officer in planning and carrying out radiological safety program on board ship or at shore station. Instructs repair party personnel in operation of radioactivity measuring instruments and in use of personnel protective equipment. Prepares radiological safety bill and insures that all personnel are indoctrinated in problems of radiological safety. Correlates reports of monitors in event of exposure of ship or station to radioactivity and

NEARLY 17,000 SELECTED FOR TRANSFER

informs superior of factors which bear on combat effectiveness of ship or station. Initiates and supervises decontamination of affected areas.

Minimum education and experience:

Equivalent of college education with at least one year of college physics, and training in radiological safety measures. (Desirable: Graduation from college with major in physical sciences and courses in nuclear physics and electronics, as well as completion of damage-control training courses.)

Naval background: Some duty in billet involving responsibility for training and supervising groups of personnel. (Desirable: Experience in first lieutenant's department on board ship or in the operations department of a naval shore establishment.)

Civilian background: Some supervisory experience in manufacturing or construction industries. (Desirable: Experience in industrial safety program.)

• Radiological Safety Specialist.

Selected from among following ratings: General service — damage controlman (DC); Emergency service — shipboard damage controlman (DCG), fire fighter (ESF); Present — boatswain's mate (BM), specialist (SPF). Serves as technician in field of radiological safety and assists radiological safety officer in all of his duties. Trains and supervises all monitors. Supervises work of instrument repairmen. Inspects material and personnel frequently to insure that section is in a state of readiness. Directs detecting and decontaminating activities in event of emergency.

Minimum education and experience:

Equivalent of high school education; training in radiological safety measures, and some training in fire fighting, damage control, or rescue work. (Desirable: Thorough training in nature of nuclear explosions and resulting radiological hazards, and decontamination and related techniques.)

Naval background: Some experience in organizing and training naval personnel in damage repair, fire fighting, or first-aid. (Desirable: Familiarity with techniques involved in decontamination and chemical warfare.)

Civilian background: Some experience in such programs as fire prevention and firefighting, first-aid and rescue teams. (Desirable: Considerable experience involving supervisory

As of the end of July nearly 17,000 officers had been selected for transfer to the regular Navy under Public Law 347, 79th Congress.

Henceforth officers selected for transfer to the regular Navy will be notified by individual letter via their commanding officers instead of by alnav, it was announced in Alnav 158-47 (NDB, 15 July). Inactive personnel will be notified via their district commandants. The appointments of active officers will be forwarded via their commanding officer and they will have 10 days subsequent to notification in which to accept.

In the case of inactive officers the original of their appointment will be forwarded to local commandants while a copy will be forwarded to each officer by registered letter. The period for acceptance of the appointment by an inactive officer is 30 days from receipt of copy of appointment.

More time may be granted under extenuating circumstances. In the event an appointee has been trans-

ferred to another command, commanding officers receiving notification of appointment will forward it immediately to the new command. In case of unknown address, correspondence should be returned to BuPers (Attn: Pers 3215) with an explanatory endorsement.

ferred to another command, commanding officers receiving notification of appointment will forward it immediately to the new command. In case of unknown address, correspondence should be returned to BuPers (Attn: Pers 3215) with an explanatory endorsement.

Inactive personnel will be ordered to active duty by local district commandants. Instructions in Alnav 468-46 remain in effect for Presidential appointments to the regular Navy previously promulgated by BuPers circular letters.

The breakdown of officers who had been selected at the end of July:

General Line	4,922
Aviation	4,407
EDO and SDO.....	1,164
Supply	1,799
Medical	453
Dental	255
Civil Engineer	406
Hospital	282
Chaplain	204
CWO and WO.....	3,039

• Radiological Safety Instrument Repairman.

Selected from among following ratings: General service—electronics technician (ET), aviation electronics technician (AT); emergency service—Same as general service; Present—electronics technician's mate (ETM). Calibrates, maintains and repairs electronic instruments designed to detect and measure radioactivity. Ascertains reasons for instrument failure and effects repairs by replacing or repairing damaged tubes or circuits. Tests instrument by plotting signals received from standard source of radiation. May perform similar work on other electronic equipment such as sonar, radar and loran.

Minimum education and experience:

Equivalent of graduation from technical high school; training in naval electronics, including specialized training in repair and maintenance of radioactivity detecting instruments. (Desirable: Completion of advanced naval training courses in theory of electricity, electronics, mathematics and mechanics as applied to naval equipment.)

Naval background: Some experience in the installation, maintenance

and repair of electronic equipment. (Desirable: Familiarity with radioactivity detecting instruments, in addition to experience in construction, assembly, testing and maintenance of electronic equipment.)

Civilian background: Some experience in the installation, maintenance and repair of electronic equipment. (Desirable: Familiarity with radioactivity detecting instruments, in addition to experience in construction, assembly, testing and maintenance of electronic equipment.)

• Radiological Safety Monitor

Operates electronic or mechanical instruments to detect and measure radioactivity, making simple adjustments essential to most effective use of characteristics of each instrument. Informs superior of radiological hazards in vicinity of repair party.

Qualifications:

None specified, since duties of this billet will be assigned as collateral duties to personnel located throughout ship or station, regardless of rating.

In addition to the qualifications and duties listed here, the catalog presents test score requirements, physical demands, personal characteristics, locations and working conditions, billet relationships and procurement sources.

DECORATIONS & CITATIONS

SUPPORT LANDING CRAFT HONORED

USS LCS (L) 118, support landing craft, has been awarded the Navy Unit Commendation for invaluable services while operating in support of radar picket ships during the Okinawa campaign from 1 Apr to 6 June 1945.

When an LST carrying approximately 300 marines together with their combat equipment and stores of several types of explosives, ammunition and gasoline was crashed and set aflame by a Japanese kamikaze plane on 1 April, the support landing craft immediately proceeded to within 50 feet of the abandoned ship, quickly moored alongside the windward quarter and directed all available fire fighting equipment into the heart of the blaze. Within minutes her personnel had boarded the burning

craft and, disregarding the danger of exploding ammunition, worked to bring the flames under control. With the assistance of other boarding parties from other vessels the fires were extinguished and the LST saved for further service.

Fighting off a relentless suicide plane attack on 4 May, she effectively brought her guns to bear and shot down two of the attacking planes and, while still under attack, rescued 114 survivors from a friendly destroyer and an LSM which had been sunk by the planes. She withstood intensive enemy aerial attack on 3 and 6 June, splashing a Japanese plane during each sharp engagement.

Lieutenant Peter F. Gilmore, USNR, Tonopah, Nev., was commanding officer of the vessel at the time.

most exhausted, he dived his plane on the ship, forcing it to abandon the attack.

★ **BAER**, Donald G., CDR, USN, New London, Conn.: As CO of USS *Lapon*, CDR Baer fought his vessel during her sixth war patrol in Japanese-controlled waters in the South China Sea Area from 4 Sept to 31 Oct 1944. CDR Baer conducted a series of three attacks upon heavily escorted enemy shipping convoys, which resulted in the sinking of four enemy ships. Although his submerging was subjected to severe depth-charge attacks, often close to shore, he succeeded in bringing the *Lapon* safe to shore.

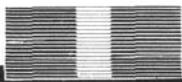
★ **BITTING**, Soule T., LT, USNR, Grand Haven, Mich.: As pilot and division leader in TorpRon 27, attached to USS *Savo Island*, LT Bitting took part in action against major units of the Japanese fleet in the Battle for Leyte Gulf on 25 Oct 1944. By his perfect timing and coordination, he attacked enemy surface units and led his division through intense anti-aircraft fire to score two damaging hits on an enemy cruiser, thereby preventing serious harm to his own forces.

★ **CRAPSER**, Stuart E., LTJG, USNR, Springfield, Mass.: As pilot in BomRon 19, attached to USS *Lexington*, LTJG Crapsler flew in operations against the Japanese during the Battle for Leyte Gulf on 25 Oct 1944. In the face of Japanese air opposition and intense anti-aircraft fire, he pressed home a dive-bombing attack on an enemy carrier and scored a direct hit, despite its desperate evasive tactics.

★ **CROCKER**, John A., LT (then LTJG), USNR, Philadelphia, Pa.: As pilot of one of six torpedo planes in CompRon 68, attached to USS *Petrol Bay*, LT Crocker participated in action against the Japanese during the Battle off Samar, on 25 Oct 1944. When our carrier forces were being shelled by powerful Japanese units in the San Bernardino Straits, he carried out bold strafing attacks against the battleships and cruisers and, although knowing that his 50 caliber guns would do little damage, braved the intense anti-aircraft fire in a desperate attempt to render aid to our unprotected carriers.

★ **DEMING**, Wilbur S., Jr., LTJG, USNR, Washington, Conn.: As pilot of a fighter plane in FitRon 15, attached to USS *Essex*, LTJG Deming flew in operations against the Japanese in the Battle for Leyte Gulf on 24 Oct 1944. Although the anti-aircraft fire was intense, he carried out an attack against major fleet units, scoring a direct hit on a Japanese battleship and contributing to the success of the mission.

