

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



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FEBRUARY 1948

BLOW THE MAN DOWN





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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

FEBRUARY 1948 Navpers-O NUMBER 372

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• FRONT COVER: Snug in his reindeer parka, Frank L. Tuttle, SPX3, of Redding, Calif., gives smiling approval of Navy polar gear. ALL HANDS photo by Walter G. Seewald.

• AT LEFT: Sailors at U.S. Navy Music School, Washington, D. C., give out with a few 'hot licks.'

CREDITS: All photographs published in ALL HANDS are official U.S. Navy photographs unless otherwise designated. P. 11, lower right, p. 14, Air Force; pp. 18-21, Swedish and Norwegian Embassies; p. 27, Army; pp. 32-33, upper left, upper right and lower left, p. 35, lower left, p. 41 and 42, p. 49, lower, Press Association.



LOW PRESSURE chamber at NAS Pensacola takes men many miles above the earth by simulating high altitude conditions.

CAN THE NAVY'S FLIERS TAKE IT?

HOW MUCH can the human body stand?

Suppose the Skystreak's pilot of last summer, while flying at 500 miles an hour, suddenly had found himself *outside* the plane's protective canopy.

Without theorizing as to the cause of such an outlandish predicament, aviation medical officials aver that if the pilot's eyes and mouth were closed, nothing would happen.

The terrific air stream would cause no severe pain and no tissue damage, neither externally nor internally. Facial skin and flesh would smooth out and vibrate in waves under the pressure, and the fleshy part of the pilot's nose would flop to one side. But the only visible effect afterward would be a slight wind tan.

No Navy flight surgeon can tell what might happen, however, if the face of the Skystreak's pilot were exposed to air

streams of 650 miles an hour, the official speed record set by that plane.

But aviation medical officials are certain that if the pilot's eyes and mouth were open at that speed, the air stream would tear off the eyelids and rip back corners of the mouth. Once started, the skin might continue to tear until velocity lessened considerably.

Such a disaster, however, is virtually impossible in the Skystreak or other jets capable of nearing that speed. Accidents to the plane's stong protective skin are least among the worries of flight surgeons, and bailing out of the Skystreak is as simple as falling asleep after midwatch.

Situated well forward, the cockpit and the entire front end of the plane drops off if the pilot runs into trouble. When velocity of the capsule has subsided, the pilot topples backward into the wide open spaces and relies on his parachute.

Other methods, improvising on the old circus trick of shooting a man from a cannon, use two "shotgun" charges to eject the pilot in a special chair. Here again exposure to the air stream is avoided, since the only means of firing the mechanism is for the pilot to reach back and pull a curtain over his face.

Human endurance will resolve an ominous question now before aviation medical researchers: At what speed and at what altitude must piloted aircraft give way to the guided missile?

It has long been known that approximately 90 per cent of aircraft accidents are traceable to human error. Mechanical improvements can be and are made every day but man himself may prove unequal to his own machines.

The problem is not a new one, for in World War I the number of crack-ups and percentage of pilots in hospitals re-

sulted in the birth of aviation medicine. Many times planes were grounded for lack of pilots, and a few times there were more pilots in sick bays than were available for combat duty.

Physical and mental requirements were established for the first time and a selection program was begun, but by then early flight surgeons had another problem: Engineers had souped up the planes and some could climb as high as 20,000 feet. Pilots were being killed by "altitude sickness," first recorded in the 16th century by Spanish explorers tackling the mighty Andes. To meet the new challenge, the forerunner of today's oxygen apparatus was invented.

Knowledge of human endurance and behavior in planes was furthered during World War II by flight surgeons who went along on various hops. It had been discovered that the saving from preventing one plane crash exceeded the flight pay for all the Navy's flight surgeons for one year.

Flight surgeons, flight nurses and flight hospital corpsmen manned air transports during the war to carry wounded back to hospitals near their homes.

At the same time, flight surgeons were busy behind the lines. Cockpits were made more comfortable, controls were reduced in number and simplified, better oxygen equipment was installed and pilots were fitted with "G" suits to increase their tolerance to centrifugal force and permit them to outmaneuver the enemy.

At the end of the war aviation medicine had a fine record, but the proportion of flight surgeons killed was three times that for other medical officers. Casualty rates for flight surgeons corresponded closely with those for pilots.

Postwar times saw development of the Skystreak and Skyrocket, especially designed for speed tests. Aviation medical researchers estimate the worst that can happen to the pilot who cracks the sonic barrier is a severe buffeting and possibly a slight vertigo—giddiness and nausea—caused by sound so high in frequency that it cannot be heard.

High frequency sound can be fatal to animals. Civilian doctors experimented by directing concentrated sound from high speed sirens at dogs, causing their tissues to jell.

Another type of vertigo is believed by flight surgeons to be the cause of "spinning in" by night flying pilots. Motions of flight might throw off the pilot's sense of balance so that a spin to the left will



PILOTS at 18,000 feet in simulated altitude think they're doing fine on tests. Because of lack of oxygen, they actually are failing simple problems.

seem to be in the opposite direction. Attempting to right the craft, the pilot actually aggravates the spin.

More knowledge about the semi-circular canal, the body's balancing organ, is being sought at Pensacola by flight surgeons experimenting with a human centrifuge, which spins a cab containing a human subject. Flight surgeons note physical reactions, and pictures are taken

during the experiments. A new Navy centrifuge is being constructed in Johnsville, Pa.

Eyesight at night fared better during the war than did pilots' sense of balance. Navy flight surgeons had long been acquainted with the fact that humans once were able to see at night as well as cats and owls.

After a long search, he found at McGill

PHYSIOLOGICAL changes are recorded by aviation medical researchers as subject expends his energy. Limitations of human body pose big question.





TROUBLE develops at 30,000 feet when Eustachian tube fails to open. Ear pressure then can't equalize that of chamber. Sounds change, hearing decreases.

University in Montreal an RCAF scientist who had perfected a new technique for increasing night visual effectiveness. Using most of the Canadian's methods, a U.S. school taught how targets of all types would look at night, effects of moon and flare lighting, and a few fundamentals on eye reactions in darkness.

Night visual effectiveness actually increased 100 per cent for most pilots, even though the entire course gave only 14 hours of instruction. Besides developing long unused eye capabilities, the course taught the best method of seeing at night:

RESEARCH must increase body limitations, otherwise humans may prove unequal to their own machines. Aviation medicine had its beginning in World War I.

look 10° to 15° away from the object, not directly at it.

In the early stages of the war before development of IFF radar and the night vision course, American forces under attack at night dared send up only one plane whose pilot would attempt to shoot down everything in sight. The system was infallible, if old-fashioned—the pilot knew everything else in the air belonged to the enemy.

One human limitation not worrying flight surgeons is the highest temperature the body can stand. Firemen of oldtime

Navy ships performed coal heaving chores at temperatures near the limits of endurance, thereby providing aviation medicine with all the heat statistics needed.

Temperatures in excess of 140° F. cannot be tolerated by the body for any length of time, and any approach to that mark is much higher than the comfort zone necessary for good flying performance.

Low temperatures, on the other hand, merit more than just passing interest. Aviation medicine has come up with the best in clothing for both cold climates and high altitudes.

Flight surgeons quickly point out that while temperatures outside a plane may plummet to an alarming figure below zero as altitude increases, the pressurized cockpit may be as cozy as a rug beside the fireplace. Reason is that the "ram effect" of compressing rarified air results in considerable heat from both the process itself and the friction it generates.

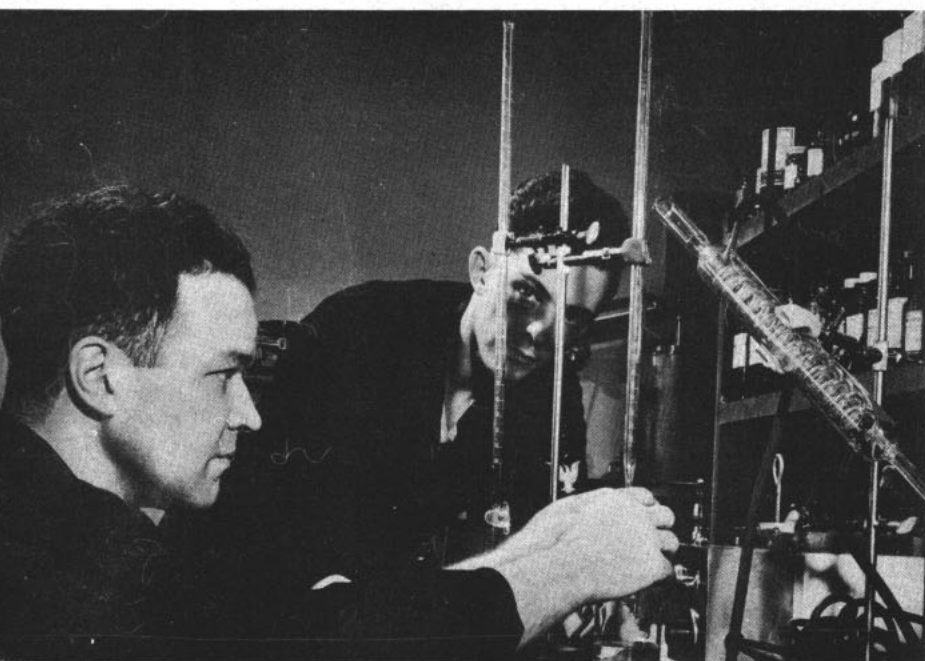
Current research is seeking the best altitude at which cabins should be pressurized, but two diametrically opposed principles make the choice—difficult. "Bends" will not result if the cabin is pressurized at a sufficiently low altitude, but personnel bailing out at high altitudes will have more oxygen to last in the descent to normal breathing conditions if the cabin is pressurized at higher altitudes.

Aircraft have climbed as high as 42,000 feet, and higher altitudes will be possible with modern fast jet planes. Aviation medical officials are already thinking in terms of special canopies to protect personnel from being sunburned to death by ultra violet ray concentrations at higher altitudes.

Another problem of the upper reaches concerns cosmic radiation, since harmful X-rays are formed when cosmic rays strike the body. Flight surgeons believe one exposure to the greater concentrations will have little effect, but that additional ones may approach the danger point.

Speeds and altitudes cause most worries for aviation medical researchers. Limitations of the human body in regard to speed cannot even be guessed but flight surgeons like to think that most problems will be solved if man reaches 60,000 feet.

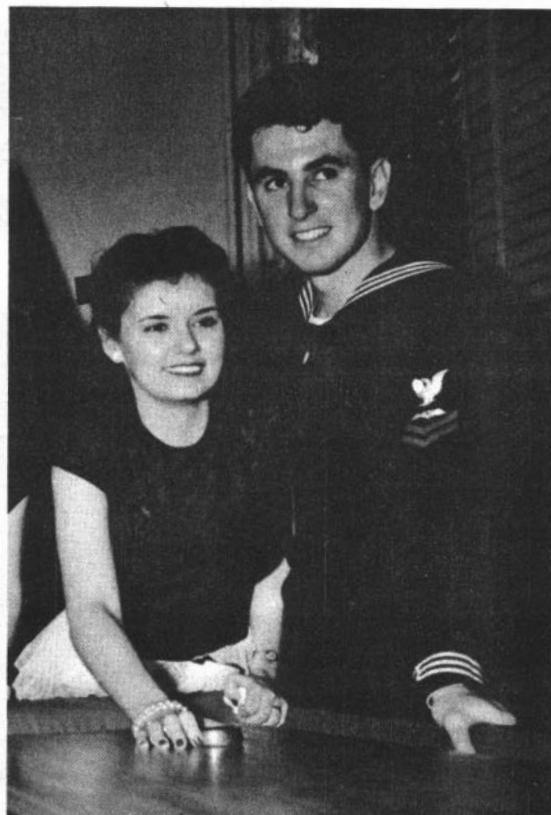
Come what may, aviation medicine is nearly reconciled to the fact that the human body cannot take it forever as altitudes and speeds increase.





EM'S ELYSIUM

SATURDAY NIGHT at NAS Willow Grove, Pa., finds blue-jackets and their ladies heading for the station EM club, which rates among the East Coast's best entertainment spots. Between dances, couples can choose anything from shuffleboard to television. The club is run by and for the men, who choose their own manager and control board.



NAVY'S 'NEW LOOK'

CLEAN and sharp as a boatswain's whistle at 0630, that "New Look" slated for enlisted personnel this year is a far cry from Navy days of yore.

Back in 1841, for instance, you couldn't tell—by markings, that is—a seasoned petty officer from the rawest recruit fresh out from under the haircut bowl. That the system might have had its pitfalls is illustrated by the change made that year.

Now in 1948, with the new rating structure coming up in April, BuPers has gone into a huddle to find the best ways to streamline and modernize the Navy's enlisted insignia system.

When the rating structure goes into effect, watch marks will come off enlisted men's shoulders, rating badges—all of them—will be worn on the left arm and distinguishing marks on the right arm.

To show rating and group classification, diagonal stripes will be worn by non-rated men on the left arm—three of them for men of the fifth pay grade, two for the sixth pay grade and one for the seventh.

Airmen and airmen apprentices will sport emerald green stripes on all uniforms. Seamen, seamen apprentices and seamen recruits will wear white stripes on blue uniforms and blue on white, and firemen and firemen apprentices will wear red stripes on all uniforms.

Specialty marks of stewards, dental technicians and hospital corpsmen will be displayed with white stripes on blue uniforms and blue stripes on white uniforms by the non-rated men of their group.

Cuff marks, a part of the Navy since 1866, will be continued as a decorative feature on dress jumpers.

That's the extent of new insignia changes. When naval personnel blossom forth with new uniforms as okayed by the board sometime in the future, some of the most far reaching changes in per-

sonnel appearances will have been made.

The eagle—also known in salty vernacular as a "crow"—has been with the Navy as an insignia since 1841 and is still going strong. Petty officers were authorized their first designation from non-rated men in that year, as symbolized by an eagle worn with an anchor between the elbow and shoulder.

A 1-in. star, worn an inch above the eagle and anchor, was added in 1852. After the Civil War, the star with other devices on the right sleeve denoted "line petty officers"—boatswain's mates, gunner's mates, quartermasters, coxswains, quarter-gunners and captains of the fore-castle, maintop, mizzentop and afterguard.

Staff petty officers wore their eagle and anchor, without a star, on the left sleeve.

Cuff markings came into existence in the same 1866 regulation. Petty officers, seamen and first class firemen showed three rows of white tape on cuffs. Two rows were authorized for ordinary seamen and second class firemen, and one stripe was the lot of landsmen, coal-heavers and a designation plainly called "boys."

Few personnel in the Navy today know the origin of watch marks, which now are worn but will be abolished when the new rating structure goes into effect. The name for the insignia comes from its original purpose—to show at a glance the watch to which the person belonged. Personnel of the second part of the star-board watch, for instance, were designated by two bars of tape slightly more than an inch long worn on the right shoulder. Port watch standers wore their marks, either one or two depending on the section, on the left shoulder.

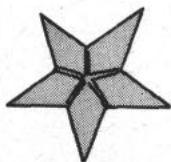
In 1885 enlisted ratings were first arranged in a manner similar to the present system. The classification established a scale from first class petty officer down to



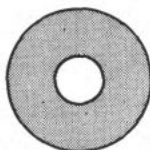
DRESS BLUES of 1885 are modeled here by quarter-gunner, 3d class PO.



Engineer Force
Petty Officer



Ship's Corporal
or MAA



Ship's Cook
(stovetid design)



Schoolmaster
or Printer



Sailmaker's
Mate

FAR CRY from today's insignia are these specialty marks of yore. The one at the left was used in 1881, others in 1885.

UNIFORM OF 100 YEARS AGO

and including third class seaman. Classes—seaman, special and artificer—were set at the same time.

Rating badges with eagles and chevrons were authorized later in the same year for the first time. Worn halfway between the shoulder and elbow, the badge showed to which watch the petty officer belonged by the arm on which it appeared, abolishing the "line" and "staff" classification which had been used since 1865.

The master-at-arms of 1885 and several years afterward donned a special set of chevrons consisting of three stripes with an arch of three stripes in keeping with his position at the top of the enlisted scale. Next in line were other first class petty officers with three-striped chevrons and a lozenge—a diamond-shaped affair—in place of the arched stripes.

PO2s and PO3s were marked by badges with three and two stripes, respectively, in their chevrons.

In other changes made in 1885, gold lace chevrons appeared for petty officers having three consecutive good conduct badges, and watch marks were moved directly onto the shoulder and extended around the sleeve as in the present style.

In 1894 rating badges consisting of an eagle and chevrons, as well as scarlet diagonal service stripes were authorized and remain unchanged to this day.

Up until this time, masters-at-arms held a quasi-chief rating and other chief ratings existed in name only. CPOs came into being as such in 1894, along with a special rating badge for them.

Non-rated men of the seamen branch were authorized to wear branch marks on the right sleeve for the first time and

rated men of the seaman branch were authorized to wear rating badges on the right arm in 1912. Thus, when rating badges of the seaman branch again appear on the left arm after the rating structure is effected this year, the change will represent a return to previous standards.

All left arm rating badges were changed in 1941 by a bulletin which announced that the Napoleonic form of eagle—with head facing to its own left—was contrary to the laws of heraldry and prescribed that the head should always point to the front, or to the wearer's sword arm.

During World War II no special insignia identified Reservists in keeping with the regulation which abolished the practice in 1918. For three years previously, however, enlisted men of the Naval Militia wore a vertical foul anchor in a lozenge in two places—just below the neck opening on jumpers and on the sleeve between the elbow and wrist.

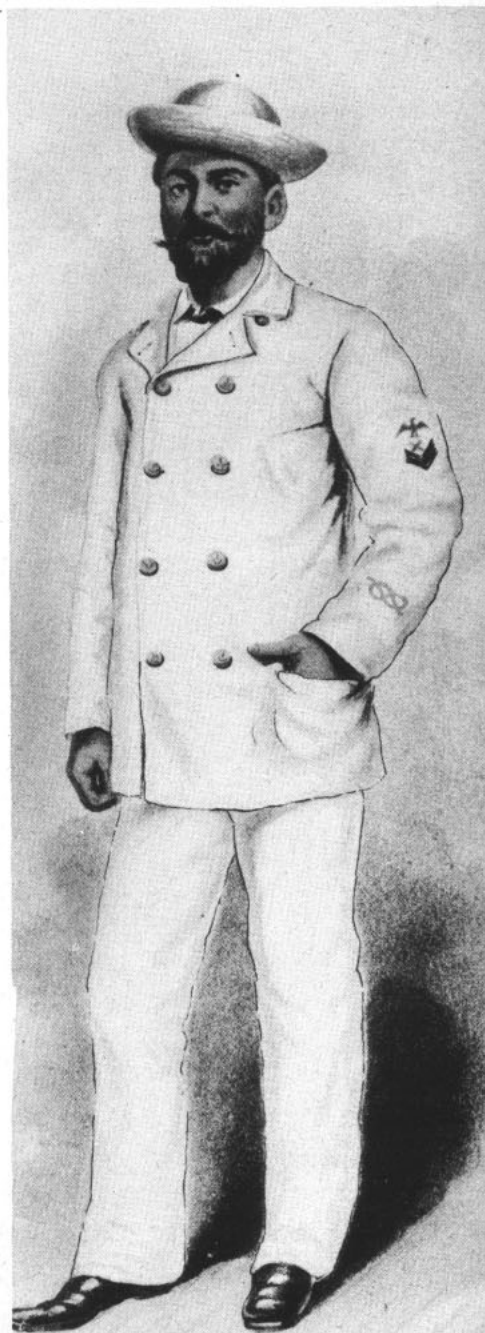
CPOs who were not qualified for gold rating badges were authorized in 1941 to sew on badges consisting of a silver embroidered eagle and specialty mark with red chevrons. Another recent change provides that enlisted men who qualified as submarine officers while serving in temporary officer status may continue to wear the officer's gold submarine pin on the left breast of enlisted uniforms when they return to that status. At the same time, it was provided that enlisted silk embroidered submarine insignia should be worn on the left breast of jumpers and coats.

So the changes go, on and on. It has been more than a century since petty officers first received their crowns, and present-day personnel may look back with

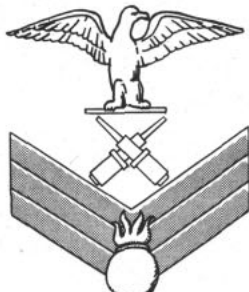
wonder at old-time uniforms which look like dress for a costume ball.

That's all very well and you might even get a chuckle in past perspective—much in the same manner, perhaps, that personnel of the year 2048, for instance, will sniffle at the quaint uniforms and insignia of the "New Look" days of 1948.

DRESS WHITES of 1885 are displayed here by gunner's mate, 2d class PO.



Apothecary
1st Class PO



Gunner's Mate
2nd Class PO



Master-at-Arms
1st Class PO

RATING BADGES with eagle and chevrons were authorized for first time in 1885.

NAVIGATION BY ELECTRONICS

WARTIME's push-button world of electronics, with postwar embellishments, today seems destined to streamline the job of navigating a ship from a knotty, laborious operation into a simple chore.

It may be years before maneuvering a vessel safely through foul weather and high seas ceases to be tricky business, but a change definitely in favor of the navigator is in the cards.

For instance, some Navy researchers visualize the navigator of tomorrow leading his ship through the thickest fog merely by switching on an automatic Loran pilot integrated with the rudder controls.

Others are confident that he will be "met" at the harbor entrance via radio telephone from a shore-based operator who will "talk him in" by employing a precision radar technique similar to the widely-publicized Ground Controlled Approach (GCA) radar now used for landing aircraft in low visibility.

Some ships may choose to follow long-range omnidirectional radio transmissions which, if proved practicable for shipping, would replace the radio direction finders in common use by navigators for many years.

To date, however, Loran has proved one of the most remarkable electronic aids to the peacetime navigator. By measuring precisely the difference in time of arrival of accurately synchronized radio pulses from special transmitting stations on shore, it has been doing matchless work making lighter work for the navigator.

Skippers who use it today are determining latitudes and longitudes in the most adverse weather at an over-water range from transmitting stations up to 1400 nautical miles at night and about 750 miles in daylight.

Those familiar with latest Loran equipment report that accuracy of its fixes is comparable to that obtained from good celestial observations.

Champions of Loran feel it possesses most of the advantages and none of the disadvantages of celestial navigation and radio direction finding.

They point out that the many correction headaches which plague navigators are alleviated. There is no requirement for such factors as height of eye, compass deviation, magnetic variation, quadrantal error, coast and night effects.

Loran is independent of the ship's heading, fathometer, chronometer, com-

pass, almanac date, antenna loop, changes in the ship structure or accurate dead reckoning.

During the war celestial navigation was an enigma to many Reserve officers. Sixteen weeks were allotted to train a man in the astronomy and mathematics necessary to become a prospective navigator. This study course was based on the assumption that the trainee had the usual required schooling beforehand.

Using a sextant, this student later was able to find his ship's position in from 20 to 40 minutes.

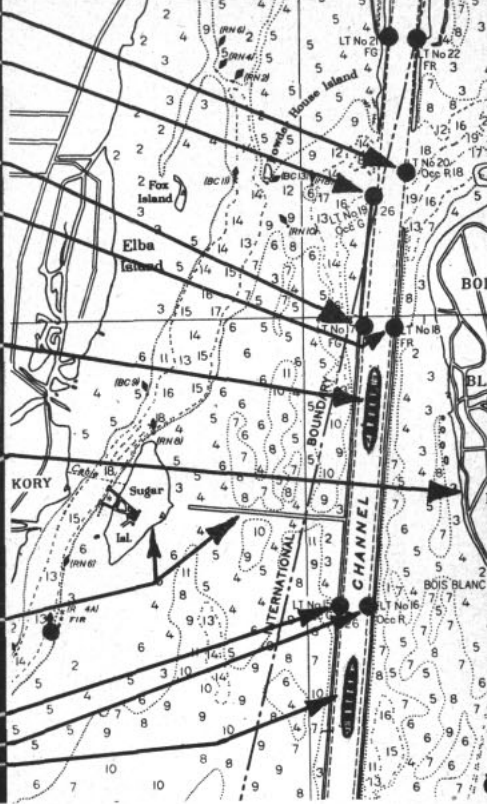
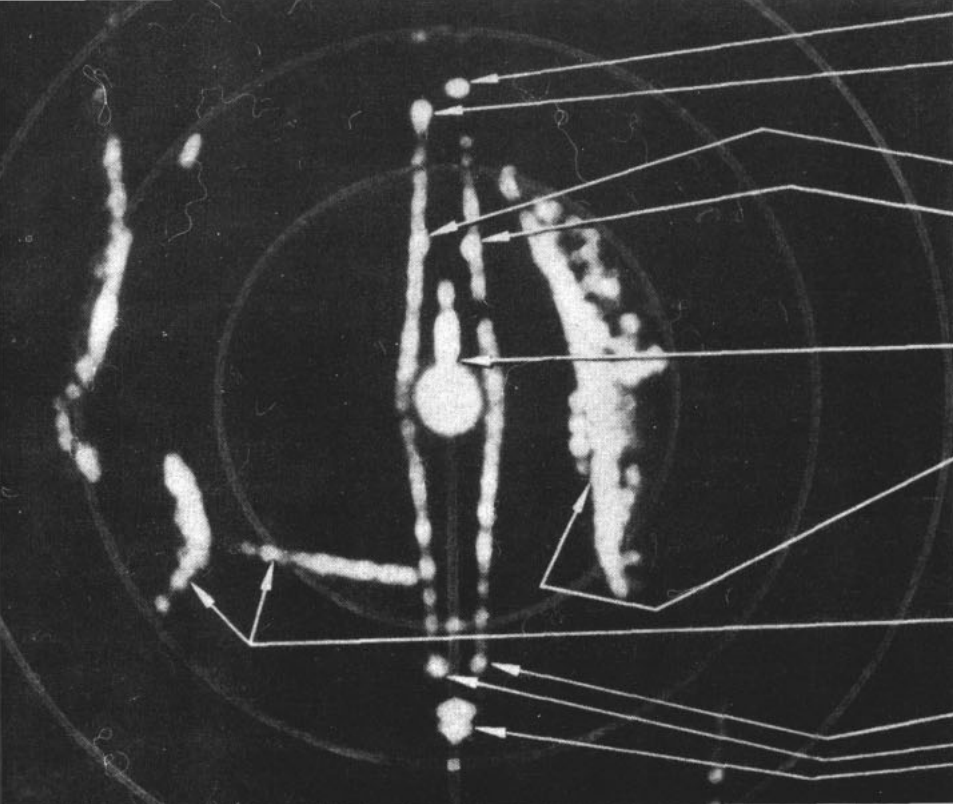
Today the same man can be taught to operate standard Loran in three days or less and obtain an accurate long-range fix in three minutes or less. A knowledge of electronics is no prerequisite.

Loran chains have been set up in the Pacific from Japan south to the Philippines, in the Marianas and the Marshalls, and in Alaska, the Aleutians and Hawaii. Both the West and East Coasts of the United States and the heavily-trafficked shipping lanes of the North Atlantic to Europe are similarly protected by Loran.

The service area of one chain of three stations is about 1,000,000 square miles over water. About 150 transmitting stations of the present design would be suffi-



NEW DEVELOPMENTS in Loran and radar (left) free navigators from dependence on sextant celestial sights, make possible all-weather, world-wide navigation.



COMPARE RADAR presentation seen on bridge of a freighter with actual chart of the Detroit area at right.

cient to provide service over the important sea routes, according to Rear Admiral Earl E. Stone, USN, Chief of Naval Communications.

Although standard Loran has proved reliable and accurate, it will be outmoded soon by low frequency Loran, which is expected to simplify further modern navigation.

This past summer the World Telecommunications Conference at Atlantic City assigned 100 kilocycles for low frequency (LF) Loran experimentation. Formerly the 180 kilocycle band was used for this purpose and the conference permitted it also to be retained. Standard Loran operates on four channels from 1750 to 1950 kilocycles.

Admiral Stone estimated that LF Loran could increase the daytime range of the Loran system to as much as 1,500 miles under severe noise conditions, and to as much as 3,000 miles under light noise conditions.

"Accuracy can be increased to within one or two miles at 1,000 miles from stations," he told an international meeting on marine radio aids to navigation.

"Receivers are in production which are direct-reading—that is, no skill will be required to take readings. The service area of each new Loran system chain is about five million square miles, and only

60 to 70 stations will be required to give good coverage over all important land and water airways of the world."

Early this year the Civil Aeronautics Administration built five antenna towers at Nantucket, R. I. They were to have been used in experiments with long-range omnidirectional V range (ODR) as an aid to air and sea navigation, but were toppled by a summer storm.

After they are repaired, experimentation in this field will begin in earnest. If successful, ODR might replace the radio direction finding system, which is probably the oldest means of radio navigation.

Proponents of ODR explain the greater accuracy of the system by the fact that directional characteristics are produced in the transmitter on shore rather than in the receiver on board ship, as in the case of current radio direction finding. ODR reception is not distorted by a ship's superstructure, they contend.

ODR also is expected to simplify the

matter of taking readings and increase the range of operations. The system may lead to the eventual elimination of the large number of small marine radio beacons along our coasts.

If experiments bear out expectations, CAA plans to set up three ODR stations in strategic places along the West Coast and three on the eastern seaboard.

Shifting closer to the beach, we find new developments on the way to solve harbor navigational problems.

Very high frequency radio communications (VHF) employed during the war now has reached a very satisfactory stage of development. Sometime in the future it may be used extensively as an aid in harbor control.

Although some of the latest developments in radar are restricted reading, it is known that this important detection system has advanced considerably since the war. Currently the need for radar in marine navigation is more basic than Loran.

Availability of reflectors and beacons installed on shore has added much to the capabilities of radar for ship navigation close to shore.

Commercial manufacturers of radar equipment are making considerable progress in their campaign to "radarize" all shipping. The emphasis in peacetime radar falls primarily on close-in naviga-

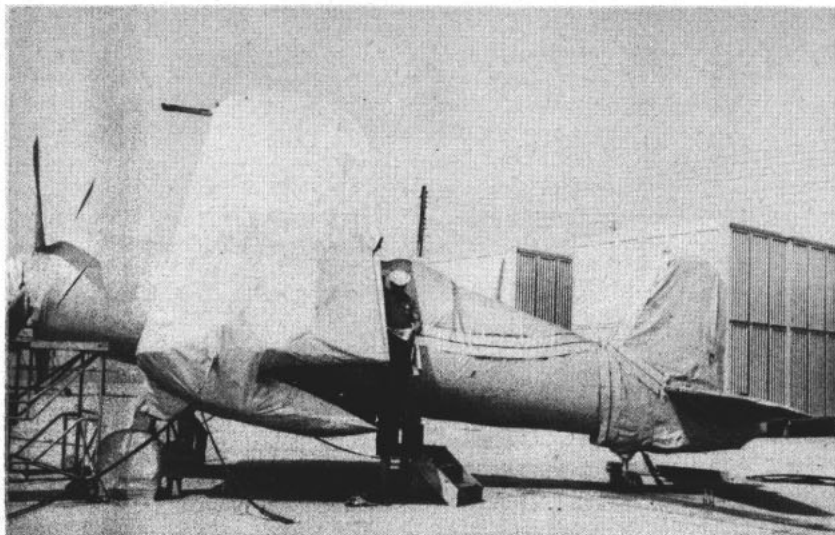
Scientists Foresee Day When There Will Be 'GCA' Gear for Ships



MOTHPROOF CORSAIR

Zipper bags are now used to preserve Navy aircraft for short periods. It takes only 30 man-hours to zip a fighter into a cocoon of weather-proof fabric, a saving of 90 man-hours over standard preservation techniques.

The photograph above shows an F4U Corsair being prepared for use after storage in a zipper bag. Note the packages of desiccant powder stowed in the engine cowling. The same plane is shown below with its protective cover.



tion. Hence, manufacturers are attempting to lower the accurate minimum range of their radar sets.

Because accuracy to a great extent depends upon such variables as target size and location, antenna location and the operator's ability, it is difficult to establish one particular distance as today's minimum range. However, 100 yards would be a conservative figure.

Great Lakes iron ore freighters, which must ply such narrow channels as the Detroit and St. Mary's Rivers, have found this new type of close-in radar to be especially helpful. This past summer during periods of heavy fog, lake freighters with radar installations led other unequipped freighters through treacherous waters.

The Coast Guard has taken the lead in coordinating United States commercial marine radar equipment. Underway now is a program for the installation and improvement of United States air and marine navigational radar beacons.

In addition, the Coast Guard, with help from the Navy, has drawn up extensive plans to improve further channel and buoy detection by radar.

Ground Controlled Approach radar (GCA), now used to bring in aircraft, also may come to the rescue of the weary marine navigator who today must wait outside fog-bound harbors until he can see where he is going.

Several bad collisions have occurred between radar-equipped ships. False interpretation of radar information, violation of basic rules of the road, false sense of security, boldness beyond capabilities of equipment and lack of good common sense are contributing factors. Radar is not a magic collision prevention device, but it is a valuable and indispensable aid if correctly used.

Curious Birds

Curiosity not only fouled up the proverbial cat but it recently got 19 Antarctic penguins into a lot of trouble.

The penguins, four large Emperors and 15 smaller Adelies, are now prisoners aboard the Navy icebreaker USS *Edisto*, one of two icebreakers comprising the Navy's 1948 Antarctic Expedition.

They were captured in a hand-to-flipper encounter on the western edge of the Shackleton ice shelf by a party of three led by Dr. Malcolm Davis of the Smithsonian Institution.

Their new address will be the National Zoological Park, Washington, D. C.

Nimitz Warns Nation It Must Keep Navy Strong

TAKING a realistic look into the future, Fleet Admiral Chester W. Nimitz, USN, predicts that another war would find the Navy launching missiles from surface vessels and submarines, plus delivering death-dealing atomic bombs from carrier-based planes on enemy installations.

Admiral Nimitz made his predictions known in a valedictory report he submitted to the Secretary of the Navy upon his departure from his post as CNO.



FADM Nimitz

Warning that air attacks may come across our bordering oceans as well as across the polar region, Admiral Nimitz points out that our future war plans must include development of specialized forces of fighter and interceptor planes for

pure defense, as well as continued development of long range bombers.

"Offensively," said the Admiral, "our initial plans should provide for the co-ordinated employment of military and naval air power launched from land and carrier bases, and of guided missiles against important enemy targets. For the present, until long-range bombers are developed capable of spanning our bordering oceans and returning to our North American bases, naval air power launched from carriers may be the only practicable means of bombing vital enemy centers in the early stages of a war."

Admiral Nimitz was fearful that our present naval strength is taken too lightly. While acknowledging that the United States today possesses control of the sea more absolute than was held by the British, the former CNO warned that this control is so absolute that it is sometimes taken for granted. As a result there is a faulty tendency, under the assumption that any probable enemy in a future war possesses only negligible apparent fleet

strength, to give no major offensive role to the Navy—only a supporting role and the prosecution of anti-submarine warfare.

The need for a strong and alert Navy was emphasized by Admiral Nimitz by referring to its importance in shortening the Civil War, and the cutting down and elimination of the Axis powers in World War II.

"Defensively," wrote the Admiral, "the Navy is still the first line the enemy must hurdle either in the air or on the sea in approaching our coasts across any ocean. The earliest warning of enemy air attack against our vital centers should be provided by naval air, surface and submarine radar pickets deployed in the vast ocean spaces which surrounds the continent. This is a part of the radar screen which surrounds the continental United States and its possessions. The first attrition to enemy air power might be short-range naval fighter planes carried by carrier task forces. Protection of our cities against missile-launching submarines can be best effected by naval hunter-killer groups composed of small aircraft carriers and modern destroyers operating as a team with naval land-based aircraft."

Nimitz claimed that only naval air-sea power could ensure the safety of our essential trade routes and ocean lines of communication, sources of raw material, and advanced bases.

In regard to offensive warfare, the Admiral said: "...it is the function of the Navy to carry the war to the enemy so that it will not be fought on United States soil. The Navy can at present best fulfill the vital functions of devastating enemy vital areas by the projection of bombs and missiles. It is improbable that bomber fleets will be capable, for several years to come, of making two-way trips between continents, even over the polar routes, with heavy loads of bombs.

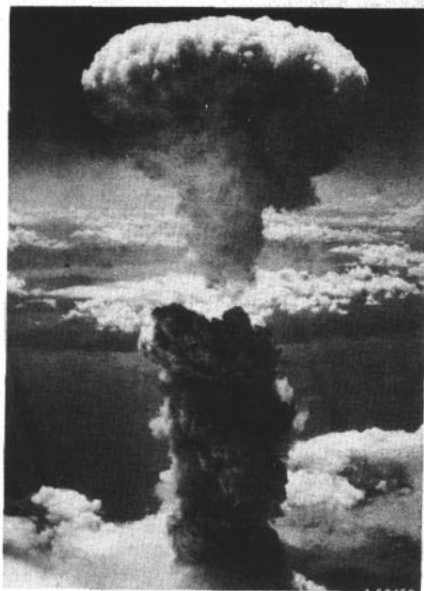
"It is apparent then that in the event of war within this period, if we are to project our power against the vital areas of any enemy across the ocean before beachheads on enemy territory are captured, it must be by air-sea power; by aircraft launched from carriers; and by heavy surface ships and submarines projecting guided missiles and rockets. If present promise is developed by research, test and production, these three types of air-sea power operating in concert will be able

within the next ten years critically to damage enemy vital areas many hundreds of miles inland.

"It is clear, therefore," Admiral Nimitz continued, "that the Navy and the Air Force will play the leading roles in the initial stages of a future war. Eventually, reduction and occupation of certain strategic areas will require the utmost from our Army, Navy and Air Force. Each should be assigned broad functions compatible with its capabilities and limitations and should develop the weapons it needs to fulfill these functions, and no potentiality of any of the three services of the military establishment should be neglected in our scheme of national defense.

"At the same time each service must vigorously develop, in that area where their functions meet, that flexibility and teamwork essential to operational success.

"It should also be clear that the Navy's ability to exert from its floating bases its unique pressure against the enemy wherever he can be reached—in the air, on sea or land—is now, as it has been, compatible with the fundamental principles of warfare. That our naval forces can be equipped defensively as well as offensively to project pressure against enemy objectives in the future is as incontrovertible as the principle that every action has an equal and opposite reaction."



TOMORROW'S NAVY will be equipped to launch atom bomb attacks from carriers, Admiral Nimitz says.