★ **GLOBOKAR**, Raymond, LTJG, USNR,



NAVY CROSS

Gold star in lieu of fourth award:

★ **CUTTER**, Slade D., CDR, USN, Vallejo, Calif.: As CO of USS *Seahorse* during its fifth war patrol in Japanese-controlled waters, 3 June to 19 July 1944, CDR Cutter displayed extraordinary heroism. Penetrating heavy and unusually alert escort screens, he pressed home well-planned and executed torpedo attacks to sink six enemy ships and damage another. Even though the enemy anti-submarine measures were severe, he directed his vessel and succeeded in bringing her safe to port.

Gold star in lieu of second award:

★ **DURIAN**, Robert F., LTJG, USNR, Fort Dodge, Iowa: As pilot of a torpedo plane in TorpBomRon 19, attached to USS *Lexington*, LTJG Durian flew in action against the Japanese at Manila Bay on 5 Nov 1944. Participating in an aerial attack against a heavy Japanese cruiser, LTJG Durian carried out a determined attack to an extremely close range and, despite intense anti-aircraft fire, scored a direct hit.

★ **STEFFENHAGEN**, Lawrence F., LCDR, USNR, Hastings, Minn.: As pilot of a torpedo plane and leader of TorpRon 86, attached to USS *Wasp*, LCDR Steffenhagen flew in action against the Japanese at the Naval Base at Kure, Japan, 19 Mar 1945. Leading his squadron against major units of the enemy fleet, he directed his unit in scoring not less than eight hits on a battleship, cruiser, carrier and other small vessels.

Through heavy anti-aircraft fire he personally attacked a carrier and scored two direct hits.

First award:

★ **ANDERSON**, Robert H., LT, USNR, Chippewa Falls, Wis. (posthumously): As pilot of a plane in FitRon 80, attached to USS *Ticonderoga*, LT Anderson participated in action against the Japanese in the vicinity of the Philippines on 14 Dec 1944. He led an eight-plane division against a formation of 26 airplanes and closed with the enemy to shoot down five of the Japanese planes and a probable sixth. When his wingman was attacked by an enemy plane and his own ammunition was al-



LT Anderson



CDR Baer



LT Bitting



LTJG Crapsler

Chisholm, Minn. (posthumously): As pilot in CompRon 5, attached to USS *Kitkun Bay*, LTJG Globokar participated in action against the Japanese during the Battle off Samar, 25 Oct 1944. In the face of intense anti-aircraft fire which already had eliminated two planes in the formation, he carried out an attack against major enemy units, including battleships and cruisers, and scored four bomb hits amidships on a heavy cruiser, resulting in the explosion and subsequent sinking of the vessel.

★ **GORDER, Merle H., LTJG** (then ENS), USNR, South Fargo, N. D.: As pilot of a torpedo plane in TorpRon 2, attached to USS *Hornet*, LTJG Gorder flew his plane during action against the Japanese in the First Battle of the Philippine Sea, 20 June 1944. Flying beyond the normal combat range of his plane, he carried out a damaging bombing attack and scored a direct hit to damage a large enemy carrier and contribute to the success of the mission.

★ **KAISER, Jerome, LT** (then LTJG), USNR, Mt. Vernon, N. Y.: As pilot in Air Group 1, attached to USS *Yorktown*, LT Kaiser participated in action against the Japanese during the First Battle of the Philippine Sea on 20 June 1944. Flying at extreme range from base to participate in a strike on an enemy cruiser, he launched a dive-bombing attack which resulted in the scoring of a direct hit. With his fuel exhausted, he succeeded in making a water landing and was later rescued by a friendly destroyer.

★ **KIRKPATRICK, Donald, Jr., LT**, USNR, Evanston, Ill.: As pilot of a dive bomber in BomRon 16, attached to USS *Lexington*, LT Kirkpatrick flew in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. Leading his section in a daring strike against two enemy carriers far from home base, he maneuvered for advantageous striking position and, carrying out his attack in the face of intense fire and strong aerial opposition, contributed



USS *John D. Ford* (AG 119, ex-DD 228)

DD CITED FOR EARLY WAR ACTION

The Presidential Unit Citation has been awarded USS *John D. Ford* (AG 119, ex-DD 228) for gallant services in defense of the Netherlands East Indies during the early days of the war in the Southwest Pacific.

During the Java campaign from 23 Jan to 2 Mar 1942 the destroyer operated with the limited surface forces of the combined U. S., British and Dutch navies. She led a column of four destroyers in a fierce night counter-invasion action off Balikpapan, confusing and disorganizing the enemy to aid in the sinking or damaging by torpedo and gunfire of a number of Japanese warships. She was a vulnerable target for enemy cruiser and destroyer fire while acting as a unit of a joint striking force in the Badoeng Strait action and responded nobly to the efforts of her officers and

men who scored several damaging hits before effecting a withdrawal from the combat.

In the Java Sea action, she attacked a numerically superior force by day and was one of six vessels to wage a torpedo attack against the main body of the Japanese armada. She exerted every means at her command to inflict damage on the Japanese and to aid in forcing the enemy to break off the engagement. She was relentlessly trailed by cruiser-borne planes and was repeatedly bombed by enemy aircraft, but she battled with spirit and fury against the dispositions, vastly superior in numbers and armament.

Captain Jacob E. Cooper, USN, was commanding officer of the destroyer during the period for which she was commended.

materially to the sinking of one of the enemy carriers, the probable sinking of the second and to the destruction of two attacking planes. He led his section in the long flight back to base and succeeded in making a safe night landing on board the *Lexington*.

★ **KOSSLER, Herman J., CDR** (then LCDR), USN, Portsmouth, Va.: As CO of USS *Cavalía* during its first war patrol in Japanese-controlled waters from 31 May to 3 Aug 1944, CDR Kossler penetrated strong enemy escort screens. He launched aggressive torpedo attacks against an enemy task force which resulted in the sinking of a carrier. Although severe enemy counterattacks, during which over a hundred depth charges were dropped over a period of three hours, prevented him from delivering other attacks, he avoided serious damage to his ship by employing deep submergence and evasive tactics. He escaped the vicinity and sent out contact reports which proved of value to the forces attacking Saipan.

★ **LAMBERT, Valdemar G., CDR** (then LCDR), USN, Jennings, La.: As pilot of a torpedo plane in TorpRon 15, attached to USS *Essex*, CDR Lambert participated in action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. Leading his flight, he deployed his forces in a coordinated attack in order to inflict maximum damage to the enemy

fleet without loss to his own force. Despite intense enemy anti-aircraft fire, he scored a torpedo hit on an enemy carrier, contributing materially to its destruction.

★ **LOVERIN, Ira G., LTJG**, USNR, Parlier, Calif.: As pilot of a fighter plane attached to USS *Petrol Bay*, LTJG



LT Crocker

LTJG Deming



LTJG Globokar

LTJG Gorder



LT Kaiser

LT Kirkpatrick



CDR Kossler

LTJG Loverin

★ DECORATIONS

Navy Cross (Cont.)

Loverin took part in action against the Japanese in the Battle off Samar on 25 Oct 1944. Participating in the initial strike at dawn against enemy vessels, he defied anti-aircraft fire in an attempt to render aid to our fleet units which were being subjected to shellfire attacks by the enemy ships.

★ LUEDEMANN, Carl F., LT (then LTJG), USNR, Indianapolis, Ind.: As a pilot in TorpRon 1, attached to USS *Yorktown*, LT Luedemann flew in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. Participating in a strike against enemy warships, he fought his plane against enemy intercepting aircraft fire and launched a torpedo attack against a Japanese destroyer, scoring a direct hit. Fighting off a determined fighter attack, he returned to his task group at night.

★ MCGEE, James, LT (then LTJG), USNR, Plainfield, N. J.: As pilot of a plane in Air Group 2, attached to USS *Hornet*, LT McGee participated in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. Carrying out a dive-bombing attack in the face of anti-aircraft fire, he scored a hit to assist in the destruction of a large enemy carrier, and, with his craft's fuel supply exhausted during the return to base, executed a water landing near his carrier.

★ NICHOLS, James B., LT, USNR, Willmar, Minn.: As pilot of a bomber fighter plane in BomFitRon 85, attached to USS *Shangri La*, LT Nichols fought during a strike at Japanese naval forces near Kure Harbor, Japan, on 28 July 1945. In spite of intense and extremely accurate anti-aircraft fire from enemy ship and shore installations, he pressed home his attack and scored a direct hit



LT Luedemann

LT McGee



LT Nichols

LTJG Rogers



LT Ruzicka

CDR Shifley



LCDR Steffenhagen

LT Tate

with a 1,000-pound bomb on an enemy battleship.

★ ROGERS, Robert K., LTJG (then ENS), USNR, St. Louis, Mo.: As member of a UDT, LTJG Rogers participated in action against the Japanese during a bombardment and assault upon an enemy-held island in the Pacific ocean area from 17 to 21 July 1944. In the face of persistent enemy rifle, machinegun and mortar fire, he supervised important phases of beach reconnaissance and placement of high explosive charges which aided in the destruction of enemy underwater obstacles and beach defenses.