**Former CNO Says Navy's
Role in Future Calls
For Strength, Alertness**

THE WORD

Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **REMARKS** as to whether or not an officer is considered qualified for promotion no longer will be placed in officers' qualification jackets by COs and previous entries by former COs were directed by BuPers to be removed.

Cancelling Alnav 219-45, BuPers Circ. Ltr. 249-47 (NDB, 31 December) does not alter the COs responsibility and authority to express freely and fully his evaluation of officers under his command by appropriate remarks in fitness reports. Nor does it remove the obligation to withhold an appointment when, in the opinion of the CO, the officer is not considered qualified. In such cases, however, the matter should be referred to BuPers immediately.

• **TALK**, favorite off-duty pastime of the U.S. sailor, is being directed into constructive channels on a group discussion basis by the Educational Services Section, Bureau of Naval Personnel.

Two publications are made available regularly. One is *Town Meeting Bulletin*, a stenographic report of the weekly broadcast of America's Town Meeting of the Air. The other is *Armed Forces Talk*, a fact sheet on a subject of current interest

prepared for all branches of the armed services by the Troop Information Branch, U.S. Army.

The manual *Now Hear This—Handbook for Discussion Leaders* (NavPers 16975) is being revised for early re-issue under the title *Handbook for Discussion Leaders* (NavPers 16975A), and may be requested from district publications and printing offices.

Basis for the program is the fact that group discussions—or organized bull sessions, if you will—are effective in developing habits, skills, attitudes and opinions necessary for responsible citizenship in a free society. In addition, Navy study has shown that well-organized discussions are important morale building instruments, popular with men of all ratings.

It has become apparent that sailors not only enjoy talking, but they also like to acquire reliable information about the problems of the nation. During the war, the Navy's entire informational and orientation program was focused on the job of helping personnel understand the war, why they were in it and why we were fighting.

Lessons learned in the war are being

used in the program today. The Navy feels that group discussions are important to the individual, to the Navy and to the nation; they cannot be expected to produce miracles or intellectual world-saving leaders, but they can and do result in a vital democratic experience by providing a medium for exchanging information and developing intelligent attitudes and opinions.

• **JOINT RECRUITING** is the subject of a directive which has been issued to the secretaries of the Army, Navy and Air Force. The directive requests a report on the advisability of accepting such a measure. Each report will contain an accurate picture of existing conditions in each of the services and the extent of duplication in recruiting services.

The report will be presented as a basis for discussion at a future War Council meeting.

• **NEW YORK** veterans applying for bonus payments must submit several authenticated documents to state officials.

Enlisted personnel must forward the following:

- Full-size photostat of discharge certificates. Personnel having more than one should forward certificates covering the period between 7 Dec 1941 and 2 Sept 1945.

- Full-size photostat of notice of separation from the naval service.

Officer personnel, both commissioned and warrant, must submit the following:

- Full-size photostat of satisfactory service (not the wallet size, NavPers 554).

- Full-size photostat of notice of separation from the naval service.

- Full-size photostat of original orders to inactive duty, with all endorsements.

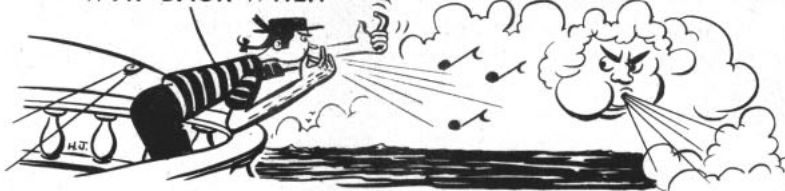
Personnel still in the service should state that fact.

If the necessary documents can be proved lost, bonus officials will accept a statement of service prepared by the district civil readjustment officer from official records on file in the Navy Department.

The 3d ND Civil Readjustment Office is at 90 Church Street, New York 7, N. Y. In requesting assistance from that activity, the request should include full name, rate or rank, place and date of separation, address at time of separation, present address, and a statement as to whether the person is associated with an active or inactive Naval Reserve unit.

Eligibility qualifications were summarized in *ALL HANDS*, January 1948, p. 54.

—WAY BACK WHEN—



Whistling for a Wind

The expression "whistling for a wind" is seldom heard in our modern Navy of steam and steel, but in grandad's day of sailing it was common belief among oldtimers that the quickest way of scaring up a wind at sea was to whistle for it.

At a still earlier date it was the practice of some sea captains to visit the local fortune teller and pay big sums of money to insure favorable winds for ships during their voyages.

The belief of whistling for the wind has been traced back to the ancient

Vikings, who are responsible for many of our sea-going expressions. These hardy seamen believed that Thor, Thunder God, controlled all the winds on land and sea. Whenever their ships were becalmed, they whistled loud and long in the hope that Thor would hear and whistle a reply, thus filling their sails with wind so they could knock off rowing.

This old superstition still faintly persists and the present-day Navy strictly frowns upon the sailor who whistles for a now unwanted wind.

7,826 Men Ship Over, 6,967 Enlist in November

Continued high morale and the fact that peacetime Navy advantages are becoming more attractive to Navy personnel was evidenced in reenlistment figures for November, according to Rear Admiral Thomas L. Sprague, USN, Chief of Naval Personnel.

Reenlistments totalled 7,826, and with 6,968 new men brought the total to 14,793 out of a quota of 15,000. Rear Admiral Sprague pointed out, however, that continued emphasis on recruiting in the months ahead is essential to keep the Navy up to strength.

• **AS A MATTER** of standard policy, Navy recruiters are urging prospective recruits not to leave high school prematurely but to graduate if possible.

The point is one of many in the Navy's recruiting policy for secondary schools.

In keeping with the plan, recruiters also will advise prospective recruits in high schools to:

- Learn vocational-career opportunities as they learn other occupational information in school.

- Prepare for the naval service while still in school by scheduling such subjects as mathematics, physical sciences and vocational topics, in addition to taking advantage of the health education and physical fitness programs of the school.

In its program to obtain 131,000 new enlistments during the present fiscal year, the Navy points out that a large number of high school graduates and other competent young men are needed to qualify for training in electronics and other highly technical fields. To accomplish the task, the plan states, the Navy needs the support of educators in maintaining national security through voluntary enlistments.

The Navy offers to:

- Assist vocational counselors, teachers of occupations courses, vocational instructors, librarians, home room sponsors, assembly directors, club leaders and others who may want help or information in presenting the Navy program to interested groups of students.

- Supply speakers, movies and other materials which may be desired by the schools, and assist in career days, guidance workshops and vocational institutes.

- Arrange for visits to available naval

establishments by teachers, science classes and other groups.

- **AN OFFICER** who resigns from the Naval Reserve and later requests reappointment because he has changed his mind will receive favorable consideration if current recommendations are adopted.

In a memorandum to the Chief of Naval Personnel, reappointment in the highest unrestricted temporary rank held at the time of resignation is advocated. There are some modifying provisions, however.

A review of the individual officer's record would have to indicate that his previous service in the Naval Reserve was satisfactory in all respects and reappointment would have to be consistent with current mobilization needs.

An officer who formerly held the rank of commander or above would be required to be selected by a selection board for reappointment in such rank.

New date of rank would be determined by computing one-half the time the officer had been in civilian status, then adding this computed time to his previously held date of rank.

An officer who resigned and remained out of the service for three or more years would, upon request for reappointment, be treated as a civilian petitioning an original appointment and would not necessarily be reinstated in the highest previous rank held.

- **ENABLING** smaller units to train and provide replacements for postal personnel, non-rated personnel of the seaman branch may be designated assistant Navy mail clerks in excess of allowance by COs in charge of naval post offices serving less than 500 personnel.

Newly designated assistant mail clerks will not be permitted to take custody of any postal funds or perform any financial duties in the naval post office in the absence of the designated Navy mail clerk until after a training period of at least four months.

Not more than one assistant clerk in excess of the authorized allowance for naval post offices serving less than 500 may be nominated and designated.

Commands submitting nominations were asked by the directive, BuPers Circ. Ltr. 250-47 (NDB, 31 December), to state specifically that the nomination for assistant Navy mail clerk is in excess of the authorized allowance and in accordance with that directive.

QUIZ AWEIGH

How well do you know your Navy? You scuttlebutt kings should get all six of these questions correct.

6—Old Seadog

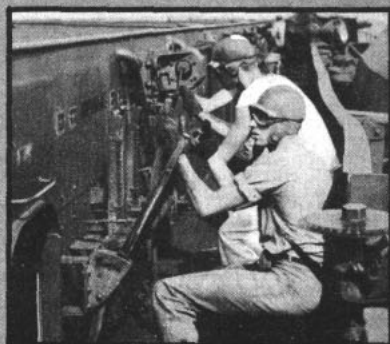
5—Salty

4—Fair



1. One of the Navy's newer planes, it's (a) Helldiver (b) Martin Mauler (c) Fireball.

2. It was primarily designed as (a) torpedo plane (b) dive bomber (c) fighter.



3. These sailors are operating (a) plane arresting gear (b) crane (c) landing barge bridge.

4. They can be found aboard (a) floating drydocks (b) aircraft carriers (c) landing barges.



5. This is one of our modern (a) destroyers (b) heavy cruisers (c) light cruisers.

6. It was especially designed for (a) convoy duty (b) antiaircraft defense (c) bombardment.

ANSWERS TO QUIZ ON PAGE 61.



FLIGHT service operations section is pulse center of system now being utilized by pilots to obtain flying data.

FLIGHT PLAN SAVES MONEY

NAVY planes are winging over continental United States with the aid of a point flight system in one of the first combined operations since coordination of the armed forces.

The new system, involving the use of the Air Force Air Transport Command's Flight Service, is expected to result in financial saving of \$258,735 for the Navy and also will ease the military load now handled by the Civil Aeronautics Administration.

Under the new plan, designated Plan 62, naval aircraft flying under visual flight rules no longer will be administered by the CAA but will be handled by the military communications system of the Air Force's Flight Service. Plans for the adoption of the system were first introduced by the Navy in 1946.

The system uses nine Flight Service centers throughout the U.S. (see map). These Flight Service centers are located at McChord Field, Tacoma, Wash.; March Field, Riverside, Calif.; Hamilton Field, San Rafael, Calif.; Wright Field, Dayton,

Ohio; Lowry Field, Denver, Colo.; Maxwell Field, Montgomery, Ala.; MacDill Field, Tampa, Fla.; Middletown, Pa.; and Forth Worth Air Base, Texas. The centers are the backbone of the flight service which will follow and assist navy planes.

Direct interphone lines connect the Flight Service centers with Air Force, Navy and Marine bases, and also Air Force and Navy air-to-ground communications and the air route traffic control centers in their area. All information on military flying passes over these lines. In this way, each of the nine Flight Service centers can follow progress of naval aircraft between the various naval air stations in their particular areas.

For example, the Wright Flight Service center, located at Dayton, Ohio, has direct interphone lines with naval air stations at Glenview, Ill., St. Louis, Mo., Columbus, Ohio, and Grosse Isle, Mich. In addition, the Wright center has express teletype lines to the Olmsted, Maxwell and Lowry Centers.

These rapid communications, one of

the outstanding features of the system, enable Flight Service to maintain a current plot on all aircraft in the air and any hazards they might encounter. Detailed information on weather, landing conditions, beacons and other flying information is available to assure pilots of a safe flight and landing.

When a plane is ready to take off from a naval air station, its flight plan is called to the nearest of the nine Flight Service centers, via the direct telephone line. All information is contained in the flight plan, such as type of aircraft, destination, time of departure, amount of fuel aboard, passengers carried and other pertinent facts. The dispatcher at the Flight Service center then follows the plane throughout its flight from take off to destination.

If hazardous weather develops along the plane's route, the dispatcher immediately phones the nearest Airways and Air Communications Service radio station to advise the pilot of adverse flying conditions. Similarly, if any change in the

plane's flight plan is made, the pilot contacts an AACS radio station, which in turn phones the change to the Flight Service center.

The Navy will operate nine radio stations incorporated into the AACS network. These are shown by asterisks on the map.

Normally, contact with Flight Service will be made through AACS airways radio stations. If necessary, however, contact may be established through any Navy or Air Force control tower in the system.

In addition to the regular AACS airways radio stations, there is also a network of very high frequency airways stations operated by the Air Force in the system.

Advisory messages from Flight Service to a pilot along his route tell him what conditions to expect during his flight, and advise him as to action should trouble develop. Navy pilots flying under visual flight rules will make position reports regularly to AACS radio stations to receive advisories.

The Navy expects to use the communications service and flight advisory features of Plan 62, but does not desire or expect actual Air Force flight control to extend to naval aircraft.

Takeoffs from naval fields which are

part of the Plan 62 system will not differ from those to which Navy pilots are accustomed. For departure from fields not on the Flight Service hook-up, Navy pilots on a visual flight rules flight may make collect telephone calls to the nearest Flight Service center to file their flight plans, or they may take off and call their flight plans to the Flight Service via the nearest AACS airways radio station or control tower.

Flights using instrument flight rules will continue to be handled by the CAA. They will establish the altitude and air lane to be used by an aircraft flying by instruments in foul weather.

Pilots planning an instrument flight rules flight will clear with the CAA airway traffic control. If communications to CAA are not available, the clearance may be relayed through flight service.

Position reports will be made on instrument flights to CAA communications as required by Civil Air Regulations. They will also be made to AACS airways radio stations enroute who will relay the information on to the appropriate Flight Service center.

Pilots must also contact CAA traffic control in cases where it is necessary to change from visual to instrument flying

while enroute. If it is impossible to obtain direct contact with CAA, the AACS airways radio stations may be contacted. These stations will obtain the necessary clearance and notify Flight Service of the change.

When either a visual or instrument flight is completed at a base not connected with the Flight Service network, the Flight Service center must be notified. Collect phone calls may be made for this notification. This also is true when a plane, for various reasons, will remain overnight at a field enroute. If such messages are not relayed, search and rescue equipment may be alerted and search parties formed.

AACS airways radio stations are called by their name followed by the word "airways," such as "Cherry Point Airways." This differs from the CAA system which uses the location followed by the word "radio."

Naval personnel involved in the transition have been familiarized with Flight Service procedures through visits to Flight Service centers. Bulk of the personnel affected are pilots and communications men.

The new system in addition to trimming Navy expense, undoubtedly is a step forward toward greater air safety.

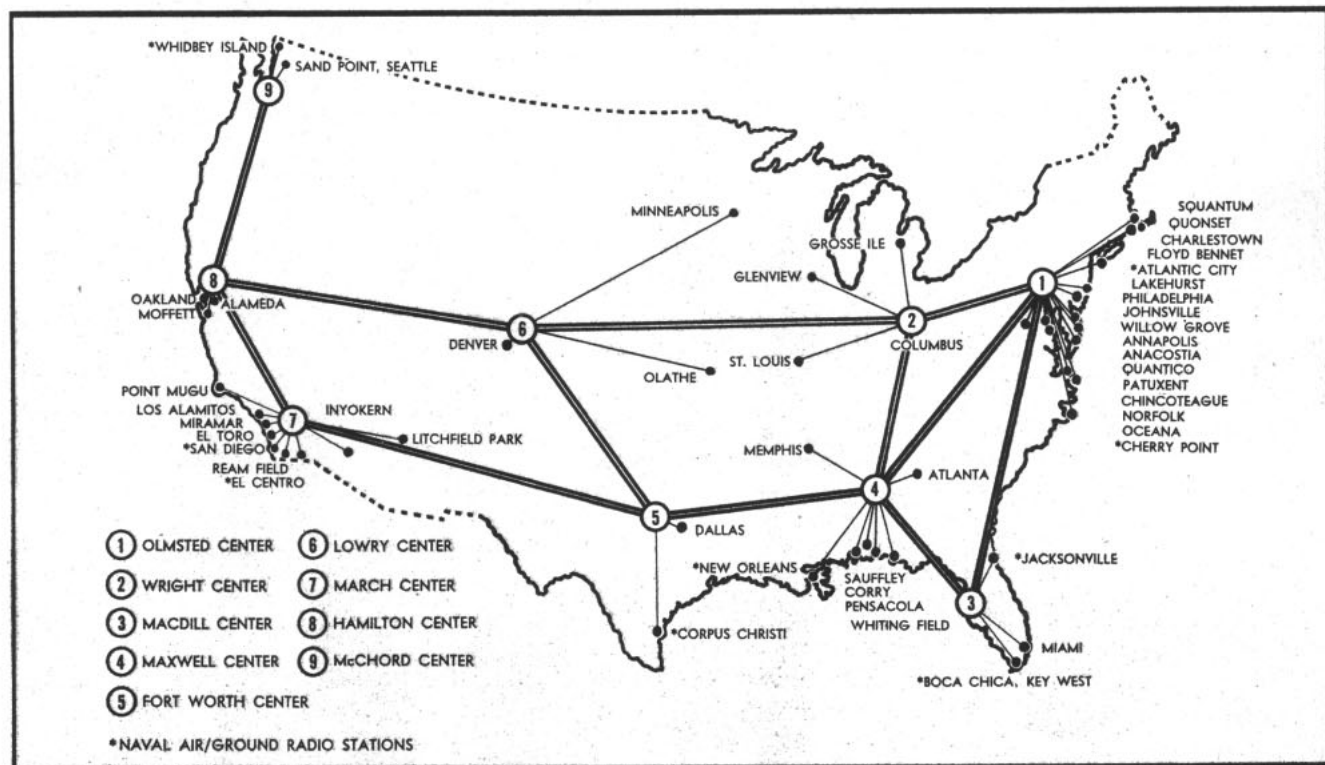


CHART shows nine flight centers (indicated by numbers) and all Navy and Marine air stations in operating system.

"WHAT'S YOUR PRIORITY, MAC?"



FLYING on the famous NATS "Hot Shot" is decided by one word—priority.

NATS flies some 29,000 passengers a month over its 42,000 mile network. To insure that first things go first, a priority system is the only possible means to get men and materials where needed for the best interests of the Navy.

Arriving at the air terminal, you will hear the familiar question: "What's your priority, Mac?" It's only a routine inquiry, yet the answer determines whether you go aboard the plane.

Each passenger is issued a reaction form which solicits comments, suggestions, and remarks pertaining to the flight and the service received at the hands of NATS.

On the top of the form in bold letters is the request: "Your reactions, please! Did you receive competent service in a military manner during your contact with the reservation desk, telephone, with airport personnel, and in flight? If not, would you please relate your experience?"

Comments are desired about meal service and the appearance of the cabin. Most important is your answer to this question: "What changes would you like incorporated in our service?"

About 70 per cent of the passengers fill out these forms, handing them back to the Wave flight orderlies. And that isn't the end of them.

Recently a Navy captain on a hop between Coco Solo, Canal Zone, and NAS, Patuxent River, Md., wrote on his reaction form that he wondered what happened to it after he filled it out. Rear

Admiral J. W. Reeves, Jr., USN, Com-NATS answered the comment directly, thanking the captain for his interest.

The captain's case was not unique. All forms bearing suggestions or complaints, and some carrying bouquets, reach the top for consideration. If remedial action is indicated and can be taken, it is ordered then and there.

Based on the valuable information of all types thus gained, and from talking with many passengers in its terminals and on flights, NATS feels that many people seeking to travel via NATS don't understand the details of, or the need for, the priority system under which NATS operates.

Enlightenment of the air-traveling Navy in this respect should result in improved service all around. NATS wants it that way.

Priorities are required for all personnel traveling on NATS, except those in a leave status. These priorities are issued on an orderly basis with the interests of the Navy served first.

Many people inquire why NATS has a priority system, pointing out that commercial airlines do not have one. The answer is that problems of the commercial airways and NATS are entirely different.

The former have far more airlift capacity than they can fill, and their problem is to get business and raise the load factor up to a point where they can make a profit.

On the other hand, NATS has far more business than it can handle. A priority system is the only possible means, there-

fore, of attempting to insure that first things go first.

Right after the war NATS had hoped to eliminate as much red tape and regulations as possible and for a time tried reducing priority classifications. It was quickly found that it was necessary to set up a group of sub-priorities within each main priority. The result was worse than the former system of four priority classes, to which NATS speedily returned.

Your orders read, in part: "—travel via Government air is directed. For travel via Naval Air Transport Service, Class two priority is hereby certified."

You're going to travel via NATS. Looks jake from here, guess you'll phone for your reservation.

Maybe you had better run over there because the phone is busy. Just as well, too, because you'll find when you get there that you couldn't have confirmed a reservation over the telephone. Why?

Here's where the priority system begins to make itself felt. Space control personnel must read your orders or leave papers.

Stepping into the air terminal, you see a line-up of other prospective passengers at the "ticket" window. The bos'n's mate and his 10-man draft with priority two's, the four-striper with a two, the Marine corporal with a four, the civilian Navy-contractor with a two, the Wave lieutenant with none, the seaman on emergency leave with a four—and all those people behind you with papers in their hands! Maybe not so smooth after all.

Behind the check-in counter, the busy NATS bluejacket seems to be holding up well under a barrage of questions, with

occasionally some demands thrown in. He isn't snowed under because he's trained in his job of assigning space on flights, all according to very definite orders and instructions on the subject of who goes where when.

That's the angle you, as a traveler, are concerned about. When? Logically the basis of any priority system, the "when" is laid down for NATS in directives from CNO. Now who gets what priority?

It is assumed that the originator of an order knows better than anyone else in assigning priorities how urgent it is that passengers, cargo and mail, whose transportation he authorizes, should get to the destination.

In the case of cargo, the receiver sometimes knows better but he is supposed to indicate the degree of emergency on the requisition or request for the shipper of the cargo in question.

For this system to work at all, it is necessary to try to define, with some degree of clearness, the four priority classes. It is next necessary for all those authorized to approve transportation via NATS to understand these definitions thoroughly and to apply them as intelligently as possible.

- Class 1 consists of passengers, cargo and mail, the movement of which is so vitally essential that it should be given precedence over all other traffic and should, under no circumstances be delayed enroute.

- Class 2 includes passengers, cargo and mail, transportation of which is essential to the accomplishment of a mission, or of urgent importance in the normal routine of naval administration.

- Class 3 priority is traffic which meets the same specifications as Class 2, except that it is of lesser urgency.

- Class 4 traffic qualifies for air transportation but there is no immediate urgency or deadline.

NATS' Network Extends 42,000 Miles, Flies 29,000 Persons Monthly

CNO has authority to assign any class priority for any type of passenger, including civilians employed directly by the Navy Department. The Chief of the Bureau of Supplies and Accounts can do the same for all Navy, Marine Corps and Coast Guard cargo. The Commandants of the Marine Corps and of the Coast Guard can assign priorities for their personnel and cargo.

All classes of priorities can be authorized for passengers, cargo, and mail transported within or from their areas by CincPacFlt, CincLanFlt, CincEastLantMed, ComEastSeaFron, ComWesSeaFron, and Com 12.

District Commandants, other than Com 12 can assign priorities for passengers and cargo originating within their areas or jurisdiction, but only in classes 2, 3, and 4. ComNATS, "boss man" of the airline can—no, you're wrong—he can direct only classes 2, 3, and 4, and then only for NATS personnel and cargo.

In addition, a few sub-commands can issue priorities, but this delegation of authority is held to a minimum. The point is that your priority has been established before you reach the reservation counter. NATS knows what to do; your papers indicate when it's to be done—wind and weather willing, of course.

ComNATS requires complete and uniform compliance with space control procedures, particularly those applying to the

honoring of priorities, from all NATS personnel stationed throughout the system.

The record bears out that one of NATS' major aims is to extend courteous personal attention to anyone seeking a flight—priority or no priority.

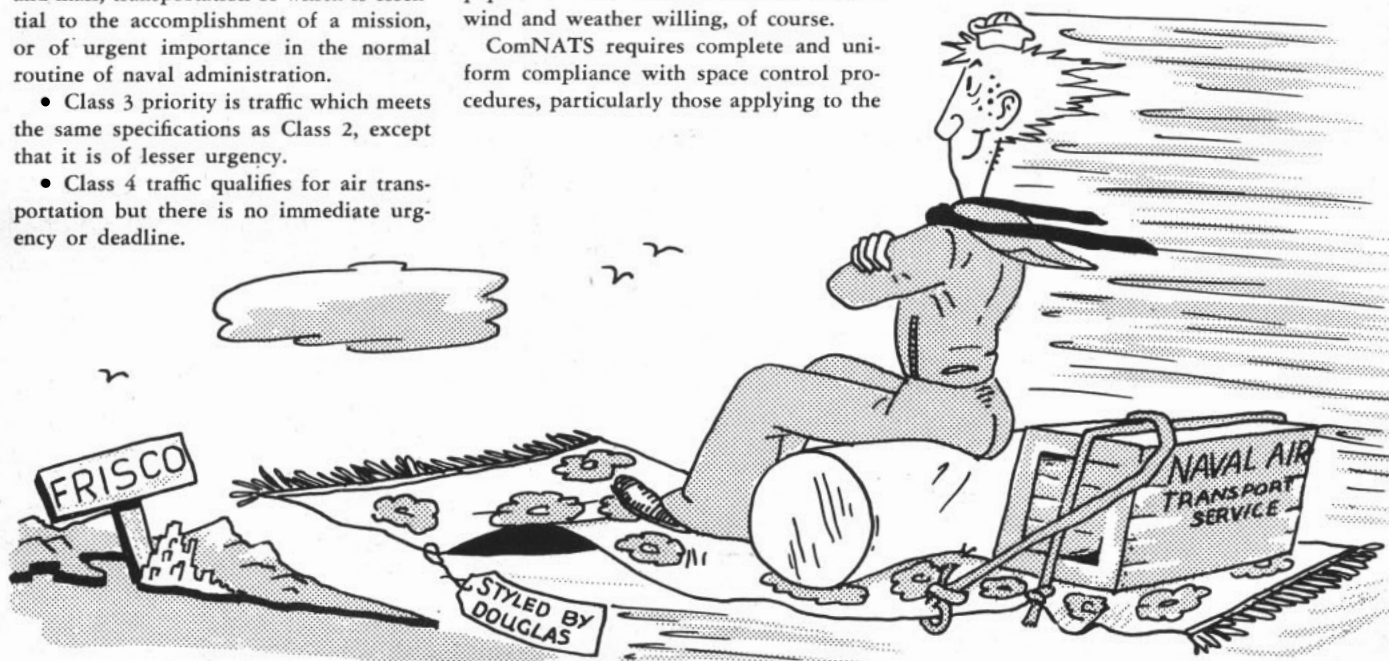
Emergency leave cases automatically get Class 4 priorities, unless the hop is starting from a point outside the U.S., in which case a Class 3 is assigned, and a 4 while returning to duty.

There are lots of 3's and 4's, not on emergency leave, sweating it out at the "ticket" window. The emergency leave man is put at the head of the line in his particular priority category. Otherwise, it's on a first come, first served basis.

You may be displaced even with a priority, but that doesn't mean NATS casts you adrift to care for yourself. An order reads: "NATS will assume a definite responsibility for getting displaced priority passengers to their destinations as soon as possible."

Many thankful letters have been received by NATS, including some from bumped emergency leave people, for the efforts expended by NATS in getting them to their destinations.

So it goes. There are lots of other examples which could be set forth. This should suffice, however, in letting you know how the world-wide system works. And NATS is that—a system, safe, efficient and courteous.





THIS NORWEGIAN signalman typifies the mature, sea-wise men who sail the ships of Scandinavian countries today.

THE FLEETS OF SCANDINAVIA

SCANDINAVIAN countries are rebuilding their navies to meet postwar security requirements.

Until the beginning of the war Scandinavian navies were primarily used as instruments of coastal defense and protective arms of fishing industries. However, the bitter lessons learned from the destructive conflict have greatly altered the views of naval officials of these Nordic countries. They now realize that their navies must be more potent than just coastal defense ships.

• **Sweden:** Taking advantage of lessons learned by belligerent navies during the war, the Swedish navy today is able to produce fighting ships on a par with those built by the world's leading navies. Good examples of this are the new 7,400-ton cruisers, *Tre Kronor* and *Goeta Lejon*,

and the 1,800-ton destroyers *Oeland* and *Uppland*.

Costing about \$15,392,000 each, *Tre Kronor* and *Goeta Lejon* have been built and fitted-out entirely with domestic Swedish material.

These two new cruisers are 590 feet 6 inches in length, 54 feet 2 inches in beam, and are designed to make 32.5 knots. Hulls are all-welded, and the DeLaval turbines will develop 90,000 h.p.

Main armament consists of seven 6-in. automatic Bofors guns whose firespeed is claimed to be higher than earlier Bofors designs. According to Swedish naval

sources *Tre Kronor* will deliver about six tons of shells a minute.

Other armament includes 20 40-mm. AA guns, gyro-stabilized and equipped with automatic fire control; nine 20-mm. AA's and six 21-in. triple torpedo tubes. In addition *Tre Kronor* and her sister ship are fitted for minelaying with chutes cut into the stern.

A compact fighting unit, *Tre Kronor* represents the huge strides taken by Sweden's navy since the end of World War II. Notable features are propellers of stainless steel and an extensive fire-fighting system which has up-to-date foam equipment.

Newly commissioned in the Swedish navy is the new 1,800-ton destroyer *Oeland*. A sister ship, *Uppland*, is under construction. *Oeland* represents the trend

(This is the third in a series of ALL HANDS articles, prepared from non-classified sources, concerning the navies of foreign powers today.)

of building in Scandinavian navies—large, fast destroyers equipped with superior fighting power.

Principal guns of the *Oeland*—four 4.7-in. automatics—are in twin mounts. She also carries seven 40-mm. AA, eight 20-mm. AA, and six 21-in. triple torpedo tubes. On her trial run she registered 35.5 knots. Her machinery consists of De Laval geared turbines.

Oeland and *Uppland* are armored with specially treated splinter-proof steel plating around the boiler and engine rooms, and ship and firecontrol stations.

These four ships, *Tre Kronor*, *Goeta Lejon*, *Oeland* and *Uppland*, represent the most modern additions to the Swedish Navy. Many of the older ships now are being reconstructed to conform with latest naval developments. Others are being scrapped to permit the Swedes to concentrate on smaller, fast-moving ships planned under Sweden's naval reorganization program.

Among older Swedish ships is found *Gotland*, a 4,775-ton cruiser which was refitted and rearmored as an anti-aircraft cruiser in 1944. She has six 6-in., 55-caliber guns and is fitted for minelaying.

Rated as battleships are *Sverige*, 7,080 tons; *Drottning Victoria*, 7,210 tons; and *Gustaf V*, 7,275 tons. Each carry four 11-in., 45-caliber guns which can be loaded in 17 seconds, and six 6-in., 50-caliber guns. All have an 8-in. armor belt amidships and 8-in. armor around the gun turrets. Speeds attained are about 23 knots.

The old cruiser *Fylgia*, with a displacement of 4,310 tons, now is classified as a coastal defense ship and is used mostly as a seagoing training ship. Included in this category are the 4,400-ton *Oscar II* and *Manligbeten*, displacing 3,415 tons.

Aside from the *Oeland* and *Uppland*, Sweden is planning two more destroyers of the same type. Other destroyers now active in the Swedish fleet are the 1,135-ton *Sundsvall*, *Kalmar*, *Visby* and *Halsinborg* of the *Visby* class. Commissioned in 1942 and 1943, these four destroyers carry three 4.7-in. guns, four 40-mm. AA, 40 20-mm., six 21-in. triple torpedo tubes and two depth charge throwers. Having DeLaval turbines, these destroyers cruise at 39 knots.

In September 1941, three of Sweden's destroyers were sunk by an accidental explosion. They were the 1,040-ton *Goeteborg*, the 1,020-ton *Klas Horn* and *Klas Uggle* of the *Ebrenskoeld* class. All three ships were refloated, and *Goeteborg* and *Klas Horn* were salvaged and refitted.

Scandinavia's Seamen Rank With The Best But They Need Ships

Klas Uggle had to be scrapped. On trial runs following reconstruction, *Goeteborg* exceeded her original speed of 39' knots.

Other destroyers of the *Goeteborg* class are *Stockholm*, *Karlskrona*, *Malmoe*, *Norrkoeping* and *Gavle*. *Ebrenskoeld* and *Nordenskoeld* are sister ships of *Klas Horn*.

Sweden's submarines are fitted out mostly for coastwise service and seldom venture out of the Baltic Sea on long-range patrols. Swedish naval experts are making a thorough study of the German U-3505, which sank near Goeteborg after being attacked by allied aircraft in April 1945. Schnorkel "breathing" apparatus is being introduced in Sweden's 26 submarines.

Other types of Swedish naval ships are patrol boats, minelayers, minesweepers, depot ships, motor torpedo boats, tenders, icebreakers, oilers, a hospital ship and two sailing ships used for training.

Radar equipment was not available to Swedish ships during the war, but now is being installed with the most up-to-date features on most of the naval vessels.

On the agenda for future Swedish navy shipbuilding are many new motor torpedo boats. These boats will be of heavier

design and will have larger and more powerful engines.

Alert and progressive, Sweden's navy today comprises approximately 10,000 active officers and men, including about 2,000 men from the annual conscript class.

• **Norway:** Primarily a coastal defense organization, Norway's navy was easily overcome by German invasion forces in April 1940. Today's Norwegian navy is a mere shadow of its former self, but a vigorous rebuilding program is underway.

Norway is attempting to rebuild her military forces to such a strength that they would be able to withstand invasion forces until stronger allies can come to her assistance. With this in mind, the Norwegian navy is being built into an elastic unit, concentrating on fast, maneuverable cruisers and destroyers. Also to be added to the new fleet will be fast motor torpedo boats of a heavier type than former craft.

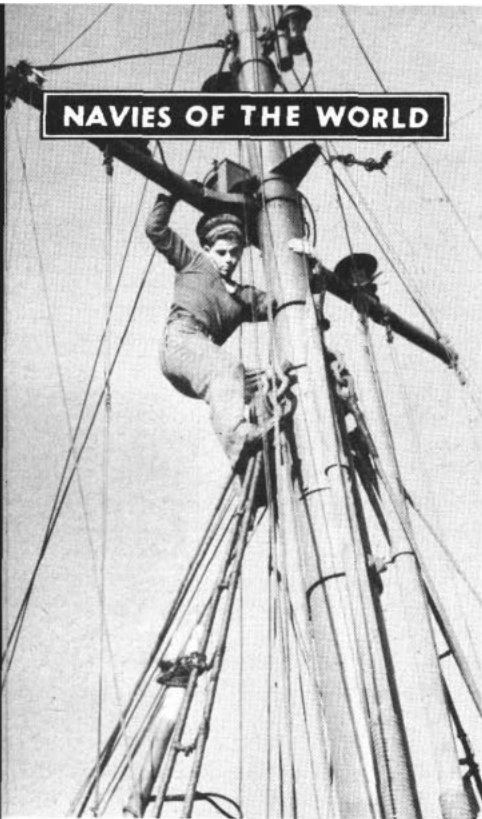
With most of her navy having been sunk or scuttled during the war, Norway is looking toward England and the United States for assistance in rebuilding her depleted fleet. Closely allied with Britain during the war, Norway has obtained most of her new naval ships from that nation, some of them having been purchased outright and others borrowed for training purposes.

Largest ship in the new Norwegian navy is the 1,730-ton destroyer-leader *Oslo*, the former HMS *Crown*. She carries



NEW 1,800-TON destroyer, the *Oeland*, represents the trend in Swedish naval design. Ship is large, fast and packs a heavy, rapid-fire wallop.

NAVIES OF THE WORLD



BIG JOB of Nordic navies today is clearing mines sown during the war. Above, aboard Norwegian minesweeper.

four 4.5-in. dual-purpose guns, four 40-mm. AA and two 20-mm. AA guns. She is fitted with four 21-in. torpedo tubes in quadruple mounts. *Oslo* is of entirely welded construction and makes 36 knots.

Other destroyers obtained from England are *Bergen* (ex-HMS *Cromwell*), *Stavanger* (ex-HMS *Crystal*) and *Trondheim* (ex-HMS *Croziers*). All these destroyers have a displacement of 1,710 tons and carry the same armament as *Oslo*.

Stord (ex-HMS *Success*), with a displacement of 1,796 tons; *Arendal* (ex-HMS *Badsworth*); and *Narvik* (ex-HMS *Glaidsdale*), with a displacement of 1,050 tons, are the other destroyers obtained from the British.

A home-built destroyer not yet named but numbered 130, was laid down at Horten in April 1939. She has a displacement of 1,220 tons and designed speed of 34 knots. This ship is expected to join the fleet next summer.

In torpedo boats, Norway has five—*Sleipner*, *Gyller*, *Odin*, *Balder* and *Tor*. Norwegian-built, all have a displacement of 597 tons, are fitted for minelaying and make 32 knots.

Norway's five submarines also were ob-



NORWEGIAN SUBMARINE *ULa* is the former British boat *Varne*. These relatively small (632 tons) undersea craft mount four 21-inch torpedo tubes.

tained from the British. They are *Uthaug* (ex-HMS *Votary*), *Ula* (ex-HMS *Varne*) (named after the birthplace of Ulabrand, Norway's famous pilot of the sailing ship days), *Utsira* (ex-HMS *Variance*), *Utstein* (ex-HMS *Venturer*) and *Utvær* (ex-HMS *Viking*). All submarines have a displacement of 632 tons, display four 21-in. tubes in the bow, and make 13 knots surfaced or nine knots submerged.

Included in Norway's new fleet are corvettes, minesweepers, submarine chasers, motor torpedo boats, motor launches, minelayers and fishery protection vessels. Like the ships already mentioned, most of the smaller vessels have been obtained from Britain and United States. A few YMSs, obtained under lend-lease agreements, might be returned to the United States upon completion of Norway's minesweeping program.

Norway's fleet is not large and cannot provide adequate defense for its 2,000-mile-long coast. But despite depletion of their fleet, Norwegian naval personnel are being given a thorough and effective training.

An important auxiliary to the Norwegian navy is its merchant marine, which served gallantly with the Allies during World War II. Sixty per cent of Norway's merchant marine officers have had previous naval experience and can, in time of emergency, take their places aboard naval ships. The Norwegian navy is composed of approximately 7,500 officers and men. About 2,700 men from the annual draft receive naval training every year.