★ RUZICKA, Lumir, Jr., LT (then LTJG), USN, Lindsay, Neb.: As a pilot in Air Group 1, attached to USS *Yorktown*, LT Ruzicka flew in action against major Japanese units during the First Battle of the Philippine Sea on 20 June 1944. Flying at extreme distance from base to participate in a strike on an aircraft carrier, he fought his plane against intercepting aircraft and launched a dive-bombing attack which resulted in the scoring of three direct and two probable hits on the enemy warships.

★ SHIELD, Hugh A., LT, USNR, Santa Barbara, Calif.: As pilot of one of a flight of six torpedo planes, CompRon 88, attached to USS *Petrol Bay*, LT Shield flew in action against the Japanese in the Battle off Samar, 25 Oct 1944. When our carrier forces were under attack by powerful units of the Japanese fleet in the San Bernardino Straits, he plunged on an enemy heavy cruiser and, in the face of an intense barrage of anti-aircraft fire including projectiles from the main batteries of the enemy ship, pressed home his attack to inflict serious damage on a major unit of the Japanese fleet.

★ SHIFLEY, Ralph L., CDR, USN, Mounds, Ill.: As pilot of a fighter plane and Commander, Air Group 8, attached to USS *Bunker Hill*, CDR Shifley participated in action against warships of the Japanese fleet in the First Battle

of the Philippine Sea, 20 June 1944. Leading his strike group at extreme combat radius to attack major enemy units, he pressed to within point-blank range of his targets in defiance of fighter opposition and anti-aircraft fire. He directed his group in a closely-timed strike and inflicted extensive damage on the enemy ships as well as obtaining valuable photographs of the fierce action. He led his two-plane group against seven Japanese fighters and succeeded in blasting one from the fire, in probably destroying another, and in damaging a third.

★ TATE, Benjamin C., LT (then LTJG), USNR, Pulaski, Va.: As pilot of a torpedo plane, LT Tate flew in action against the Japanese in forward Pacific areas on 20 June 1944. When separated from other planes of his division, he maneuvered into position to execute a single-handed attack upon an enemy aircraft carrier task group. Although wounded he made a forced run under the intense cross fire of surface ships, he pressed home his attack and scored a direct hit on a large Japanese carrier, thereby contributing to the sinking of a vital ship. He escaped the area though he had a jammed turret and damaged wing guns.

★ VOLTZ, Robert F., LTJG (then ENS), USNR, Chicago, Ill.: As pilot of a torpedo plane in TorpRon 81, attached to USS *Natoma Bay*, LT Voltz flew in action against the Japanese during the Battle off Samar on 25 Oct 1944. When our carrier forces were under attack, he carried out an unsupported torpedo attack against enemy surface ships. Despite anti-aircraft fire, he scored a damaging torpedo hit on an enemy heavy cruiser which contributed directly to its sinking and, when his plane was hit during the action, causing a large hole in the right wing, flew it back to his carrier and landed aboard.

DISTINGUISHED SERVICE MEDAL

First award:

★ RILEY, William E., Brig. Gen., USMC, Washington, D. C.: As assistant war plans officer and subsequently as assistant chief of staff on the staff of ComSoPac from 22 July 1943 to 8 Apr 1944, Brig. Gen. Riley displayed profound knowledge of the capabilities and limitations of all arms involved in amphibious warfare as well as painstaking care and sound judgment in planning. He was instrumental in formulating plans for the assault of Vella Lavella, Bougainville, Green and Emirau Islands which materially advanced the progress of the war and resulted in the saving of large numbers of lives of Allied troops. His knowledge of landing operations and his grasp of the strategic situation contributed in large measure toward enabling the theater commander to bypass heavily defended Japanese bases, thereby increasing the tempo and strength of our

ALL HANDS



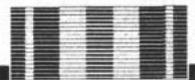
Brig. Gen. Riley



CAPT Thurber

offensive with a minimum cost in casualties.

★ THURBER, Harry R., CAPT, USN, Washington, D. C.: As assistant chief of staff and operations officer on the staff of ComSoPac and, during certain periods of planning and combat operations, as acting chief of staff, Captain Thurber performed exceptionally meritorious service from 24 Dec 1942 to 24 Mar 1944. Particularly qualified for this assignment by his sound grasp of the overall strategic aspects of sea, air and amphibious warfare and with his knowledge of every naval weapon together with its most advantageous employment, he discharged his responsibilities with sound and courageous judgment. His counsel, planning and direction of training and combat support operations, specifically during the bitterly-contested New Georgia and Bougainville campaigns, were directly instrumental in destroying the enemy's war strength in the south Pacific area.



SILVER STAR MEDAL

Gold star in lieu of second award:

- ★ ALLCORN, Frank W., LCDR, USNR, Atlanta, Ga.: Torpedo data computer operator, USS *Perch*, first war patrol, from 29 Mar to 23 May 1944.
- ★ DECKER, Daniel D., Jr., LT, USN, San Francisco, Calif.: Torpedo data computer operator, USS *Spadefish*, fifth war patrol, from 27 May to 4 July 1945.
- ★ PEARCE, Hepburn A., CDR, USN, Holbrook, Mass.: CO, USS *Edison*, invasion of Southern France, August 1944.
- ★ SHANNON, Lafe C., LT (then LTJG), USNR, Minneapolis, Minn.: Pilot in FitRon 20, USS *Lexington*, Battle for Leyte Gulf, 25 Oct 1944.
- ★ SIMMONDS, George S., LCDR (then LT), USN, Philadelphia, Pa.: While serving in USS *Gurnard*, in Japanese waters.

First award:

- ★ BAUM, Ralph J., CDR, USN, Atlanta, Ga.: CO, USS *The Sullivans*, in enemy waters, from 13 Oct to 17 Oct 1944.
- ★ BEER, Robert O., CDR, USN, San Francisco, Calif.: CO, USS *Carmick*, in action against enemy forces, coast of France, 6 June 1944.
- ★ BLANCHARD, Theodore, CDR (then LCDR), USNR, New Rochelle, N. Y.: CO of an LCI (L) fire support unit,

Eniwetok Atolls, Marshall Islands, from 28 Dec 1943 to 28 Feb 1944.

★ COOKE, Edward F., LTJG (then ENS), USNR, Quincy, Mass.: Communications officer, USS *LCI (M) 356*, Nansei Shoto, 18 May 1945.

★ DENTON, Robert L., LCDR (then LT), USNR, Grafton, W. Va.: Diving officer, USS *Scabbardfish*, second war patrol, from 2 Nov to 20 Dec 1944.

★ FEIGE, Henry T., LT (then LTJG), USNR, Oaklyn, N. J.: Member of UDT 6, during assault and capture of Saipan and Guam, June and July 1944.

★ FULTON, William P., LTJG (then ENS), USNR, Jackson, Mo.: Member of UDT 6, during assault and capture of Saipan, June and July 1944.

★ GAMMON, Joe L., LCDR, USN, Tusculumbia, Ala.: Assistant approach officer, eighth war patrol, USS *Halao*, East China Sea, Yellow Sea Areas, from 27 Feb to 8 Apr 1945.

★ GIFFEN, Robert C., Jr., CDR (then LT), USN, Oahu, T. H.: Assistant approach officer, USS *Snapper*, eighth war patrol, from 19 Oct to 14 Dec 1943.

★ GREEN, Jackson D., LTJG (then ENS), USNR, Delanco, N. J.: Member of UDT 6, during assault and capture of Saipan and Guam, June and July 1944.

★ GREEN, Robert E., LCDR, USNR, Los Angeles, Calif.: Assistant beachmaster, invasion of Tarawa Atoll, 20 to 24 Nov 1943.

★ GRISSEY, William J., LT, USNR, Long Island City, N. Y.: Damage control officer in USS *Albert W. Grant*, Surigao Strait, 25 Oct 1944.

★ HARRIS, Leroy E., LCDR, USN, Brownwood, Tex.: Pilot and division leader in FitRon 2, USS *Hornet*, Philippine Islands, 21 Sept 1944.

★ HENDRICKSON, Albert W., LCDR, USNR, Merchantville, N. J.: Chief engineer, USS *Sangamon*, SoWesPac, from 12 Oct to 3 Nov 1944.

★ JARRETT, Harry B., CAPT, USN, Coronado, Calif.: CO, DesRon 53, in operations against Japanese, from 9 Sept to 14 Oct 1944.

★ JONES, Earl T., LT (then ENS),

No Fleet or Base Clasps On WW II Victory Medal

The Bureau has noted evidence there is a belief that fleet and base clasps may accompany the World War II Victory Medal. Such is not the case, Alnav 171-47 (NDB, 15 August) pointed out.

The clasps are authorized for the American Defense Service Medal. No clasps, buttons or other appurtenances are authorized for the World War II Victory Medal.

Ships and stations receiving excess numbers of clasps were directed to return them immediately to the activity from which drawn. It was noted that fleet or base clasp for the defense medal may be issued upon certification of eligibility on form NavPers 2476 by the recipient. The base clasp is issued for duty outside the continental U. S. only in accordance with Art. A-1042, BuPers Manual.