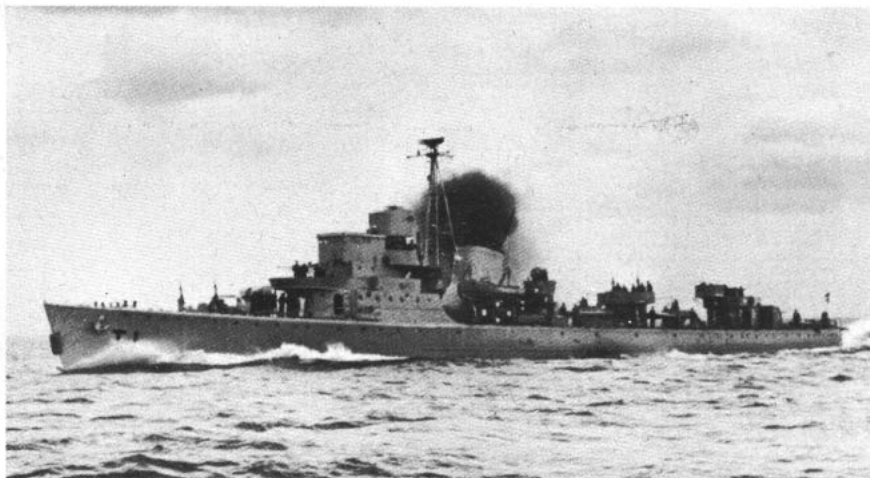
The war gave Norway a bitter lesson

in modern naval warfare and its people realize they cannot live peacefully in the event of another world conflict. Her new navy therefore will be built along the lines of small, fast, compact fighting ships. Although hampered by small appropriations, more ships are to be added to the new fleet, which will be composed mainly of light cruisers, destroyers and motor torpedo boats. An important item to be added to the fleet is a 3,000-ton ice-breaker for use in the Spitzbergen and White Sea areas.

• **Denmark:** The war left Denmark without a navy. What few ships she had before the war were all sunk and scuttled as the Germans moved in on Danish ter-



DESPITE SHORTAGE of ships and equipment, Scandinavia is keeping abreast of



PRIDE OF DENMARK'S depleted navy are 710-ton destroyers *Hvitfeldt* and *Willemoes* (*Hvitfeldt* above.) Danes are negotiating for surplus U.S. ships.

ritory. A few small craft which escaped to Sweden serve as a nucleus for rebuilding the navy. Great Britain has given much support to the rebuilding of Denmark's navy, and the Danes presently are seeking various types of ships from the United States.

Two small destroyers, *Hvitfeldt* and *Willemoes*, now are the standard-bearers of "Dannebrog," the Danish colors. Formerly known as *Nymfen* and *Najaden*, these destroyers are Danish-built. They have a displacement of 710 tons and make 35 knots. They carry two 3.5-in. guns, two 40-mm. AA, four 20-mm. Madsen AA, and six 21-in. torpedo tubes. They

are also fitted out for minelaying, and can carry 60 mines on board.

From the United States the Danish navy recently obtained the ex-German destroyer T-19. Current negotiations may give Denmark more U.S. ships.

Bille, *Buble*, *Hammer*, *Holm*, *Krabbe*, and *Krieger* are 329-ton torpedo boats which help to make up the depleted Danish navy. Under reconstruction after scuttling are the torpedo boats *Hoegen*, *Hvalen*, and *Oernen*.

Three submarines which were scuttled during the war will be refitted if their condition warrants. These are the 320-ton *Havfruen*, *Havkalen* and *Havmanden*.

Other submarines in the Danish fleet are two ex-British subs, the 545-ton *Vulpine* and *Vortex*. These have not yet been given Danish names. In the same category is the former Polish submarine *Dzik*, which the Danes obtained through the British.

For training purposes the Danes use the frigates *Holger Danske* (ex-HMS *Monnow*) and *Niels Ebbesen* (ex-HMS *Annan*). Also used for training of personnel is the corvette *Thetis* (ex-HMS *Geranium*).

Aside from the two destroyers *Hvitfeldt* and *Willemoes*, the largest ship in the Danish navy is the royal yacht *Dannebrog*, displacement 1,130 tons. No fighting ship, she carries only two 37mm. guns.

The remaining part of the Danish fleet is made up of minelayers, surveying vessels, minesweepers, fishery patrol vessels, mining tenders, transports and various types of shallow water small crafts.

• **Summary:** The three Scandinavian navies are small—and they are fully



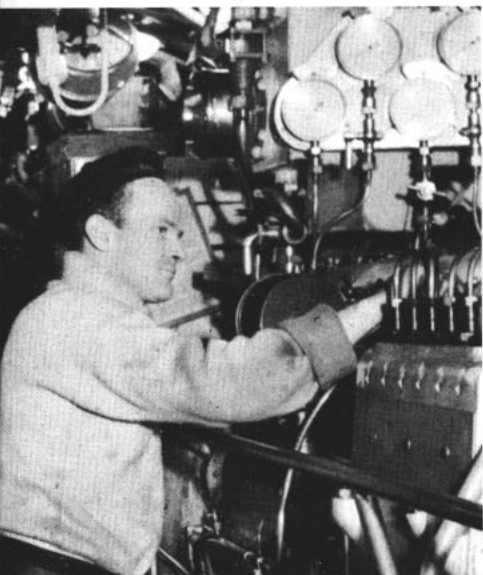
NORDIC SHIPS which escaped Hitler's sneak attack joined Allies in mine warfare and anti-submarine missions.

aware of it. Only the Swedish navy would be able to make a fight of it in event of attack; but against a large force, her resistance also would be meager.

Because of their individual weaknesses, Sweden is extremely anxious that all three navies and military forces join together in a common front. This proposal has been received with mixed feeling in Norway and Denmark and no definite steps have been taken toward Sweden's proposal. Main reason is that Norway and Denmark do not feel they should align themselves to any "hemispheric defense program" lest they offend some large and superior power. They prefer to await the United Nation's decision on a world military force.

Although they are only small forces unable properly to protect their own shores, Scandinavian navies are filled by experienced sailors. This factor can be attributed to the universal and compulsory military training which these three Nordic countries have. This system has for years proved highly successful, saving each nation time and money in training its naval and military personnel.

But what these countries need today are ships—and more ships.



new developments. Sweden is currently experimenting with German schnorkel.



COCKATOO at Washington, D. C., zoo finds that life in captivity does have interesting moments.



AWWWK! cries startled cockatoo, as Wave visitors give the bird the bird.

NAVY GIFTS BOOST

HABITAT: OKINAWA, this venomous Habu snake, military gift to the zoo, is a valuable contribution to research.



AFTER the early landings on Okinawa, 22 military personnel were bitten by venomous habu snakes.

One striking case recounted in a Navy report was that of a 20-year-old Marine private who was struck twice in the cheek by a habu.

The rifleman was lying in some underbrush beside a tomb, peering at two Japs a short distance away, when he felt what he thought was a twig poke him in the face.

He turned to see what the difficulty was, and the snake bit him again, this time just below the left eye. The Marine then saw the habu and promptly shot it.

Within five minutes the victim's left eye was swollen shut. In an hour his right eye closed and his whole face became puffed and distorted. Soon the swelling began to extend down his neck.

He was seriously ill, unable to see or swallow for a week, but under close medical attention he survived the ordeal.

Before the war the western world knew very little about habu snakes. Specimens were sorely needed here so that studies could be made of the venom and the correct serum for treatment developed.

The Navy and Army supplied these snakes and numerous animals from the

various theaters of operation to the nation's larger zoos.

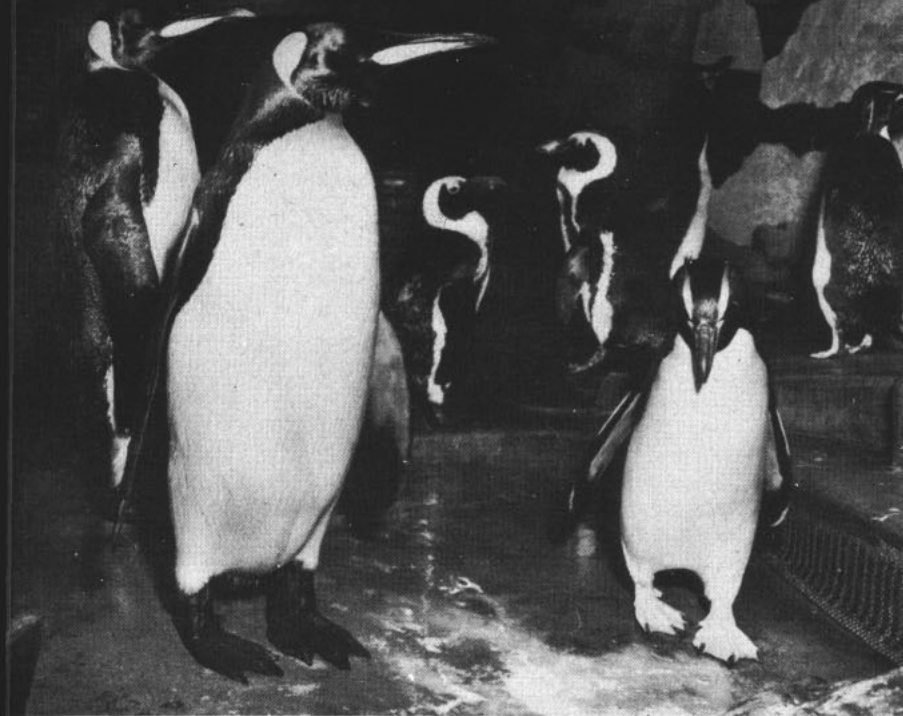
The National Zoological Park at Washington, D. C., is representative of the individual animal collections which have been enhanced by armed forces donations.

Dr. William M. Mann, director of the park, proudly displays four habu snakes. He says the green, four-foot serpents were found to be related to the American copperhead. However, the Okinawa cousins do more tree climbing and their venom is more noxious.

About the same time the habus were delivered, the park received a second Okinawa snake, an akamatah. Although its scientific designation means "terrible tooth," it was found to be harmless.

The park's current reptile house collection includes two survivors of Bikini. They are tree-climbing, beach-combing coconut crabs. Three were forwarded through the courtesy of the Navy. One died, but the two which remain are reported doing well.

Dr. Mann is watching them closely for effects from the atomic explosions. He does not believe that the first one's death, which occurred shortly after its arrival, was caused by Operation Crossroads. The crabs are said to eat coconuts, but also



FULL DRESS attire is shown by penguin residents, given to zoo by Navy.



'MONKEYS is the cwaziest people' ably demonstrated by Hoolock gibbon monkey, from Burma.

ZOO'S WHO'S WHO

will eat fruits, horsemeat and very dead fish as well.

One of the funniest customers sent in by the military is "Budhoo," a Hoolock gibbon monkey from Burma. He dances around in his cage continually with antics both human-like and hilarious.

He broke an arm while in captivity, but it was set and he recovered in a short time. Budhoo's diet consists of bread, cooked and raw vegetables, various fruits and an occasional portion of cooked meat. The insect part of his diet is supplied by meal worms.

The Army presented two Australian flying phalangiers, marsupials resembling the so-called flying squirrels of North America.

Particularly strange is a pair of birds called kagus—blue, snail-eating creatures about one foot high. They hail from New Caledonia and comprise a scientific family by themselves.

Two Solomon Islands cockatoos, common in a wild state but rare in captivity, were presented by Major General R. G. Breene, USA, during the Solomons Island operations. They are doing well and probably will live longer than most of us, according to Dr. Mann.

The General also sent two pink lorries

to the zoo. They are small parakeets, notoriously short-lived in captivity. One died a few days after being caged, but the other still is going strong. A black and white Australian piping crow died after a few months in the zoo.

Dr. Mann explains that there is always a flurry of deaths when a shipment of animals arrives. After a settling-down period, the survivors usually carry on in fine shape.

Dr. Mann recalls that around the turn of the century when there was no money available to buy animals for the zoo, a circular was sent out to officials abroad, by permission of the secretaries of State, War and Navy, requesting animal specimens and giving instructions for their care and shipment here.

Rear Admiral Richard E. Byrd, USN (Ret), returned from his last Antarctica expedition with several pairs of rock-hopper, macaroni, emperor, gentoo and adeline penguins for the zoo at Washington.

The last three named species have died. Some of the rock-hoppers and macaronis are still alive in the specially-cooled quarters provided them.

Food and climate factors are held responsible for their deaths. For one thing

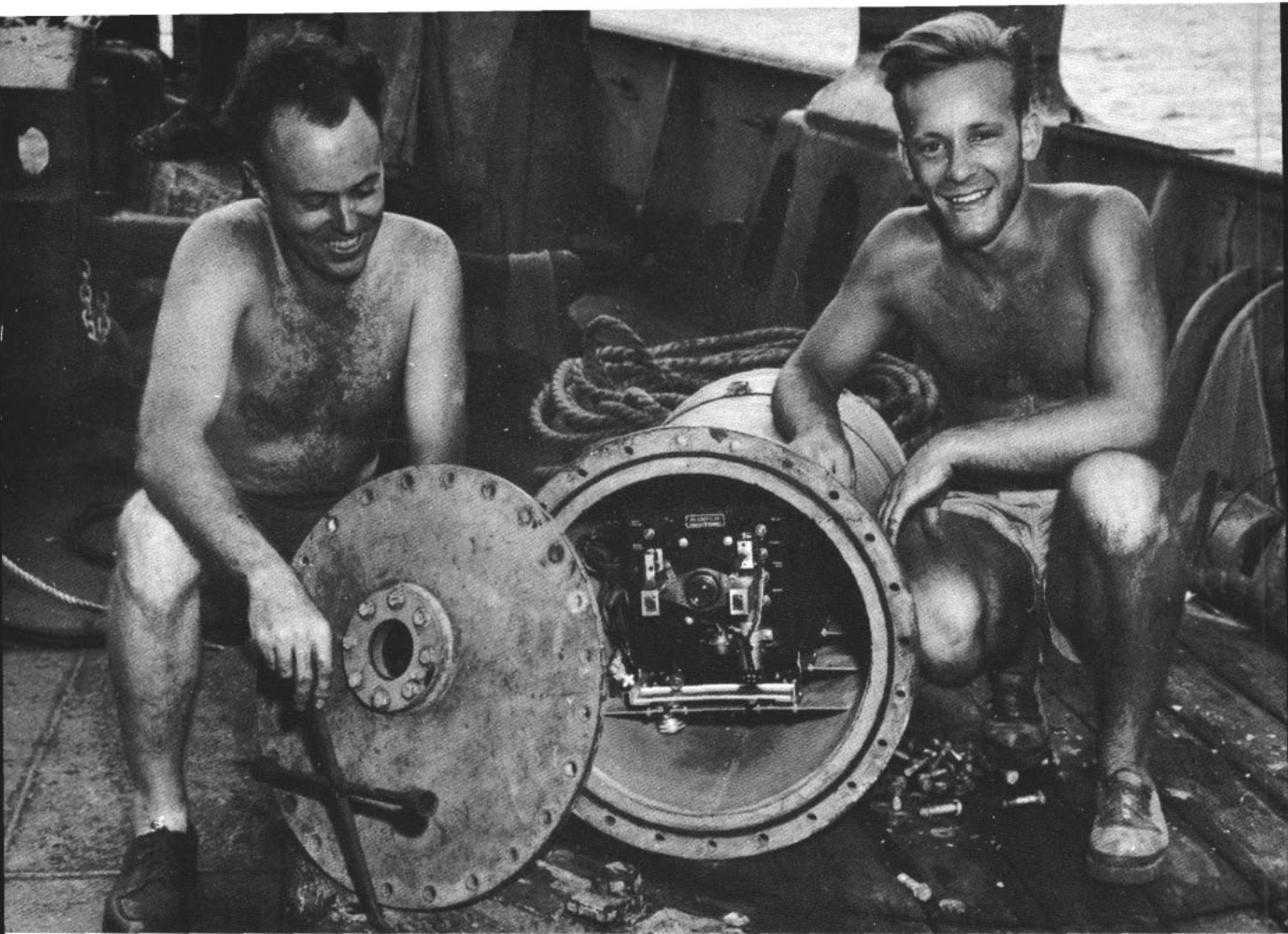
the zoo is unable to obtain the kind of shellfish the birds eat in their frigid habitat.

Malcolm Davis, keeper of birds at the Washington zoo, is presently on a Navy ice breaker probing the South Pole area and is expected to return with additional specimens of the many species of bird in existence.

During the last delivery of Byrd penguins, one crate broke open in unloading at the Navy Yard, Washington, D. C. Of the eight birds which fled, five were retrieved soon afterwards by harbor police, one was caught on a nearby road by a flower trucker, one was recaptured by a Virginia woman who discovered the bird on her back porch one morning, and the last was reported to have been seen dead, floating in upstream Potomac.

Commander Todd of the gunboat USS *Wilmington* brought from Brazil 18 animals, including a tapir and the very rare harpy eagle.

The harpy eagle was caught by two ensigns who had gone ashore one day with the ship's mascot, a house cat, to visit an Amazon village. While in the village a vicious harpy eagle swooped down on the cat. The officers threw a blanket over the eagle and subdued it.



PREPARING TO SPY on Davy Jones, engineers bolt the cover on an underwater television camera at Bikini atoll.

UNDERWATER SHUTTERBUGS

UNDERWATER television is exposing the secrets of Davy Jones' locker. Now that the Navy is able to peer anywhere under the seven seas, limitations of the proverbial "Twenty Leagues Under the Sea" cease to exist.

Previously unexplored underwater areas now are laid bare for visual examination by scientists. Television's potentialities were noted with great interest by the geologists, oceanographers and biologists who participated in the Bikini Scientific Resurvey.

On the basis of results shown when the equipment was tested in the underwater examination of target ships sunk in the atom bomb tests, subsurface television appears to have many possible military and scientific uses.

From a military and commercial stand-

point, underwater television appears to be a potentially-useful electronics tool for salvage work, harbor and channel inspection and underwater examination of hulls at sea.

The Navy's interest in underwater television is two-fold: first, it hopes to determine the practicability of the equipment's use in underseas investigations; second, it is interested in testing television as an aid to diving operations on sunken ships.

The first objective was completely successful, and underwater television in five different tests proved beyond all doubt that man has an instrument capable of visually penetrating water.

Lack of time and design limitations prevented full use of the equipment by divers in the undersea investigation of the sunken target ships. The tests convinced

salvage experts who witnessed the Bikini tests that sub-surface television has great potentialities in that field.

Television equipment was installed aboard the submarine rescue ship *USS Concal* (ASR 8) at Bikini during the course of the Scientific Resurvey of the area where the atomic bombs were exploded.

An underwater television screen aboard the rescue ship resembled a window in an aquarium, with fish of all types swimming past. The camera, operating with only natural light that penetrated 150 feet of sea water, filmed scenes on the floor of the lagoon.

Tests at Bikini were conducted with the television camera in water depths of from 80 to 180 feet. The camera conversion unit was protected by a 1/4-inch steel

housing capable of withstanding water pressures at depths up to 400 feet.

Underwater scenes were televised through a 3-inch diameter plate glass porthole front of the housing.

For underwater work at Bikini the camera was equipped with an f 3.5 Wollensak vellastigmat lens. This camera had a maximum angle of view of 24 degrees across the diagonals of the image rectangle.

Twenty feet was the maximum distance the camera was designed to cover. However, on one occasion the camera televised scenes on the deck of the sunken submarine USS *Apogon* at a distance of 30 feet. *Apogon*, it should be pointed out, lies in about 180 feet of water.

For most of the tests at Bikini the camera lens was opened to its maximum (f 3.5) and no artificial lighting aids were employed. Extremely clear water in the lagoon made artificial lighting unnecessary.

The equipment had been built to use two 1,000-watt diving lights. These were tried in the initial television tests and then were discontinued as unnecessary.

In water less clear than that of Bikini and in areas where surface light conditions were less intense, some means of artificial lighting will be required.

It is in this field that further research and development must take place before underwater television can be expected to produce all-around successful results.

Remote control of the submerged conversion unit provided the major technical problem in adapting airborne television equipment for undersea use.

Deep-Sea Television Lays Bare Secrets Of Davy Jones' Locker

The conversion unit was modified to permit remote adjustments of orthicon target control, beam control, image focusing and multiplier focusing.

The 2P21 Multiplier-Orthicon tube, manufactured by the Radio Corporation of America, is an extremely sensitive tube. It is the result of Navy-sponsored development work at RCA during the war.

For the Bikini Scientific Resurvey tests standard Navy airborne equipment was modified by engineers from the Cornell Aeronautical Laboratory, Buffalo, N. Y., to permit remote control and underwater use of the camera conversion unit.

Adjustments for the camera's optical focusing were controlled by the operator on the surface by means of an electrical mechanism. Mounted on the front of the underwater camera, a small reversible electric motor powered a worm drive that moved the lens in or out as the operator desired. A solenoid-released friction brake served as a safety device to insure that the lens movement was halted the moment the operator cut the switch.

Because equipment used in underwater operation must transmit picture signals over many feet of cable, engineers constructed an amplifier unit to compensate for losses in signal strength during transmission.

A remote control panel was developed which contained all controls and associated circuits, power supplies, batteries, battery charging resistors and power switches.

The monitor used to display the image operated at Bikini was the standard Navy-type green screen designed for use with airborne equipment.

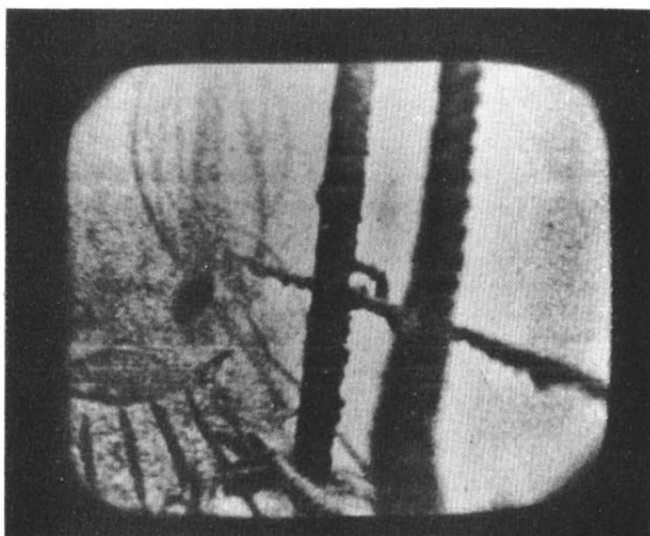
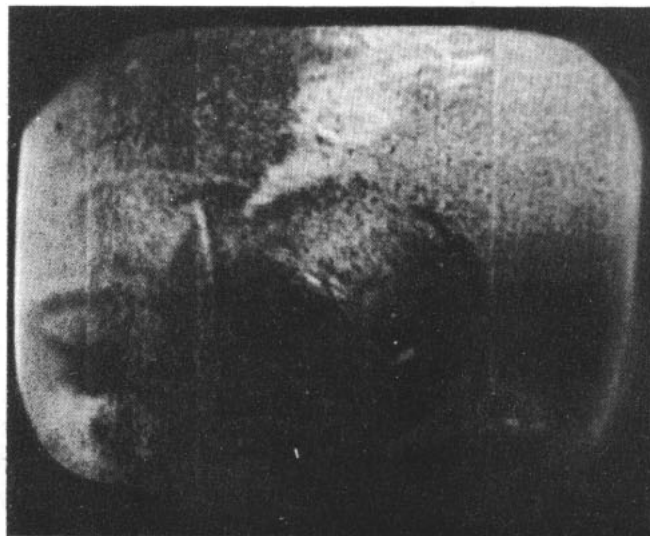
With the underwater camera resting on the lagoon bottom or on the deck of a sunken ship, the sub-surface scenes televised gave the green screen the appearance of an aquarium window. This was particularly true when curious tropical fish nosed up to the camera to examine the man-made instrument that was invading their heretofore impenetrable domain.

With slight modifications the underwater television equipment could feed the signal into any monitor system for projecting the picture on screens of varying sizes or colors.

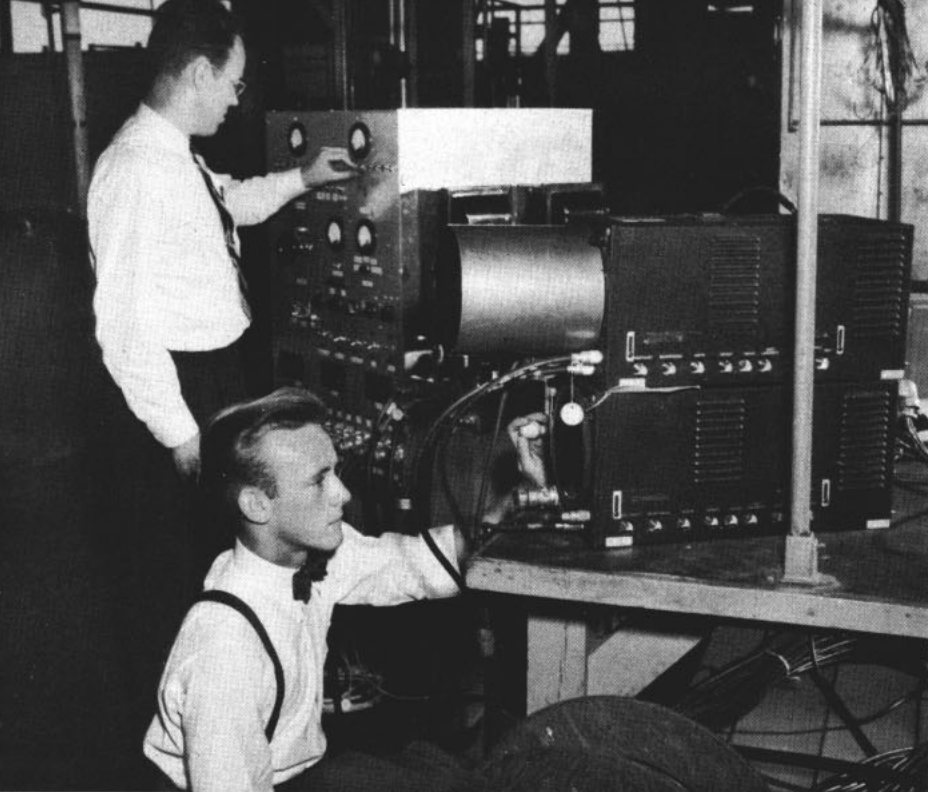
Senior scientists with the Bikini Scientific Resurvey were impressed with the equipments' ability to reproduce scenes from the lagoon floor that otherwise would be visible only to the most highly qualified deep sea divers.

Divers who witnessed the Bikini television tests said that images on the screen were very nearly as clear and detailed as they appeared to them through the windows of their helmets in an actual descent.

The television camera had an additional advantage of being able to televise scenes while resting on the bottom without stirring up sediment that so often clouded water and made ordinary under-



CLAM'S-EYE VIEW — These are photographs of the receiving scope of underwater televisor at Bikini lagoon. At left, diver inspects hull of the USS *Saratoga*. Right, wreckage of target ship 150 feet below the surface of the water.



BENCH TEST — Receiving gear for underwater television unit is checked by Cornell Laboratory technicians prior to installation on board USS *Coucal*.

water photography by moving divers most difficult.

Overall measurements of the camera housing were 30 in. long and 17½ in. inside diameter. With all equipment installed, the housing weighed 250 pounds and underwater it had an actual weight of about 50 pounds.

A cylindrical-shaped housing made of ¼-inch, heat-treated steel with a tensile strength of 125,000 pounds was designed to hold the camera conversion unit.

The camera was secured on six rubber insulation mounts to protect it from shock. A 3-inch plate glass window in the front section of the housing provided the porthole through which the enclosed camera televised the underwater scenes.

Three cable connections between the submerged conversion unit and the control panel and monitor equipment on the surface entered the housing through separate sealing glands built into the rear of the case. These glands were of a type similar to those used in mines during the war.

ETMS in training at schools like those at Treasure Island and Corpus Christi would be especially interested in the electrical problems solved.

The television unit at Bikini required a ground on the negative side of the

power line. Using batteries to supply all the power, it was noted that the electrical focus potentials drifted slowly as the batteries discharged and occasional refocusing was necessary.

Effective stabilization of the focusing potentials in the camera and remote control circuits is a requirement for extended use of the system. During the operation, television images were invariably marred by streaking that probably resulted from electrical noise.

Evidence indicated that the noise could only have been caused by a random pulse disturbance in the sensitive input to the video circuit. The exact cause of the difficulty was never determined. Perhaps one of the Navy's capable ETM'S will find the cause of the streaking and the noise, and solve the problem too.

The image-orthicon tube uses the principle of storage of charges on an insulator, the amount of the charge being proportional to the light falling on a photo cathode. An orthicon tube conversion unit has 100 times the sensitivity of the iconoscope tube.

If the charge could be permitted to build up for a longer period by reducing the speed of the sweeping beam, the resultant signal to noise ratio would be

higher when a particular spot of the storage plate is discharged.

When the conversion unit is not in use, a shutter is needed to protect the image orthicon against strong light. On one occasion the photo cathode of one image orthicon tube was spotted by direct sunlight while the camera was being lowered from the ship into the water.

The original equipment used at Bikini had two 1,000-watt standard Navy diving lights of a popular type attached on arms protruding from the sides of the water-tight camera housing.

These lights, normally operated from the ship's 120-volt DC power system, were rigged through the remote control panel with rheostats capable of reducing intensity of illumination when necessary.

In the strong tropical sunlight and unusually clear water encountered in the central Pacific, diving lights proved to be unnecessary and were removed from the gear after two tests.

From the experience gained in those tests, it was found that lights can be used most effectively if they are positioned so as not to illuminate suspended objects between the camera and the subject to be televised.

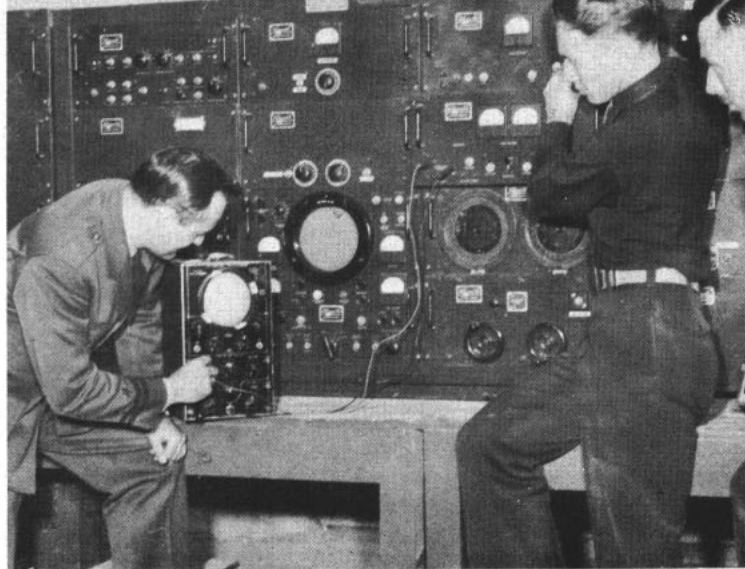
Remote control television, as demonstrated at Bikini, has many possible adaptations of military significance, particularly in submarine salvage work. Television cameras focused on the hull of a sunken ship could, if properly lighted, within a short time project a picture of damage to the screens topside for technicians to study.

Relying on the eyes of submerged cameras, experts could formulate a workable salvage plan in a minimum amount of time. In subsequent operations, underwater television would be invaluable in checking results and reporting salvage operations.

In submarine salvage work, where hours saved may mean lives saved, underwater television would be most valuable. Where a ship is submerged in water too deep for most divers, it may be possible through television, to successfully conduct salvage work.

Its demonstration a success, the equipment used at Bikini now is at the Navy Electronic Laboratory, San Diego, Calif., where it will be used in continued studies and development.

American scientists and the Navy have produced in underwater television another electronics tool capable of opening new and significantly important fields.



PRACTICAL radar (left), laboratory instruction (right) are given students at the Texas guided missiles center.

GUIDED MISSILES TRAINING

MISSILES have been in existence since Caveman Bingo picked up a rock and threw it at his adversary, Caveman Bango.

However, the business of guiding the missile after it is launched and until it hits the desired target was not put into practice until World War II.

Today, 40 miles away from famous White Sands Proving Ground, Fort Bliss, Tex., naval officers are receiving training in guided missiles. They attend the Officers' Guided Missile Course which is being conducted at the Antiaircraft and Guided Missiles Center of the Army Ground Forces.

Looking into the future, the Navy sees guided missiles all over the place. Eventually every man in the Navy will have to become familiar with these new weapons, for he will find himself working with them no matter which branch of the Navy is his bailiwick.

It is true that the present status of guided missiles has not reached this point, but the Navy needs more and more officers trained in the business in order that the current program may progress as rapidly as possible. The Navy desires to build up a group of officers familiar with guided missiles so that as the program develops there will be a nucleus of personnel for planning and training purposes for the entire naval service.

The course at Fort Bliss requires a bachelor of science degree or its equivalent, including college physics and mathe-

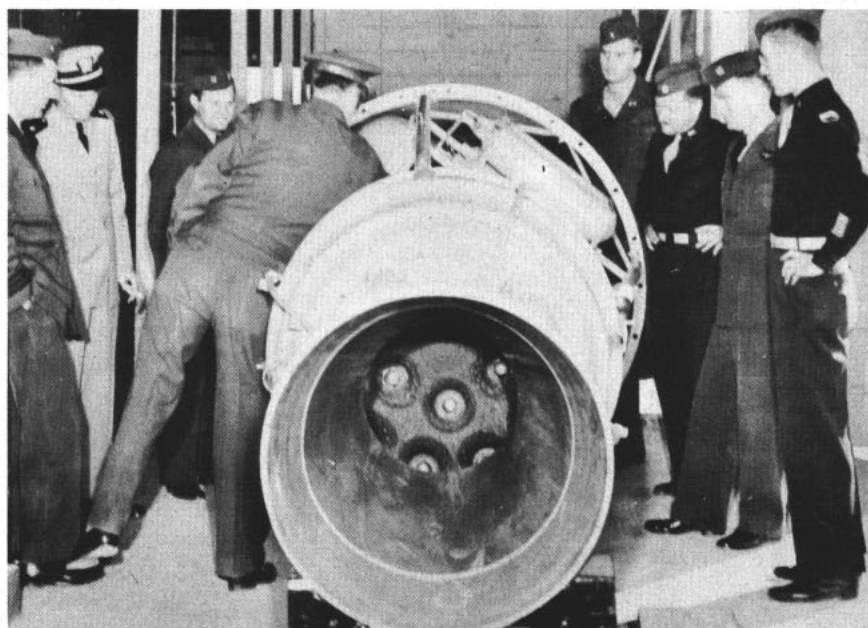
matics through integral and differential calculus. In addition, a basic knowledge of radar, radio or electricity is desirable but not mandatory.

The curriculum starts with a 13-week period for a review of mathematics and physics, and a study of basic electronics, then 13 weeks of work on various phases of guided missiles, a nine-week field trip to various project centers, and a final two-week period during which each stu-

dent prepares a thesis on some phase of the subject.

Upon completion of the course, the officers will be ordered to duties at project centers, testing stations, and various bureaus involved in the guided missiles program. However, they will not be expected to be research and development men.

The current course ends in June and the next class will convene 1 Sept 1948.



V-2 ROCKET motor gets student inspection. Navy, MarCorps officers attending the school will form a nucleus of trained men for guided missiles program.

LETTERS TO THE EDITOR

Good Conduct Medal

SIR: I served two and a half years in the USNR, then reenlisted in the U.S. Navy under broken service. Am I eligible for the good conduct medal when I have served six months on this enlistment?—F. J. F., S1, USN.

• No. You must have three years of continuous active service as an enlisted person in the regular Navy, Naval Reserve, or as an inductee. Service in either a commissioned or warrant rank will not be included in computing time served, but will not be considered as an interruption in computing enlisted service. Since the service must be continuous, a man reenlisting with broken service must serve the full three years before becoming eligible for the good conduct award.—Ed.

Cruises for Stationkeepers

SIR: Is it possible for a Naval Reserve stationkeeper on active, full-time duty to obtain a cruise to a foreign port aboard a naval vessel?—J. F. J., PHM2, USNR.

• No, a Reserve on active stationkeeper duty is not eligible for the two-weeks' training cruise aboard ship. However, in some cases the CO can assign temporary duty orders to men for training cruises.—Ed.

Early Hashmark

SIR: If a man on a minority cruise ships over six months in advance, is he entitled to wear a hashmark the day he reenlists?—W. H., S1, USN.

• No. However, if you ship over three months in advance you are entitled to wear the hashmark.—Ed.

Exams for Advancement

SIR: (1) Is it necessary to have three full years in pay grade 2 to be eligible to take examinations for advancement to pay grade 1A? (2) If the answer to the first question is no and the time limit is 30 June, would a man advanced to pay grade 2 on 1 July three years prior be eligible to take the examination?—N. L. W., SKV1, USN.

• (1) Yes. However, in accordance with the instructions as listed on Form NavPers-624 (Rev 7-45) para 4 (c) "Count 16 days or more as a full month—do not count 15 days or less," personnel who have at least two years, 11 months and 16 days service in pay grade 2 as of date on which pay grade 1A examinations are held, are eligible to compete for advancement in rating. (2) Answered in (1).—Ed.

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

Prewar Plane Markings

SIR: Has the Navy resumed its prewar practice of using markings on planes to identify their ships or stations? Are they using the flight formation markings of former years? How about an article on this?—T. V., CDRM, USNR.

• Yes, the Navy has resumed the practice of marking planes for special identification. However, this is a different type of marking system from that used before the war, because of the number of ships and stations concerned. The December issue of Naval Aviation News carried an article about this.—Ed.

Thurston Not At Bikini

SIR: I would like some information concerning USS *Thurston* (AP 77). (1) Did she take part in the atom bomb test? (2) Is she still in commission; if not, where was she decommissioned?—E. V. R., LTJG, USNR.

• (1) USS *Thurston* (AP 77) did not take part in the atom bomb test. (2) She was stricken from the Navy list on 28 Aug 1946 and decommissioned at San Francisco, Calif.—Ed.

Reenlistment Allowances

SIR: I would like to know where the governing directives regarding reenlistment allowances can be found.—K. R. C., SC1, USN.

• BuSandA Manual, Art. 54207, Reenlistment Allowances.—Ed.

Shipboard Tours of Duty

SIR: What is the present tour of duty aboard ship after which a man may request transfer?—P. B. C., CQM, USN.

• There is no established BuPers policy on the length of tour aboard a specific ship of a Fleet unit.—Ed.