Medals and clasps needed may be requisitioned from district publications and printing offices, in accordance with BuPers Circ. Ltr. 110-47 (NDB, 15 June).

USN, Groton, Conn.: Diving officer, USS *Dace*, during a war patrol, from 1 Sept to 6 Nov 1944.

★ KNIGHT, Fraser S., LCDR, USN, Southern Pines, N. C.: Assistant approach officer, USS *Bonefish*, sixth war patrol, from 5 Sept to 8 Nov 1944.

★ KRIEGER, Leon I., LTJG (then ENS), USNR, Baltimore, Md.: Member of UDT 19, in operations at Okinawa, Ryukyu Islands, from 27 Mar to 1 Apr 1945.

★ LECOMTE, Melville, LCDR (then LT), USN, Hollywood, Calif.: Pilot in TorpRon 8, USS *Bunker Hill*, First Battle of the Philippine Sea, 20 June 1944.

★ LYNCH, James P., LCDR (then LT), USN, Newport, R. I.: Assistant approach

LST COMMENDED FOR ASSAULT DUTY

The Navy Unit Commendation has been awarded USS *LST 133* for her service during the assault operations against German-held beaches in the Bay of the Seine, Northern France, 7 June 1944.

Under orders to land heavy artillery and antiaircraft equipment on an enemy beach, *LST 133* proceeded to the assigned area under extreme difficulty and danger and closed the beach despite mine fields, mined underwater obstructions and the wreckage of numerous derelict landing craft and vehicles. Despite the enemy's blanketing shellfire, sniper fire and aerial bombardment, her crew successfully accomplished the task of beach-

ing their craft, taking on board a total of 65 casualties for evacuation during the beaching process and before unloading her cargo of personnel and urgently required weapons.

The first LST of Force 0 to hit the beach, and the first in her assault group to put all Army equipment and personnel ashore, *LST 133* rendered invaluable service and completed her mission without loss of men or material in the face of seemingly insurmountable conditions.

Lieutenant Floyd E. Richards, USN, Zion, Ill., was commanding officer of the landing ship during the period for which she was cited.

★ DECORATIONS

Silver Star (Cont.)

officer, USS *Sea Dog*, fourth war patrol, Japan Sea, from 27 May to 5 July 1945.

★ MANGONE, Samuel D., LTJG (then ENS), USNR, Pittsburgh, Pa.: Member of UDT 17, at Okinawa, Ryukyu Islands, from 27 Mar to 1 Apr 1945.

★ MARCUSE, Theodore C., LT, USNR, San Francisco, Calif.: Communications, radar and sonar officer, USS *Tirante*, second war patrol, from 20 May to 19 July 1945.

★ MCCRORY, Woodrow W., CDR (then LCDR), USN, Carlisle, Pa.: Assistant approach officer and executive officer, USS *Parche*, fifth war patrol, from 29 Mar to 23 May 1944.

★ MCLEOD, Norman B., LTJG (then ENS), USNR, Alexandria, Va.: Member of UDT 21, at Okinawa, Ryukyu Islands, from 27 Mar to 1 Apr 1945.

★ PARIS, Warren F., LTJG (then ENS), USNR, Sharon Hill, Pa.: Pilot in Bom-Ron 86, USS *Wasp*, Kure Naval Base, Japan, 19 Mar 1945.

★ PHILLIPS, Wylie R., LTJG, USNR, Stephenville, Tex.: Assistant gunnery officer, USS *Wilson*, Okinawa, 16 Apr 1945.

★ POWELL, Edgar S., CDR (then LCDR), USN, Marguett, Mich.: CO, USS *Baldwin*, West Coast of France, from 6 June to 4 July 1944.

★ PULLIAM, William E., LTJG (then ENS), USNR, Milwaukee, Wis.: Member of UDT 16, at Okinawa, Ryukyu Islands, from 27 Mar to 1 Apr 1945.

★ RICHARDSON, George F., CDR (then LCDR), USN, Bay Shore, L. I., N. Y.: Assistant approach officer, USS *Sailfish*, 10th war patrol, from 17 Nov 1943 to 5 Jan 1944.

★ RODGERS, Ernest B., LT, USNR, Knoxville, Tenn.: For service in USS *Franklin*, Kobe, Japan, 19 Mar 1945.

★ SMITH, William L., ENS, USNR, Danville, Ill.: While serving in a United States submarine, during three war patrols of that vessel in Japanese waters.

★ STAFFORD, Thomas B., LT, USNR, Rutland, Vt.: Torpedo data computer officer in USS *Ray*, fourth war patrol, from 23 Apr to 14 June 1944.

★ STRAWN, Kenneth L., LTJG (then ENS), USNR, Salem, Ore.: Member of UDT 6, assault and capture of Saipan and Guam Islands, from June to July 1944.

★ STYER, Charles W., LCDR (then LT), USN, Washington, D. C.: Assistant approach officer in USS *Tilefish*, third war patrol, from 16 Sept to 24 Oct 1944.

★ SWEETSER, Willard N., CAPT, USN, Waterbury, Conn.: CO of a destroyer screen, in Japanese waters, from 13 to 17 Oct 1944.

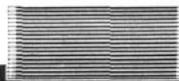
★ TAYLOR, Brown, CDR, USN, Annapolis, Md.: CO, USS *Corynham*, at Ormoc, Leyte, Philippine Islands, 11 to 12 Dec 1944.

★ THROWER, James R., LTJG, USNR, Arlington, Va.: Member of UDT 4, in action at Okinawa, Ryukyu Islands, from 27 Mar to 1 Apr 1945.

★ TRAMMELL, Richard J., LT, USNR, Atlanta, Ga.: Torpedo data computer operator, USS *Bluefish*, sixth war patrol, from 22 July to 14 Sept 1944.

★ TYREE, Alexander K., CDR (then LCDR), USN, Danville, Va.: Assistant approach officer, USS *Guardfish*, eighth war patrol, from 14 June to 31 July 1944.

★ WIERENGA, Melvin E., LCDR (then LT), USNR, Sioux Falls, S. D.: Group commander of an LCT task force unit, invasion of France, from 4 to 7 June 1944.



LEGION OF MERIT

Gold star in lieu of second award:

★ MYHRE, Leonard A., LCDR, USNR, Seattle Wash.: CO, USS *Varian*, North Atlantic area, 24 Apr 1945.

First award:

★ BAKER, Harold D., CAPT, USN, San Francisco, Calif.: CO, transport division, on attack against enemy-held island in Pacific, 21 to 26 July 1944.

★ BANDY, Jack I., CDR, USN, Norfolk, Va.: CO, Task Unit 73.2.2 during the period of 12 Sept to 6 Oct 1944.

★ BOSTH, Zachary A., Jr., LT, USNR, Temple, Tex.: Gunnery officer, USS *Petrol Bay*, Battle for Leyte Gulf, 25 Oct 1944.

★ DOWELL, Gwyn C., LT, USNR, Lubbock, Tex.: Assistant gunnery officer USS *Petrol Bay*, Battle for Leyte Gulf, 25 Oct 1944.

★ FROST, Laurence H., CAPT, USN, Washington, D. C.: Communications officer, staff of Commander Aircraft, Central Pacific areas, 4 Oct 1943 to 26 Feb 1945.

★ GINDER, Samuel P., RADM, USN, Coronado, Calif.: CO of Task Group, Marshall Islands, from 29 Jan to 22 Feb 1944.

★ HAMPTON, Deward E., LCDR (then LT), USNR, Leighton, Ala.: For outstanding service while serving in USS *Guadalcanal*, French West Africa, 4 June 1944.

★ HIGGINS, Ronald D., CAPT, USN, Sewickley, Pa.: CO, beach assault group, Southern France, August 1944.

★ HOLMSHAW, Harry F., CDR (then LCDR), USN, Colfax, Calif.: CO, group of LSTs prior to and during assault of Southern France, August 1944.

★ HUDSON, Lester J., CAPT, USN, Carmel, Calif.: CO, USS *San Diego*, Pacific War areas, 5 Sept 1943 to 12 July 1944.

★ KIRN, Louis J., CDR, USN, Coronado, Calif.: Operations officer on staff of ComCarDiv 2, Western Pacific areas, 15 Aug 1944 to 25 Mar 1945.

★ LEE, Edwin S., Jr., CDR, USN, Long Beach, Calif.: Operations officer and acting Chief of Staff, ComCar Div 22,

MINESWEEPER CITED FOR OKINAWA ACTION

The Presidential Unit Citation has been awarded USS *Henry A. Wiley* (DM 29) for service on minesweeping, radar picket and patrol duty during the Okinawa campaign from 23 Mar to 24 June 1945.

While attached to an amphibious force operating against Japanese forces in the waters off Okinawa during the assault and capture of that island, the *Wiley* operated in dangerously mined water to serve a total of 31 days in minesweeping activities, 23 days on radar picket duty and 18

days in patrol, with an additional 11 nights of screening duty.

She fought off 51 attacks by enemy planes and enabled other ships in the immediate area to continue the rescue of survivors from USS *Luce*. (DD522). With her guns well manned at all times, she succeeded in destroying 12 Japanese planes, including two baka bombs, and assisted in the destruction of three other aircraft.

Fulfilling each assigned mission on schedule, she emerged without damage from every enemy contact.



USS *Henry A. Wiley* (DM29)

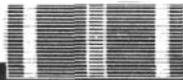
Okinawa, Balikpapan, Borneo, from 27 Mar to 31 Aug 1945.

★ **MCINNES**, John N., CDR (then LCDR), USNR, Jacksonville, Fla.: Fighter director in ComCarDiv 2, Indochina, Formosa, Luzon, Nansei Shoto Group, 2 Nov 1944 to 25 Jan 1945.

★ **PHIFER**, Thomas C., CDR, USN, Crescenta, Calif.: CO, USS *Ellet*, in enemy waters, 1 Oct 1943.

★ **SMITH**, Harold P., CAPT, USN, Mobile, Ala.: ComDesRon 4, Wake, Marcus, Volcano and Bonin Islands, from 4 Sept 1944 to 5 Jan 1945.

★ **STEPHENSON**, Charles S., RADM, MC, USN (Ret), Aetna, Tenn.: Navy medical representative on the National Research Council, 8 Sept 1939 to 24 Nov 1942.



DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ **JOHANNSEN**, Delmur K., LTJG (then ENS), USNR, Melvin, Ill.: Pilot in BomFitRon 12, USS *Randolph*, vicinity of Kyushu, 14 May 1945.

★ **SOBIEN**, Joseph W., LTJG, USNR, Pittsburgh, Pa.: Pilot in TorpRon 11, USS *Hornet*, vicinity of Hong Kong, China, 16 Jan 1945.

★ **VRACIU**, Alexander, LCDR (then LTJG), USNR, East Chicago, Ind.: Pilot and section leader, FitRon 6, Roi Island, Kwajalein Atoll, 29 Jan 1944.

Gold star in lieu of second award:

★ **ABBOTT**, Dean D., LTJG (then ENS), USNR, Kimball, Minn.: Pilot in CompSpotRon 2, USS *Fanshaw Bay*, Nansei Shoto area, 15 to 22 June 1945.

★ **DERBY**, Jack A., LT, USNR, Ft. Worth, Tex.: Pilot in BomRon 82, USS *Bennington*, vicinity of Tokyo, Iwo Jima, Okinawa, Kyushu, Japan, 16 to 17 Apr 1945.

★ **HOOPER**, James L., LCDR (then LT), USNR, Pilot in TorpRon 11, USS *Hornet*, Indochina, 12 Jan 1945.

★ **MARIANI**, Ledio, LTJG, USNR, St. Paul, Minn.: Pilot in FitRon 24, USS *Santee*, Ryukyu Islands, 6 May to 11 June 1945.

★ **MARTS**, Kenneth I., LTJG (then ENS), USNR, Rochester, N. Y.: Pilot in FitRon 24, USS *Santee*, Ryukyu Islands, 14 May to 16 June 1945.

★ **MCDONALD**, John K., LTJG, USNR, Los Angeles, Calif.: Pilot in CompRon 83, USS *Sargent Bay*, Volcano and Ryukyu Islands, 16 Feb to 8 June 1945.

★ **MODANSKY**, Aaron, LTJG (then ENS), USNR, Lakewood, N. J.: Pilot in FitRon 24, USS *Santee*, Ryukyu Islands, 13 May to 16 June 1945.

★ **MOLCHAN**, Theodore, LTJG, USNR, Pilot in CompRon 91, USS *Makin Island*, Ryukyu Islands area, 26 Mar to 1 June 1945.

★ **MORROW**, Homer A., LTJG, USNR, New Kensington, Pa.: Pilot in CompSpotRon 2, USS *Fanshaw Bay*, 13 to 16 May 1945.

★ **PANTON**, Jamie A., ENS, USNR, Alameda, Calif.: Pilot in CompSpotRon 2,

USS *Fanshaw Bay*, Nansei Shoto area, 13 to 18 May 1945.

★ **SHAW-CORTHRON**, George, LCDR (then LT), USNR, San Diego, Calif.: Pilot, flight leader, and air coordinator, CompRon 84, USS *Makin Island*, Iwo Jima, 14 Feb to 9 Mar 1945.

★ **STANDRING**, Frank E., LCDR (then LT), USN, Wichita Falls, Tex.: Pilot in FitRon 14, USS *Wasp*, vicinity of Formosa, 15 Oct 1944.

★ **STEBBINGS**, George D., ENS, USNR, Wyandotte, Mich.: Pilot in TorpRon 11, USS *Hornet*, vicinity of Formosa, 21 Jan 1945.

First award:

★ **ABRAMSON**, Arthur, LT (then LTJG), USNR, New Orleans, La.: Pilot in Air Group 1, USS *Yorktown*, Bonin Islands, 24 June 1944.

★ **ANDERSON**, Fernald P., LCDR, USN, Mobile, Ala.: Commander of patrol plane, Southern Celebes, 23 Sept 1944.

★ **HUGHES**, Howard A., LTJG, USNR, St. Louis, Mo.: Pilot of fighter plane, CompRon 84, USS *Makin Island*, Okinawa, Ryukyu Islands, 23 Mar to 29 Apr 1945.

★ **BANTZ**, Rex L., LT (then LTJG), USNR, Chehalis, Wash.: Pilot in Squadron 15, USS *Essex*, Marianas Islands, 17 to 24 June 1944.

★ **BARTON**, Robert A., LCDR (then LT), USNR, Spokane, Wash.: Commander of a patrol plane, PatRon 51, in action against the Japanese in the vicinity of the Aleutians, 1942.

★ **BERG**, Glen L., LTJG, USNR, Lebanon, Mo.: Pilot in PatBomRon 111, Borneo, Celebes, Malaya, Indochina areas, 27 Apr to 20 July 1945.

★ **BJORNSON**, Gordon B., LCDR (then LT), USN, Pilot in FitRon 14, USS *Wasp*, vicinity of Formosa, 12 Oct 1944.

★ **BLACKWELL**, Sam H. Jr., LTJG (then ENS), USNR, Columbus, Ga.: Pilot in CompRon 27, USS *Savo Bay*, Battle for Leyte Gulf, 25 Oct 1944.

★ **BOEDEKER**, Raymond H., ENS, USNR, St. Louis, Mo.: Pilot in CompSpotRon 2, USS *Fanshaw Bay*, Nansei Shoto area, 11 to 14 May 1945.

★ **BOGHOSIAN**, Armand E., LTJG, USNR, Cambridge, Mass.: Pilot in TorpRon 25, USS *Chenango*, Nansei Shoto area, 1 Apr to 14 May 1945.

★ **BONIFANT**, George F., LTJG, USNR, Silver Springs, Md.: Pilot in FitRon 87, USS *Ticonderoga*, Inland Sea of Japan, 24 July 1945.

★ **BOYUM**, John H., LCDR (then LT), USN, Hamakuapoko, Maui, T.H.: Pilot of a night fighter plane, FitRon 14, USS *Wasp*, Formosa area, 12 Oct 1944.

★ **BRADANBAUGH**, Baker A., LT, USNR, Pittsburgh, Pa.: Member of a fighter bomber strike group, USS *Independence*, off the China coast, 12 Jan 1945.

★ **BROPHY**, Philip N., LT, USNR, Washington, D. C.: Pilot in CompRon 97, USS *Shipley Bay*, vicinity of Nansei Shoto, 9 Apr to 18 May 1945.

★ **BUTLER**, David K., LTJG, USNR, Orchard, Wash.: Pilot in CompRon 91, USS *Makin Island*, Ryukyu Islands area, 26 Mar to 24 May 1945.

★ **CARMELICH**, Richard E., LTJG, USNR, Dumont, N. J.: Pilot in PatBomRon

QUIZ ANSWERS

Answers to Quiz on Page 37

1. (a) *Chance-Vought* fighter.
2. (c) It has low-high speeds of 40 to 425 miles per hour.
3. (a) Heavy cruiser, it's *USS Albany* (CA 132).
4. (a) Its standard displacement is 13,700 tons.
5. (a) They are standing in the chains.
6. (a) Loaded with wax to enable it to pick up sand, gravel, etc., when sounding.

118, vicinity of Korea and the Japanese homeland, 14, 18 and 27 July 1945.

★ **CHAPMAN**, Dewitt D. Jr., LCDR, USN, Andalusia, Ala.: Pilot in FitRon 87, USS *Ticonderoga*, Inland Sea of Japan, 24 July 1945.

★ **CIOLEK**, Aleksander K., LTJG (then ENS), USNR, Chicago, Ill.: Pilot with CompRon 9, USS *Natoma Bay*, Nansei Shoto, 25 Mar to 20 June 1945.

★ **CLARK**, Robert W. K., LTJG, USNR, Seattle, Wash.: Pilot in FitRon 87, USS *Ticonderoga*, Inland Sea of Japan, 24 July 1945.