Iowa Souvenir Booklet

SIR: Did USS *Iowa* (BB 61) ever receive the Navy Unit Citation? (2) Did she ever publish a souvenir booklet?—G. J. L., MSGT, USMC.

• As of this date USS *Iowa* has not received an NUC (2) No notice of a souvenir booklet has been received as yet.—Ed.

Change in Extension

SIR: In December 1946, I signed an agreement to extend my enlistment in order to have two years of obligated time for shore duty purposes. At that time it was impossible to extend for less than three years. My extension goes into effect in May 1948. Is it possible for me to get my extension changed to one year in accordance with BuPers Circ. Ltr. 102-47 NDB?—S. A. F., CQM, USN.

• You may submit a request to the Chief of Naval Personnel Att. Pers 661, via your CO. Each case is handled individually. However, in general, reductions in terms of service are not authorized.—Ed.

Warrant's Time "Lost"

SIR: I am interested in knowing if a change is contemplated whereby a Navy warrant officer's years of service may be counted (as officer time) in making up the required 10 years of commissioned service as now included in the 20 years necessary for eligibility to retire.

As it now stands, the warrant officers' time is "lost" and not counted in the 10 years commissioned service required although it is in an officer category.—F. J., LT, USN.

• This feature of retirement is under consideration by a board convened to study retirement laws.—Ed.

Service on USS Guadalcanal

SIR: I served aboard USS *Guadalcanal* (CVE 60) from commissioning until 10 May 1944. Can you tell me when she was awarded the Presidential Unit Citation?—J. B. P., AMM1, USN.

• USS *Guadalcanal* was awarded the PUC for her part in the capture of the German submarine U-505 off the coast of Africa, 4 June 1944. Only those who served aboard her that day in anti-submarine Task Group 22.3 are entitled to this citation.—Ed.

Reenlistment Agreement

SIR: I extended my enlistment for two years to go to AEM school. After attending the school for two weeks I was dropped. Is my agreement for an extension binding in this case?—W. S., S1, USN.

• You may submit a request to Chief of Naval Personnel, Att. Pers. 661, via your CO, to cancel your agreement. Each case is given consideration on its own individual merit prior to effective date of extension.—Ed.

Dependents' Transportation

SIR: If a chief reenlists under continuous service, is he always entitled to transportation for dependents from last permanent duty station to new permanent duty station? For example: my last permanent duty station was Pacific Reserve Fleet, Mare Island, Calif. I was transferred from there to separation center, Mare Island and discharged. Twenty-nine days later I reenlisted at Washington, D. C., and was transferred to San Diego, Calif., for temporary duty to attend school. Upon completion of the school, I was assigned to Indianapolis, Ind., for permanent duty. Am I eligible for reimbursement from Mare Island to Indianapolis?—L. F. T., CFCS, USN.

• No. When a man reenlists under continuous service at the place at which he is discharged, he is entitled to transportation for dependents on subsequent transfer to a new permanent duty station on the basis of travel from the old permanent duty station to the new station. However, if he reenlists under broken service, or at a place other than the one from which he was discharged, he is not entitled to transportation for dependents to his first permanent duty station after reenlistment.—Ed.

Service for Fleet Reserve

SIR: (1) I enlisted in the Navy in 1926 and was discharged in 1930. After 12 years I reenlisted in 1942. Is my service continuous for purposes of transfer to Fleet Reserve? (2) At what age is a child no longer entitled to dependent family allowance?—M. C. G., CBM, USN.

• (1) All active military service counts for purposes of transfer to Fleet Reserve. (2) The following is quoted from the Service Men's Dependents Allowance Act of June 1942, as amended: "The terms 'child,' 'brother' and 'sister' are limited to unmarried persons either (A) under 18 years of age, or (B) of any age, if incapable of self-support by reason of mental or physical defect.—Ed.

Rates Five Battle Stars

SIR: I served on USS Robert H. Smith (DM 23) from her commissioning date until 1945. (1) Was she given the Navy Unit Commendation for operations at Okinawa? (2) How many battle stars does she rate as of 21 Nov 1945?—G. W. N., CMM, USN.

• (1) No. (2) Records show that DM 23 participated in five engagements for which battle stars were authorized. They were: Lingayen Gulf Landing (4-18 Jan 1945); Assault and Occupation of Iwo Jima (19 Feb to 9 Mar 1945); Assault and Occupation of Okinawa Gunto (25 Mar to 30 June 1945); Third Fleet Operations against Japan (5-31 July 1945) and Mine Sweeping Operations (Pacific) (August-October 1945).—Ed.

Cash Leave Settlement

SIR: In reference to the new provision contained in Public Law 350, 80th Congress, I have 60 days unused leave. However, my enlistment does not expire until 19 Mar 1952. Will I be eligible for the cash settlement at discharge?—J. D. R., BM1, USN.

• Yes, upon discharge from current enlistment or extension thereof, unused, earned leave (not to exceed 60 days) due on date of discharge shall be the basis for lump sum settlement.—Ed.

Active Commissioned Service

SIR: Circ. Ltr. 178-47 (NDB, 15 September) states in regard to retirement of officers that when an officer of the regular Navy has completed more than 20 years' active service 10 years of that must be active commissioned service. Does the latter include active service as chief warrant?—T. W. C., CHPClk, USN.

• Yes. Active commissioned service includes active service as chief warrant.

No USS Youngstown

SIR: Was USS Youngstown (CL 94) completed? If so, when, and where is she now?—W. H. L., SiY, USN.

• No. Contract for her construction was cancelled 14 Aug 1945.—Ed.

No Citation for Guadalupe

SIR: Did USS Guadalupe (AO 32) receive either the Presidential or Navy Citation during the war?—J. T. H., Y1, USN.

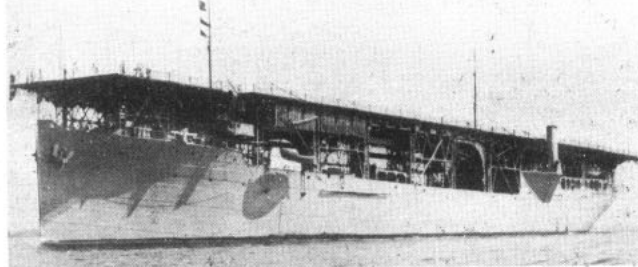
• Sorry, no.—Ed.

Reenlistment Allowance

SIR: I reenlisted five months and a few days early for convenience of the government. I had completed three years and seven months on this cruise. Was I supposed to get \$200 for four years previous service or was I supposed to get \$150 for the three years and seven months?—P. R. G., AERM1, USN.

• In order to be eligible to receive reenlistment allowance for your last year of enlistment it would have been necessary for you to complete at least nine months. In your case, \$150 is correct.—Ed.

FIRST flat top was USS Langley (right). Converted from a collier, she looked like an 'ugly duckling' when she went into service as a carrier. The ship was sunk in 1942.



Desires to Reenlist

SIR: I executed an agreement to extend my enlistment for the purpose of obtaining shore duty, and was assigned to shore duty. Now I desire to reenlist when my present enlistment expires rather than extend, but have been informed that I am unable to do so. May I break my agreement to extend and reenlist? My enlistment expires 12 June 1948. May I reenlist on 11 Dec 1947, in accordance with Alnav 147, NDB?—H. J. B., SK1, USN.

• A reenlistment automatically cancels an agreement to extend an enlistment, providing the extension has not begun to run. You may be discharged for the purpose of reenlistment on 11 Dec 1947, if your enlistment expires 12 June 1948, and if you are qualified in all respects for reenlistment.—Ed.

Ex-POW Rating Changes

SIR: Is it still possible for an ex-POW to change his rate?—G. D. S., CS, USN.

• Yes. In accordance with para. 8, BuPers Circ. Ltr. 191-46 (NDB, 31 August), your CO may submit a recommendation to the Chief of Naval Personnel to have your rate changed. All requests are given due consideration.—Ed.

New York State Bonus

SIR: I enlisted in the Navy in August 1946. Am I eligible for the New York State Bonus?—P. A. B., BUG2, USN.

• No. Applicants must have been on active duty with the armed forces between 7 Dec 1941 and 2 Sept 1945 (see ALL HANDS, January 1948, p. 54).—Ed.

About the Langley

SIR: (1) Was USS Langley (AV 3, ex-CV 1) originally built as an aircraft carrier? (2) Was she sunk during the war? (3) How about a picture of her.—T. W., CCS, USN.

• (1) No. Langley was originally the collier USS Jupiter, launched at Mare Island, Calif., in 1912. Jupiter's name was officially changed to Langley 21 Apr 1920. (2) She was sunk by Japanese aircraft south of Java 27 Feb 1942. (3) A picture is shown above. Incidentally, Jupiter was a sister ship of USS Cyclops which mysteriously disappeared at sea in March 1918.—Ed.

No Ribbon to Auxiliaries

SIR: In early April 1928, USS *Oglala* landed a load of marines at Crinto, Nicaragua, during the second Nicaraguan Campaign. The *Oglala* remained at Crinto for approximately one week. Having served on that vessel during the period mentioned, I would like to know if I rate the Nicaraguan Campaign Ribbon for the operation.—M. B., CBM, USN.

• Campaign ribbons for that operation were given only to vessels which actually participated in the campaign, not to supply or auxiliary craft. The *Oglala* is not listed as rating that ribbon.—Ed.

Early Discharge Retention

SIR: Under the provisions of Alnav 197-47 a man may be discharged two months prior to the normal expiration date of his enlistment. Does a naval activity have the authority to retain a man for the two-month period set forth in the alnav?—S. J. J., SK3, USN.

• A man may be retained after the date he would be processed for separation only if he is in a disciplinary status, a witness in a court martial trial or physically ineligible, or if he has applied for transfer to the Fleet Reserve or the retired list.—Ed.

About PatBomRon 27

SIR: I was an original member of PatBomRon 27 (VPB-27), which was commissioned 1 June 1944. I remained with the squadron until 4 Oct 1945, at which time I was sent to the states for discharge. Prior to this the squadron was based at Sasebo, Japan.

Can you give me the following infor-

mation? (1) Is the squadron still in commission? (2) Does it have an official insignia? (3) Where was it based after Sasebo? (4) Where or how could I get a squadron history and combat pictures?—J. C., ACMMP, USN.

• (1) VPB-27 is now VP-MS 7. (2) There is no information available on an official insignia. (3) After leaving Sasebo, Japan, the squadron was attached to NAS Kaneboe. (4) BuAer has no information on history and combat pictures of VPB-27.—Ed.

Guerilla Service

SIR: During the war I served with the Philippine guerillas. My services were recognized and paid for by the U.S. government. Am I entitled to wear medals and ribbons for my services with the Philippine guerillas? Can this service be counted for longevity purposes in the Navy?—B. C. A., S1, USN.

• You are not eligible for U.S. Navy medals unless you were a member of the naval service. Your service with the guerillas does not count for longevity purposes.—Ed.

Different Classes

SIR: My shipmates and I were arguing about the heavy cruisers *New Orleans* and *Augusta*. They claim both ships were of the same class. I'm an old cruiser sailor and I say they aren't. Am I right or wrong?—W. T. D., EM2, USN.

• Right you are. USS *New Orleans* (CA 32) headed a class of seven heavy cruisers: *Astoria*, *Minneapolis*, *Quincy*, *San Francisco*, *Tuscaloosa* and *Vincennes*. USS *Augusta* (CA 31) was of the Northampton class of six heavy cruisers which included *Chester*, *Chicago*, *Houston*, *Louisville* and *Northampton*.—Ed.

Transfer to Fleet Reserve

SIR: I was discharged on 5 Mar 1947 after 19 years, 9 months and 21 days service in the regular Navy. On 6 March I reenlisted for four years. Before being assigned to my present duty station, I signed a statement not to transfer to the Fleet Reserve until I had completed my normal tour of shore duty, which ends 18 Dec 1947. (1) Am I eligible to transfer to the Fleet Reserve after that date? (2) Will I get credit for 21 years service for longevity purposes if I am transferred to the Fleet Reserve after 20 years, 6 months service for pay purposes?—C. L. B. CGM, USN.

• (1) Provided you have 20 years active federal service, you are eligible if otherwise qualified to transfer to the Fleet Reserve after you have completed your normal tour of shore duty, considered to be one year. (2) Yes, according to Public Law 720, 79th Congress, provided your 20½ years were active service.—Ed.

Disabled Retirement

SIR: I read recently that BuPers is studying a plan for a bill that would provide for the physical retirement of enlisted men. I'm glad to hear that at last some action is being taken to consider the plight of the enlisted man who had planned to do 20 years, but who's health wouldn't hold up and he is released without any retainer or retirement pay and nothing to show for his years of service.

I am a patient at this hospital and if I'm lucky maybe another year of treatment will make me an arrested case and then I will be given a medical discharge and sent home. For the next couple of years maybe the Veterans' Administration will give me \$138 per month and then cut down the compensation according to my health and within ten years be cut out completely.

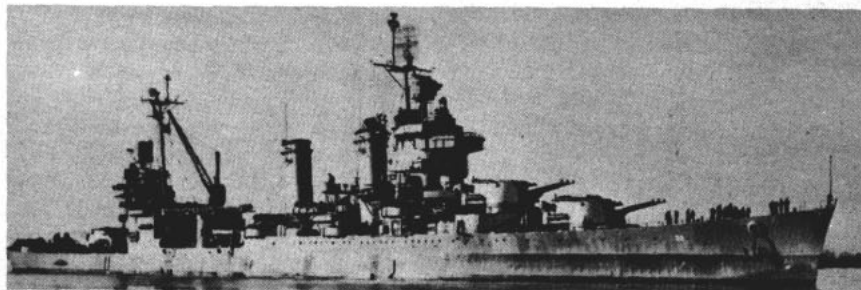
May I make a suggestion which is very simple and fair to all concerned? At present, any officer in the Navy who is disabled, goes before a retirement board and is retired at ¾ base pay plus longevity for the rest of his life. Why can't the same benefits be enacted into law for the enlisted men? The Coast Guard has the same retirement plan for both officers and enlisted men.

I am not the only one who's singing the blues about the situation. As for myself, I only have 10 years' service, but some of the patients here have 14, 16 and 18 years' continuous service and they are getting the same deal. It's a very dark future to look upon, believe me, I know.—R. W. S., CEM, USN.

• BuPers has recognized the inequities resulting from existing law regarding physical retirement of enlisted personnel. The matter is now under study with a view toward recommending a revision.—Ed.



USS AUGUSTA—She was of Northampton class, and commissioned 30 Jan 1931.



USS NEW ORLEANS—Commissioned 15 Feb 1934, she headed class of 7 cruisers.

About Family Allowances

SIR: I am a resident of South Carolina, a state which does not grant a divorce. Subsequent to my discharge from the U. S. Navy in 1946, I secured a Georgia divorce.

I reenlisted in the U. S. Navy and am informed application for FA or MAQ for a second wife will not be approved if the former wife claims support, due to South Carolina laws. Is this correct?—J. H. M., Y3, USN.

• *The Servicemen's Dependents Allowance Act, as amended, provides for payment of family allowance benefits to a lawful wife and to a former wife divorced to whom alimony is decreed and payable. You may submit application for family allowance benefits on behalf of your present wife to this Bureau. The application should be accompanied by a certified copy of the decree of divorce from your first wife, and a certified copy of the public record of your marriage to your present wife. Upon receipt, a determination of family allowance entitlement will be made.*

Claim for credit of MAQ(W) on account of a lawful wife is a matter under the cognizance of your disbursing officer. However, inasmuch as it is indicated that you hold a rating in the fourth pay grade, you are in an ineligible pay grade for MAQ, which is available to personnel in the top three pay grades only.—ED.

Souvenir Books

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

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

BuPers 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 Little Rock (CL 92). Address: Chaplain's Office, USS Little Rock (CL 92), c/o Fleet Post Office, New York, N. Y. Price, \$4.

• USS San Jacinto (CVL 30). Address: Lieutenant J. D. Wilson, USN, Staff, ComAirLant, USNAS, Norfolk 11, Va. Price, \$5.00.

• 50th Naval Construction Battalion. Address: Commander J. S. Marsh, CEC, USN, Public Works Officer, NAS, Moffett Field, Calif. Free to former crew members.

Rating for Retirement

SIR: I was discharged as a CBMAA(T) in September 1945. I reenlisted as a seaman in September 1946. Is it possible for me to retire as a CBMAA(T) after I complete 20 years' active service plus 10 years in the Fleet Reserve?—T. E. N., SPFS, USN.

• *No. You must now work your way back up through the ranks to retire as a CBMAA or higher. Incidentally, the abbreviation (T) for temporary rating no longer is used with ratings, having been eliminated by Alnav 39-46.—ED.*

Two Medals of Honor

SIR: In your August issue you stated "There have been seven cases of men being awarded the Medal of Honor more than once, but not during World War II." If I remember correctly, Marine Sgt. John Basilone was awarded the Medal of Honor at Guadalcanal and at Iwo Jima. Did you mean to say that no man living holds two Medals of Honor, from World War II, or don't marines count?—R. H. S., S1, USN.

• *The Marines most definitely do count but our statement is correct that no one person was awarded the Medal of Honor more than once in World War II. Sgt. John Basilone received the Medal of Honor for action on Guadalcanal only and was later killed on Iwo Jima. His family did not receive a posthumous award of the Medal of Honor for their son's action on Iwo. However, there are still a number of men alive who received the award twice in World War I.—ED.*

Medals and Awards

SIR: What medals, ribbons and decorations do the following units rate, and by what authorization? (1) Ninth Defense Battalion, Fleet Marine Force, from 8 Feb 1942 to 20 Feb 1945. (2) Underwater Demolition Unit 19, from 7 Nov 1944 to September 1945.—R. R. R., CPHM, USN.

• (1) Personnel attached to the Ninth Defense Battalion, Fleet Marine Force, are entitled to the Asiatic-Pacific Area Campaign Medal with a bronze star for each of the following engagements: Capture and Defense of Guadalcanal, 30 Nov 1942 to 8 Feb 1943; New Georgia-Rendova-Vangunu Occupation, 30 June to 31 Aug 1943; Capture and Occupation of Guam, 21 July to 15 Aug 1944. For the above engagements, the Ninth Defense Battalion was awarded the Navy Unit Commendation.

(2) Underwater Demolition Unit 19 is not credited with having participated in a recognized engagement. However, personnel attached to the unit are entitled to pertinent area medals after 30 days' service in an area, or immediately if combat was encountered.—ED.

China Service Ribbon

SIR: There has been all kind of scuttlebutt here at the hospital concerning the China Service Ribbon. (1) Is it true that the terminating date was extended and, if so, what is the new date? (2) Is there a list of ships or units that rate it?—T. M. A., BM2, USN.

• (1) *The China Service medal has been extended to personnel of the Navy, Marine Corps and Coast Guard who served on active duty in China as a part of certain organizations and units from 2 Sept 1945 to a date to be determined later. (2) Under this extension no person is authorized to wear the China Medal ribbon until the eligible organizations and units are published by a Navy Department general order. It is expected that this general order will be published soon.—ED.*

Five Navy Crosses

SIR: Can you tell me how many officers, if any, have received five Navy Crosses? Also, did Fleet Admiral Nimitz receive the Congressional Medal of Honor?—D. D. S., EM2, USN.