★ **CLEVER**, Kenneth E., LTJG, USNR, Mansfield, Ohio: Pilot with CompRon 96, Ryukyu Islands, 4 May 1945.

★ **CLINE**, Harry L., LTJG (then ENS), USNR, Gaffney, S. C.: Pilot in TorpRon 40, USS *Swannee*, Nansei Shoto area, 1 Apr to 13 May 1945.

★ **CRON**, Robert H., LT (then LTJG), USN, Worcester, Mass.: Pilot in CompRon 85, USS *Dunga Point*, Okinawa, 8 Apr 1945.

★ **DAY**, George R., LTJG, USNR, Lincoln, Neb.: Pilot in BomRon 3, USS *Yorktown*, Manila Bay, Philippine Islands, 13 Nov 1944.

★ **DENNIS**, Richard J., LTJG (then ENS), USNR, Little Rock, Ark.: Pilot in BomRon 4, USS *White Plains*, Battle for Leyte Gulf, 25 Oct 1944.

★ **DODA**, Vincent C., ENS, USNR, Norwood, Mass.: Pilot of a torpedo bomber, CompSpotRon 2, USS *Fanshaw Bay*, Nansei Shoto area, 3 to 19 May 1945.

★ **DONNELLY**, Joseph E., LTJG (then ENS), USNR, New York City: Pilot of a fighter plane operating from USS *Sangamon*, Battle for Leyte Gulf, 25 Oct 1944.

★ **DUNN**, Richard J., LTJG, USNR, Brooklyn, N. Y.: Pilot in CompRon 97, USS *Shipley Bay*, vicinity of Ryukyu Islands, 13 Apr to 14 June 1945.

★ **DURANT**, Richard S., LTJG, USNR, Lumberton, N. C.: Pilot in FitRon 28, USS *Monterey*, Philippine Islands, 5 Nov 1944.

★ **EDMAN**, Ben F., LTJG, USNR, Evanston, Ill.: Pilot in PatBomRon 111, action against Japanese in Borneo, Celebes, Malaya, Indochina areas, 21 Dec 1944 to 3 July 1945.

★ **ESSARY**, Melvin S., LT (then LTJG), USNR, Chicago, Ill.: Pilot of a PBV "Blackcat," SoWesPac, 3 Dec 1944.

★ **GLOVER**, Bernard L., Jr., LTJG (then

★ DECORATIONS

D.F.C. (Cont.)

ENS), USNR, Kansas City, Mo.: Pilot in BomFitRon 12, USS *Randolph*, area of the Japanese Empire and adjacent islands, 16 Feb to 14 May 1945.

★ GRAHAM, Thomas J., LTJG, USNR, Houston, Tex.: Pilot in CompRon 96, Ryukyu Islands, 21 June 1945.

★ HARDING, Theodore C., LTJG, USNR, Prosser, Wash.: Pilot in PatBomRon 111, action against the Japanese, Borneo, Celebes, Malaya, Indochina, 19 Dec 1944 to 13 Mar 1945.

★ HARRIGAN, Nolen Jr., LT (then LTJG), USNR, Long Island, N. Y.: Pilot in Air Group 2, USS *Hornet*, First Battle of the Philippine Sea, 19 and 20 June 1944.

★ HAWK, Frank H., ENS, USNR, Berkeley, Calif.: Pilot in TorpRon 25, USS *Chenango*, Nansei Shoto area, 3 Apr to 18 May 1945.

★ HOGAN, Thomas H., LTJG, USNR, St. Louis, Mo.: Pilot in FitRon 33, USS *Chenango*, Ryukyu Islands, 22 Apr 1945.

★ JEFFERY, August R., LTJG, USNR, Sandusky, Ohio: Pilot in FitRon 24, USS *Santee*, Ryukyu Islands, 1 Apr to 11 May 1945.

★ JENNINGS, Robert H., Jr., LCDR (then LT), USN, Hot Springs, Ark.: Pilot in FitRon 82, vicinity of Solomon Islands, 8 Oct 1942 to 19 Feb 1943.

★ JOHNSON, George C., Jr., LTJG (then ENS), USNR, Pilot in FitRon 17, USS *Hornet*, Tokyo area of Japan, 17 Feb 1945.

★ JOHNSON, Robert, LTJG, USNR, Telford, Pa. (posthumously): Pilot of a dive bomber in BomRon 86, USS *Wasp*, Kure Naval Base, Japan, 19 Mar 1945.

★ JONES, Ralph M., LCDR, USNR, Coral Gables, Fla. (posthumously): Squadron commander and air coordinator in Air Group 65, USS *St. Lo*, Saipan, Marianas Islands, 15 June to 10 July 1944.

★ KANE, Donald G., LTJG, USNR, Long Island, N. Y.: Pilot in CompRon 91, USS *Makin Island*, Ryukyu Islands area, 26 Mar to 20 May 1945.

★ LAFFERTY, Charles Q., LTJG (then ENS), USNR, Pittsburgh, Pa.: Pilot in FitRon 24, USS *Santee*, Ryukyu Islands, 1 Apr to 21 May 1945.

★ LANE, Benjamin F., LTJG (then ENS), USNR, Mullins, S. C.: Pilot of a fighter plane, USS *Fanshaw Bay*, Battle off Samar, 25 Oct 1944.

★ LIGON, Ernest R., LTJG, USNR, Corinth, Miss.: Pilot in CompRon 98, USS *Tulagi*, Ryukyu Islands, 3 Apr 1945.

★ LIVINGSTON, Chester G., LCDR (then ENS), USNR, Honolulu, Hawaii: Commander of a patrol plane in PatRon 54, Solomon Islands, 24 Sept to 7 Dec 1943.

★ MAGGIORE, Richard F., LTJG, USNR, Bridgeport, Conn.: Pilot in CompRon 91, USS *Makin Island*, Ryukyu Islands, 26 Mar to 11 May 1945.

★ MASTERSON, Robert J., LTJG (then ENS), USNR, Rochester, N. Y.: Pilot in FitRon 26, USS *Santee*, Philippine Islands area, 19 to 25 Oct 1944.

★ MCCOLLOUGH, Robert G., LTJG, USNR, Butler, Pa.: Pilot in CompRon 91, USS *Makin Island*, Ryukyu Islands area, 26 Mar to 30 Apr 1945.

★ MCDANIEL, Rex S., LTJG, USNR, South Gate, Calif.: Pilot of a fighter plane in CompRon 84, USS *Makin Island*, Iwo Jima, 15 Feb to 9 Mar 1945.

★ MCMANUS, Terence B., LTJG (then ENS), USNR, McIntosh, Minn.: Pilot of a torpedo bomber in CompRon 84, USS *Makin Island*, Okinawa, Ryukyu Islands, 23 Mar to 29 Apr 1945.

★ MEEK, Vern, LTJG, USN, Red Oak, Iowa: Pilot of a torpedo bomber in ComSpotRon 2, USS *Fanshaw Bay*, Nansei Shoto area, 5 to 18 May 1945.

★ METZGER, John M., LTJG (then ENS), USNR, Williamsport, Pa.: Pilot in CompRon 91, USS *Makin Island*, Ryukyu Islands area, 26 Mar to 30 Apr 1945.

★ MOORE, William L., LTJG (then ENS), USNR, Wichita, Kans.: Pilot of a dive bomber in BomRon 15, USS *Essex*, Marianas Islands, 12 June 1944.

★ MURPHY, Joseph W., LTJG (then ENS), USNR, Seattle, Wash.: Pilot in TorpRon 47, USS *Bataan*, off Kyushu, 7 Apr 1945.

★ OLIN, David H., LT (then LTJG), USNR, Cuddeback, Idaho: Pilot in FitRon 23, USS *Princeton*, Simpson Harbor, Rabaul, 5 Nov 1943.

★ OLSON, Robert E., LT, USNR, Keosauqua, Iowa: Pilot in FitRon 25, USS *Chenango*, Ryukyu Islands, 1 Apr to 24 May 1945.

★ PALM, Edgar P., LT, USN, San Carlos, Calif.: Patrol plane commander of a Mariner in Rescue Squadron 3, Fairwing 1, Ryukyu area, 30 Apr 1945.

★ PEABODY, George A., LTJG, USNR, Dallas, Tex.: Pilot in FitRon 4, USS *Essex*, near islands of the Nansei Shoto group, 1 Mar 1945.

★ PICKENS, Tommy R., ENS, USNR, Kansas City, Mo.: Pilot of a fighter plane in CompSpotRon 2, USS *Fanshaw Bay*, Nansei Shoto area, 23 to 30 Apr 1945.

★ PILIP, Theodore J., LTJG, USNR, Beaverton, Ore.: Pilot of observation plane in ObsRon 2, USS *Idaho*, Okinawa, 18 Apr to 18 June 1945.



NAVY AND MARINE CORPS MEDAL

First award:

★ BAUMBERGER, Walter H., CDR, USN, Annapolis, Md.: CO, USS *English*, in operations against enemy forces, Okinawa, Ryukyu Islands, 11 May 1945.

★ BROWN, Budd G., LT, USNR, Shelbyville, Ind.: While fighting fires as CO, USS *LCI 406*, Palau Islands area, 3 and 4 Nov 1944.

★ DAVIS, Louis P., Jr., LCDR, USN, Bronxville, N. Y.: As a member of the crew USS *Salmon*, seventh war patrol, in Japanese controlled waters.

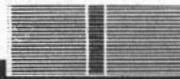
★ GASPAROVIC, Paul J., LTJG, USN, Baltimore, Md.: For assisting in the

rescue of a wounded man, in USS *Salute*, Brunei Bay, North Borneo.

★ JACKSON, Frederick, Jr., ENS, USNR, Pontiac, Mich. (posthumously): For heroic conduct while serving in USS *Ocelot*, during typhoon of 9 Oct 1945.

★ LAUNTZ, Burdette W., LT (then LTJG), USNR, Portland, Ore.: For rescuing survivors from burning and exploding landing ships, West Loch, Pearl Harbor, T.H., 21 May 1944.

★ POLK, Edwin W., LTJG, USNR, Detroit, Mich.: As executive officer MTB 363, operations against enemy forces in SoWesPac, 25 Nov 1944.



BRONZE STAR MEDAL

Gold star in lieu of fourth award:

★ HEFFERNAN, John B., CAPT, USN, Washington, Ind.: CO, USS *Tennessee*, during invasion and capture of Okinawa, from 21 Mar to 30 Apr 1945.

Gold star in lieu of second award:

★ FISHER, Frank R., LT (then LTJG), USNR, Hammond, Ind.: Plotting officer, USS *Seahorse*, fourth war patrol, from 28 Mar to 27 Apr 1944.

★ FITZGERALD, Gerald S., LCDR, USNR, Chagrin Falls, Ohio: Assistant war plans officer attached to the staff of a naval task force commander, prior to and during the amphibious invasion of Southern France, August 1944.

★ SCHLOSS, Harold W., LT (then LTJG), USNR, Brooklyn, N. Y.: CO, of a fire support ship attached to LCI (G) *Flo-tilla Three*, Pacific Ocean area, from June to July 1944.

First award:

★ ALFSON, Warren F., LT, USNR, Wisner, Neb.: Engineering officer, USS *Cogswell*, POA, from 15 Jan to 15 Aug 1944.

★ ALLEN, Wallace E., CDR (then LCDR), MC, USN, Santa Ana, Calif.: Senior medical officer, USS *Kalinin Bay*, Battle off Samar, 25 Oct 1944.

★ BASS, Raymond H., CDR (then LCDR), USN, Los Angeles, Calif.: CO, USS *Plunger*, eighth war patrol, from 6 Aug to 5 Sept 1945.

★ BERNDTSON, Arthur H., LCDR (then LT), USN, Houston, Tex.: Section leader of two torpedo boats during operations against enemy forces in Solomon Islands, 25 Feb 1944.

★ BESHANY, Philip A., CDR (then LCDR), USN, Scranton, Pa.: Diving officer, USS *Scamp*, seventh war patrol, 7 Apr 1944.

★ BERTHOLF, Charles M., CDR, USN, Long Island, N. Y.: CO, USS *Callaghan*, in action against enemy forces, from 10 Feb to 4 Mar 1945.

★ BLOSE, Howard W., LTJG (then ENS), USNR, Dayton, Ohio: CO, USS *LCS (L) 110*, during the assault and capture of Okinawa, from April to June 1945.

★ BRELSFORD, Clayton E., LCDR (then LTJG), USNR, Birmingham, Mich.: As-

sistant torpedo data computer operator, USS *Sealion*, third war patrol, from 31 Oct to 3 Dec 1944.

★ **BURKE**, Donald B., LCDR (then LT), USNR, Dunsmuir, Calif.: OinC, of fire and salvage party, USS *Ahrens*, 15 Oct 1944.

★ **CARBERRY**, William G., LCDR (then LT), USNR, Covington, Ky.: CO of a UDT team, attached to amphibious forces, Pacific Fleet, at Okinawa Gunto, from April to June 1945.

★ **CARTER**, William R., LTJG (then ENS), USNR, Taft, Tenn.: Boat officer of a whale boat, USS *Harding*, France, 6 June 1944.

★ **CHANDLER**, George W., LT, USNR, Washington, D. C.: CO, LST 632, POA, from January to August 1945.

★ **CHEWNING**, Walter L., LCDR, USNR, Cynwyd, Pa.: Catapult and arresting gear officer, USS *Enterprise*, POA, from 2 Oct 1943 to 20 Nov 1944.

★ **CLAYPOOLE**, Jesse S., Jr., LCDR (then LT), USN, New Bern, N. C.: Supply officer, USS *Augusta*, in action against enemy forces, Normandy, France, 6 June 1944.

★ **COLE**, Herbert P., LT (then LTJG), USNR, Holly, Mich.: Boat wave officer, USS *Haywood*, Tarawa, from 20 to 24 Nov 1945.

★ **COLLINS**, Dale E., CAPT, USNR, Beverly Hills, Calif.: CO of a United States ship, during the assault and landing on Kwajalein Islands, 31 Jan 1944, and in the Marianas, 21 July 1944.

★ **CONWELL**, Tilney C., CAPT, USNR, New York, N. Y.: For meritorious service, on the staff of CincPac, from January 1944 to September 1945.

★ **COSTELLO**, Joseph P., CDR, USN, Winthrop, Mass.: As navigator, USS *Augusta*, in action against enemy forces, Normandy, France, 6 June 1944.

★ **CRAFT**, James J., LT, USNR, Weedsport, N. Y.: CO, USS *LST 339*, during operation at Solomon Islands, from 1943 to May 1944.

★ **CRABB**, Ernest H., LTJG, USNR, Dennis, Miss.: Engineering officer, USS *Bates*, during assault on Okinawa Gunto, 25 May 1945.

★ **DATA**, Frank, LT, USN, Grand Rapids, Mich.: CO, USS *LST 638*, in action against enemy forces in Philippine area, from January to August 1945.

★ **DEAVER**, Joshua M., CAPT, MC, USNR, Philadelphia, Pa.: Chief of surgery, U. S. Fleet Hospital 108, Guadalcanal, from 21 Feb 1944 to 24 Nov 1944.

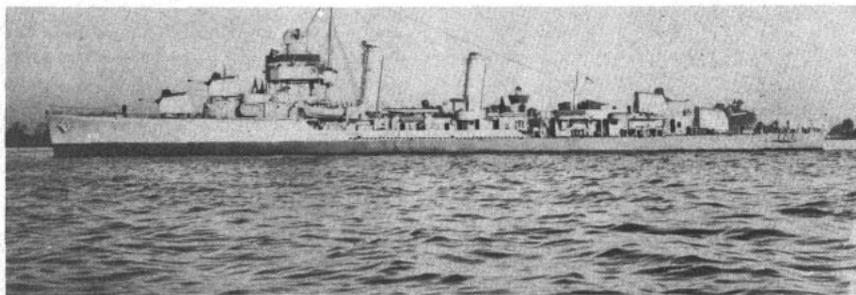
★ **DRY**, Melvin H., CDR, USN, Lancaster, Pa.: CO, USS *Searaven*, 12th war patrol, from 15 Aug to 6 Oct 1944.

★ **EDWARDS**, Kenneth N., LCDR (then LT), USNR, San Jose, Calif.: Transport division beachmaster, Amphibious group 3, POA, from 21 to 25 July 1944.

★ **EIDE**, Jim R., LT (then LTJG), USNR, Portland, Ore.: For service while attached to an LCM, during invasion of France, 6 June 1944.

★ **ELICOTT**, Joseph R., LT (then LTJG), USNR, Alpine, N. J.: CO, PT 72, landing on European coast during the nights of 24 May and 24 June 1944.

★ **EMRICH**, Richard W., LCDR, USN, San Diego, Calif.: Tactical and signal



USS *Butler* (DMS 29, ex-DD 636)

DESTROYER ROUTS SUICIDE PLANES

USS *John C. Butler* (DMS29,ex-DD 636) has been awarded the Navy Unit Commendation for the accurate gunfire and teamwork of her entire company during her participation in action at Okinawa on 20 May 1945.

She was operating alone on screening station north of Ie Shima when she was attacked by eight Japanese suicide planes coming in from high and low levels and from almost every direction. She maneuvered skillfully to keep all attacks beam on and bring every possible gun to bear. Always holding the most dangerous target under fire, she exploded one plane in midair on the starboard beam and sent another crashing in flames into the water on the port quarter.

Concentrating her fire on two planes

approaching simultaneously, the *Butler* forced one to crash off the port quarter with a violent explosion and downed the second close aboard. Instantly threatened by two additional planes, the first plunging directly toward the bridge and the second circling overhead, she maneuvered to place both targets on the port beam, blasting one into the sea off the starboard bow while forcing the second to retire in a northerly direction, smoking and losing altitude.

Her superb lookout discipline, her accurate gunfire and the perfect teamwork of her entire company enabled the *Butler* to rout the entire kamikaze force within 12 minutes of furious combat.

Commander John E. Pace, USN, Annapolis, Md., was CO of the destroyer at the time.

officer, on staff of ComPhibGrp 3, in operations against enemy forces, from January 1944 to July 1945.

★ **EVANS**, Wayne A., LT (then LTJG), USN, San Francisco, Calif.: Assistant plotting officer, USS *Sailfish*, 12th war patrol, from 26 Sept to 11 Dec 1944.

★ **FERGUSON**, Robert C., LTJG (then ENS), USNR, Portland, Ore.: OinC of a landing craft and boat crew, during assault against Saipan, Marianas Islands, 15 June 1944.

★ **FERNELIUS**, Byrne C., LTJG, USNR, Ogden, Utah: Boat captain of PT335, vicinity of Philippine Islands, from April 1945 to August 1945.

★ **GALANTIN**, Ignatius J., CDR, USN, New London, Conn.: CO, USS *Halibut*, ninth war patrol, from 21 Mar to 15 May 1944.

★ **GODBOUT**, Roland F., LT (then LTJG), USNR, Bennington, Vt.: CO of a fire support ship attached to LCI (G) Flotilla 3, in the assault and capture of two enemy-held islands, POA, from June to July 1944.

★ **GREYTAK**, John J., CAPT. (then CDR), USN, CO, USS *McKee*, in operations against enemy forces, from August 1943 to May 1944.

★ **GRIFFIN**, John J., LT (then LTJG), USNR, Long Island, N. Y.: Gunnery officer, USS *Emmons*, during assault and bombardment of French coast, from 5 to 8 June 1944.

★ **GRIFFITH**, Benjamin P., LCDR, USNR,

Los Angeles, Calif.: Air combat intelligence officer on staff of ComFairWing 1, POA, from 10 Sept 1944 to 15 April 1945.

★ **HAMILTON**, Thomas M., LCDR, (then LT), USNR, San Diego, Calif.: As flag secretary and signal officer on staff of a naval task force commander, prior to and during invasion of France, August 1944.

★ **HARTLEY**, Clair C., CETM, USN, Clyde, Ohio: For meritorious service while serving in USS *Jack*, fifth war patrol, from 4 June to 14 July 1944.

★ **HARVEY**, Alton E., LT (then LTJG), USNR, Water Valley, Miss.: For meritorious service as first lieutenant and landing officer LST 446, Russell, Woodlark, Vella Lavella, Bougainville and Guam Campaigns.

★ **WADTRIP**, Furman D., Lt. then CARP), USN, Columbia, S. C.: As a member of a salvage party attached to USS *Omaha*, during salvage operations in the South Atlantic, 19 to 21 May 1942.

★ **WALZ**, Allen W., Lt., USNR, Palm Beach, Fla.: CO, SC 568, in action against enemy forces, coast of France, for a period of 15 days.

★ **WECKER**, John G., Lt. (jg), (then Ens), USNR, Ogden, Utah.: In action against enemy forces on Leyte during the Philippine invasion.

★ **WIER**, John P., Jr., Lt., USN, Chula Vista, Calif.: Gunnery officer, USS *Fullam*, in action against Japanese on Bougainville Island, 29 Nov 1943.

FANTAIL FORUM

QUESTION: What is your favorite shipboard recreation?
(Interviews conducted on board USS Randolph (CV 15).)



Richard J. Morin, F1, Bristol, Conn.: The gals like muscles and I aim to please. In my off duty hours I work out on the rowing machine and tumbling to give me a build like the ads in the health magazines.



Alfred A. Peterson, S2, Milwaukee, Wis.: I'm a sport fan. I never miss a game of any kind on the hangar deck. There's a lot of fun in watching a team figuring out why it wins or loses its games.



Jack Hale, MAM2, Florence, Ala.: Being a mailman, I'm letter conscious. I write a lot so that I will receive a lot. To forget the day's work I see the movies. I like everything, horse operas on up.



Jerald T. Pierce, S1, Memphis, Tenn.: I like to write my thoughts to my family and friends at home. Just give me a quiet compartment after a rambling day of work. Writing letters relaxes me.



Mathew J. Davirro, S1, Woodside, L. I., N. Y.: Spinning discs on my "salty" record player is the way I like to kill those free hours. Swing or sentimental music is my stuff. Frankie is my favorite. He sings me to sleep.



Daniel F. Murphy, Jr., S1, Beverly, Mass.: Being out at sea, there isn't much opportunity to keep up with current events via the radio and newspapers so I stock up on news magazines when we hit port.



Robert A. Oliveri, S2, Brooklyn, N. Y.: Basketball is for me. After the day's work I like to get out on the hangar deck and flip the ball around. I may be tired afterwards, but a workout sure pays off in good health.



Thomas R. Prete, Y3, New Haven, Conn.: My hobby is sketching and there's plenty of opportunity for this at sea. Sometimes I don't have all the necessary equipment but I do the best I can to record shipboard life in my work.



Walter L. Levine, S1, Brooklyn, N. Y.: The wind-up, the pitch, and you're out — there's nothing like baseball. Aboard ship at sea I have to settle for indoor baseball, but I still enjoy the exercise I get out of it.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

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.

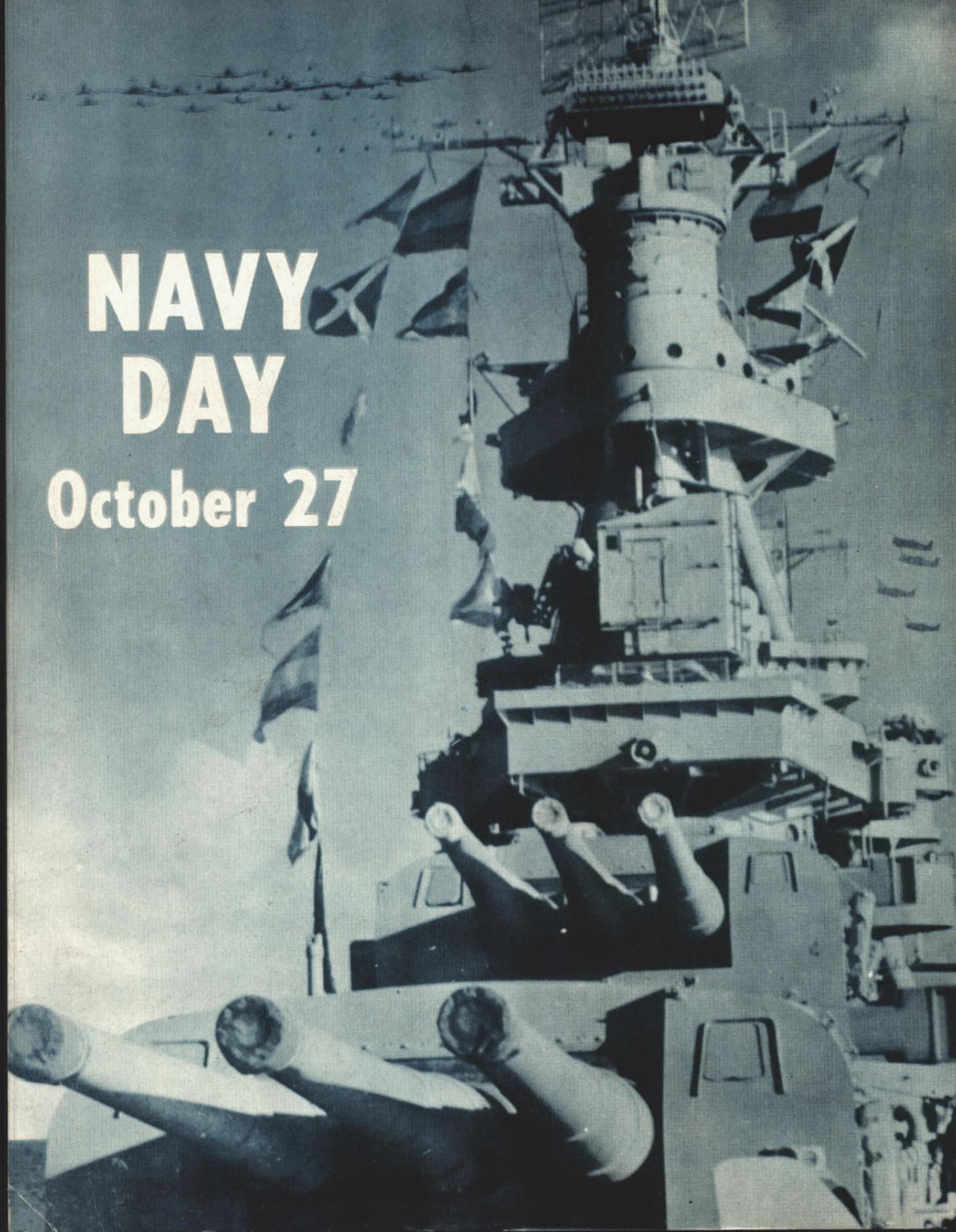
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• **AT RIGHT:** Famous for their pie appetite, sailors usually find no shortage. Picture shows one of the many racks of pies that are baked for a single meal at an air base. ➡

ALL HANDS



LOTS OF CRUST



**NAVY
DAY**
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