• *The only member of the naval service awarded five Navy Crosses is LCDR R. M. Davenport, USN.*

Fleet Admiral Nimitz never has been awarded the Medal of Honor. However, among his many decorations he holds the Silver Life Saving Medal for rescuing an enlisted man from drowning 20 Mar 1912.—ED.

Officers' Sub Insignia

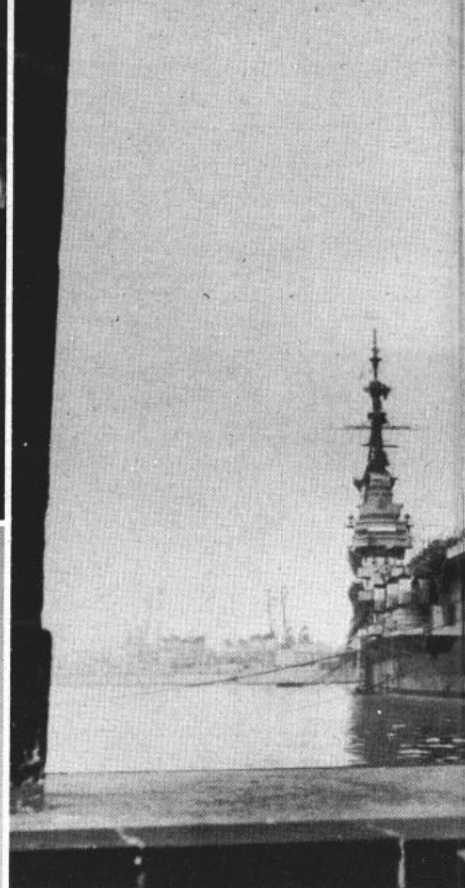
SIR: I qualified as an enlisted submarine man and am now serving as a temporary officer. I have been wearing a silver embroidered submarine insignia, but have been told that this is incorrect. What's the answer?—J. L., LTJG, USN.

• *Silver embroidered or silver metal submarine insignia have never been authorized. An officer who qualified as an enlisted submarine man and has never qualified as a submarine officer shall wear the blue or white silk embroidered insignia.—ED.*

Reserve Discharge Papers

SIR: I was discharged from the Naval Reserve on 7 Nov 1945, and enlisted in the regular Navy on the same date. Can I get my discharge papers for my Reserve service, and if so, how can I go about it?—R. L. C., S1, USN.

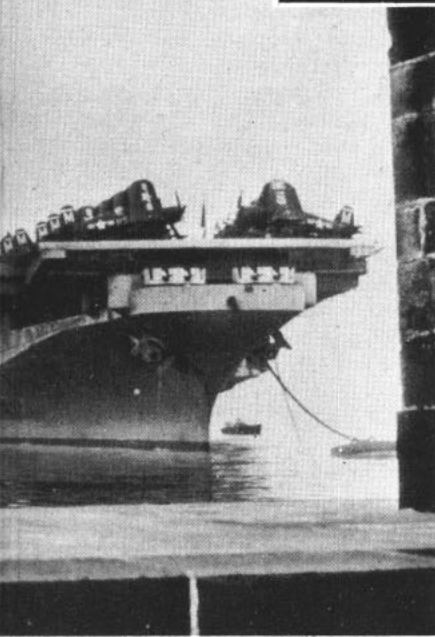
• *Certificates of discharge were not issued to persons discharged from the Naval Reserve at that time for the purpose of immediate reenlistment in the regular Navy. Discharges for service of that type are not issued retroactively, so you will not be eligible for a certificate. A transcript of your service record is being forwarded.—ED.*



MIGHTY carrier Midway presents impressive display of new weapons (above). Upper left: Operation of torpedoes by U.S. submarine officers on board U.S. submarine at Newport. Lower left: Honorary duty is shared at Annapolis by French cruiser Georges Leygues. Lower right: Honorary duty is shared at Annapolis by French cruiser Georges Leygues. Below: British 'Bobby' gives directions.



TODAY'S NAVY



...ive sight at anchor at Naples, Italy,
...o tube is explained to Turkish navy
...ondon, Conn. Left center: Shore patrol
...and U.S. sailors during visit of French
...light of MarCorps Reserve Week was
...USMC, new MarCorps Commandant
...er); and FADM W. F. Halsey, Jr., USN
...ons to American sailors at Gibraltar.



WYOMING JOINS OLDTIMERS DESTINED FOR SCRAP: MIDWAY HONORS CREW

Last Berth

Another battleship, *Wyoming*, has joined *Idaho* and *New Mexico* in waiting to be scrapped at Port Newark, N. J.

Wyoming, last of three dreadnaughts to be scrapped, was towed by nine tugboats from the Naval Reserve Fleet Base, Claremont, Va., in about 60 hours.

Seven more tugs were added at Sandy Hook to guide the battleship through the harbor to her last berth.

Reserve Study Underway

Elimination of inequities and disparities which may exist between reserve components of the armed services is one of many problems under consideration by the Committee on Civilian Components appointed by SecDefense James Forrestal.

Headed by Assistant Secretary of the Army Gordon Gray, the committee also will study the type and character of civilian components that should be maintained, their functions, composition and organization, and ways in which objectives desired may be attained with "the maximum of harmony, efficiency and economy."

The committee's missions were outlined in a detailed directive from SecDefense.

Broad scope of the committee's studies was indicated in the number of reserve components to be considered—the Naval

Reserve, Marine Corps Reserve, ROTC of the Army and Air Force, NROTC, Coast Guard Reserve and other civilian components concerned, such as the Civil Air Patrol and the Civil Aeronautics Authority civilian pilot training program.

Honor Plaque

USS Midway, namesake for the class of the Fleet's three largest carriers, has an honor plaque on which is engraved the names of "those men who, through their devotion to duty, their ship and their shipmates, have distinguished themselves in a manner meriting the honor."

Mounted on the quarterdeck, the plaque was designed as recognition for men making important peacetime contributions in much the same manner as commendation ribbons, medals and citations provided recognition for wartime exploits.

Albert Sands, MOMM3, who served in the Marine Corps during the war and shipped into the Navy from civilian life, was the choice of *Midway's* 3,000 men as the first to have his name engraved on the plaque.

'Mighty Man' Cruise

"Mighty Man," the light cruiser *USS Manchester*, has returned to the U.S. after a four-month cruise in the Mediterranean.

Commissioned 29 Oct 1946, *Manchester* has logged 40,000 miles in visiting 18 ports in 10 countries.

LAST MARCH



Admiral Denfeld begins command as CincPac and CincPacFlt. Plans made for All-Navy boxing tournament to be held in San Diego. United States

and Canada continue to coordinate their national defense establishments.

MARCH 1948

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



FLEET TRAINING Group, Norfolk, Va., trains Greek crews in operation of 173-foot gunboats transferred by Navy. Greek sailors (above) get pointers.

New Post for Sherman

Vice Admiral Forrest P. Sherman, USN, has been ordered to relieve Vice Admiral B. H. Bieri, USN, as ComNavForMed.

During the last two years of the war, Vice Admiral Sherman was Deputy Chief of Staff to Fleet Admiral Chester W. Nimitz, USN, then CincPac, and represented the Navy in initial conferences with the Japanese at Manila in August 1945. He attended the formal surrender on board USS *Missouri*.

After leaving that post, Vice Admiral Sherman was appointed Deputy CNO.

Distinguished Visitor

Ship's company of the submarine tender USS *Howard W. Gilmore* saw President Harry S. Truman being piped ashore after ceremonies on board the captured German submarine USS *Ex-U-2513* at the Key West, Fla., sub base.

Four officers were decorated by the President for war patrols in Japanese waters. After the ceremonies, Mr. Truman talked and shook hands with the submarine's officers and enlisted men.

'Lion-hearted' Men

During the presentation of a bronze bust of Admiral William F. Halsey, USN (Ret), to the Naval Academy Museum,

the admiral declared he hoped the likeness would represent not him "but rather the lion-hearted team of men that I had serving under me during the war."

The statue, sculptured by Wheeler Williams of New York, was presented to the academy by Harold E. Stassen, former governor of Minnesota, who served as flag secretary to the admiral during the war.



PIPING ASHORE of President Truman at Key West, Fla., is witnessed by crew of sub tender (background) following ceremonies on board captured U-boat.

10 to Rear Admiral

Ten staff corps officers have been promoted to the rank of rear admiral for temporary service. Three of the officers selected for promotion already are serving in the rank of rear admiral. The others will assume the rank of rear admiral upon confirmation by the Senate.

Those selected for promotion in the Medical Corps are Rear Admiral Herbert L. Pugh, MC, USN, Deputy and Assistant Chief of BuMed; and Captain Bertram Groesbeck Jr., MC, USN, Chief of Aviation Medicine.

Dental Corps appointments are Rear Admiral Alfred W. Chandler, DC, USN, Assistant Chief of BuMed for Dentistry and Chief of the Dental Division; Captain Clemens V. Rault, DC, USN, Dental Officer in Command, Naval Dental School, National Naval Medical Center, Bethesda, Md.; and Captain Spry O. Claytor, DC, USN, head of the Dental Department at the Naval Academy.

Those promoted in the Chaplain Corps are Rear Admiral William N. Thomas, CHC, USN, Chief of Chaplains; and Captain Thornton C. Miller, CHC, USN, Fleet Chaplain of the Pacific Fleet.

Promotion in the Supply Corps went to Captain John Ball, SC, USN, Yards and Docks Supply Officer, Port Hueneme, Calif.; Captain Herbert C. Lassiter, SC, USN, Assistant Chief of BuSandA and Director of Material Control; and Captain Howard M. Shaffer, SC, USN, Supply Officer in Command, Naval Supply Center, Guam.

High Courage

Immediate advancement to chief shipfitter was won by Roy B. Clark of Los Angeles, Calif., for his part in saving the destroyer USS *Douglas H. Fox* in the Adriatic off the free city of Trieste.

The buttons on his uniform are still bright, because he received his advancement in double time, on special orders from Rear Admiral Thomas L. Sprague, USN, Chief of Naval Personnel.



CSF Clark

The destroyer, severely damaged by a mine, was saved through heroic efforts of Clark and his damage control party—in much the same way that the chief and shipmates saved the same ship off Okinawa during World War II.

Fox was cruising about 18 miles off Trieste when a tremendous explosion rocked the ship, almost lifting her out of the water. After removal of the injured, Clark organized his damage control party to take immediate measures to insure the ship's safety.

To save the vessel, Clark and his party worked for more than 30 hours with little rest until the ship was in drydock at an Italian shipyard and had been shored up and the pumping operation begun.

In recognition of Clark's efforts, Commander Charles W. Travis, USN, CO, requested permission from the Navy Department to give Clark an immediate advancement, an unusual procedure reserved for exceptional occasions.

This in itself would rate as an exceptional accomplishment, but there is still more to the story. By an odd quirk of fate, Clark had undergone a strangely similar experience on the same ship during wartime operations off Okinawa, a little more than two years before.

During the long, bloody battle for Okinawa, *Fox* stood picket duty for the invasion forces. On 17 May 1945, she was hit in a successful Kamikaze attack which ripped open the after part of the ship.

Taking charge of a damage control party, Clark managed to "jury-rig" a substitute fire main in time to prevent the ammunition from exploding. It was for his actions in this hazardous situation that Clark was awarded the Bronze Star Medal.



ENLISTED MEN who served under the late Admiral Marc Mitscher meet his widow at the opening of a museum exhibition at the U. S. Naval Academy.

Andrews New AstSecNav

Mark Edwin Andrews, Texas business man, manufacturer and lawyer who served in several important Navy procurement posts during the war, was appointed by the President as the new Assistant Secretary of the Navy.

A cum laude graduate of Princeton in 1934, Mr. Andrews draws experience from his war duties in six different Navy bureaus and offices. He entered the Navy as a lieutenant in mid-1942, with assignment in BuSanda.

Later, he reported to the Procurement Section of BuAer for duty in the purchase of air frames and aircraft engines. While on temporary additional duty in Philadelphia, Mr. Andrews organized the negotiation section of the Aviation Supply Office, which became the pattern for the Navy's supply system recently approved by SecDefense Forrestal.

As chief of the negotiation section of BuShips, Mr. Andrews was in charge of the procurement of combatant ships of all types, landing craft and propulsion machinery.

Following other purchasing duties un-

der CNO and AstSecNav, Mr. Andrews became chief of procurement in the office of AstSecNav in October 1945, in charge of all Navy procurement policy.

In addition to preparing recommendations for the Navy's postwar procurement policy and organization, Mr. Andrews served as Navy member of the procurement policy board, composed of representatives of several governmental departments. The board proposed legislation to modernize military procurement procedure.

Mr. Andrews holds the Legion of Merit for outstanding performance of Navy purchasing tasks. He was released to inactive duty with the rank of captain in August 1946.

Born in Houston, Tex., in 1903, he received his law degree from the South Texas School of Law in 1934. In addition to his civilian law practice, he was owner and president from 1930 to 1942 of an automobile equipment manufacturing concern. Following his Navy duty, he returned to private enterprise in Houston.

Radford Named Vice CNO

Vice Admiral Arthur W. Radford, USN, has been appointed Vice Chief of Naval Operations. His selection was made by SecNav John L. Sullivan and approved by the President.

A naval aviator, Admiral Radford was Commander, Second Task Fleet at the time of his appointment. He was graduated from the Naval Academy in 1916. During World War II he commanded Carrier Division Six in the Pacific, participating in attacks on the Tokyo area, Iwo Jima and Okinawa.



AstSecNav Andrews



VADM Radford



NIGHT VISION test demonstration shows sailor identifying position of 'T' of the radium plaque adaptometer. The actual test would be in complete darkness.

BUMED RESUMES NIGHT VISION TESTING

Night vision testing of all naval personnel has been resumed by BuMed.

With an increase in personnel, the program for testing night vision has expanded greatly, and it is now possible to offer special training to hospital corpsmen chosen for Radium Plaque Adaptometer work.

Testing of all officers and enlisted men newly entering the service was revived after a temporary lapse due to lack of trained personnel during the demobilization period.

Because some men don't have keen night vision, it is to the advantage of COs to know who to choose as lookouts. Therefore, men are tested and the results entered in the health records of all personnel tested, indicating passing or failure. Personnel who fail will be retested.

All testing will be conducted under the supervision of a medical officer by qualified Radium Plaque Adaptometer operators. Testing units and the necessary personnel for operation will be provided at naval and Marine Corps training centers, naval hospitals, the Naval Academy and at the Hospital Corps School, Portsmouth, Va.

The test, part of the Navy's permanent medical program, remains a satisfactory index of the night visual ability of all personnel throughout their naval careers.

Unless dietary deficiency or disease af-

fects the retinal sensitivity, no change in a man's vision may be expected.

After half an hour in the dark, such as experienced on the deck of a blacked-out ship on a moonless night, the eyes really show their mettle.

Then their sensitivity to light is amazing—many thousand times as great as in bright daylight. Such an eye can see a lighted candle at a distance of almost a mile through clear air.



NEWS from the states is broadcast to his shipmates by sailor-announcer on board USS *Providence*. Amplifier system sends broadcast throughout the ship.

New Name for Board

Conforming with the organization of the National Military Establishment, the Joint Army-Navy Personnel Board has changed its name to Armed Services Personnel Board.

The board continues to be basically the same, with representatives from each of the services, including the Coast Guard. In certain matters, spokesmen from the Public Health Service and the Coast and Geodetic Survey will be included.

Main task of the board is to initiate studies and make recommendations on personnel matters concerning the Armed Services.

On the Air at Sea

Broadcasting throughout the ship as well as to ships in its immediate task force is one of the most popular activities aboard the light cruiser USS *Providence*. Programs arranged by the "Providence Broadcasting Company" network compare favorably with stateside radio productions.

The PBC has about 4,000 recordings, ranging from classical to modern jazz music.

Main objective of the PBC is to provide entertainment and latest news and sportscasts to crew members. The studio plans to broadcast short comedies and round table discussions, with the crew participating. Now operating in the Mediterranean, *Providence* will return to the U.S. this spring.

High-speed Bail-outs

High-speed bail-outs in parachutes have been tested successfully at 430 knots. Personnel parachutes now in use will withstand speeds up to approximately 217 knots.

Designed by John F. Geary, CPR, USN, the new Navy parachute may solve the problem of pilot safety during high-speed bail-outs. However, BuAer emphasized that the new 'chute is still in the experimental stage.

Chief Geary, who is attached to the Navy Parachute Experimental Unit, NAS, El Centro, Calif., has seen his parachute tested at almost double the speed of personnel parachutes now in use.

When tests are completed, he will be the first person to "live-jump" the new parachute, a privilege he has already requested.

The new design consists of a standard canopy with a 6-foot "cap" in the center. Under extreme stresses, such as are encountered immediately after bailing out at high-speed, the "cap" extends on elastic cords, spilling the air out the top.

As the chute slows down the cap is drawn back to the chute, spillage is cut down, and the rate of descent is gradually decreased.

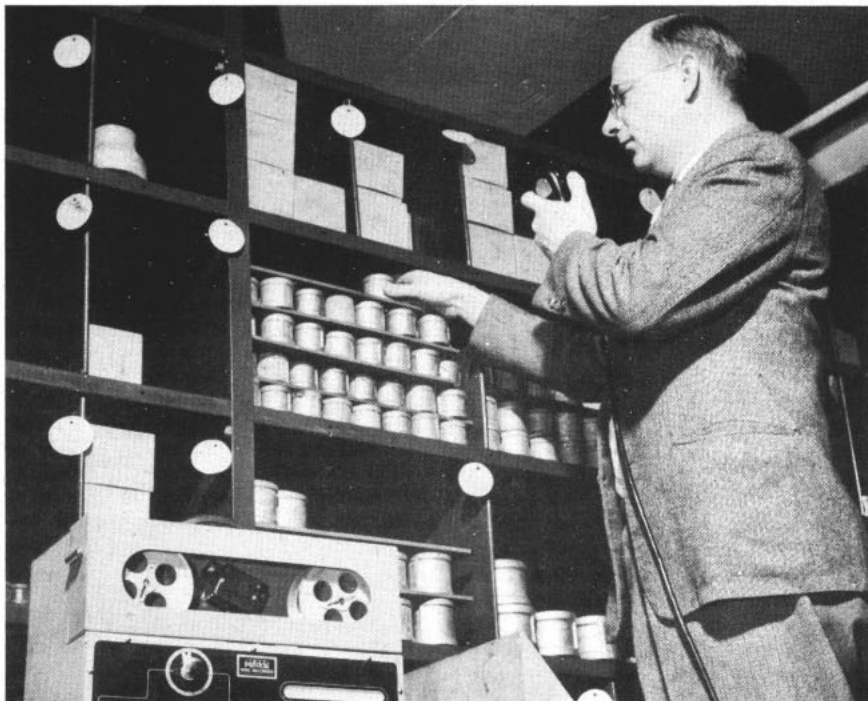
In testing, the parachute is dropped in a dummy bomb from an F8F "Bearcat." After falling for a short distance, it is unfurled and the bomb becomes the "person" in the harness.

Two other parachute designs submitted by private contractors have been successfully tested at speeds better than 350 knots. One has mesh panels, and the other is a modification of the German ribbon chute design.

The high-speed bail-out problem is significant in present-day fighter aircraft. At speeds encountered in dives or other violent maneuvers, a bail-out may mean disaster to the pilot because the high stresses built up may either rupture the parachute canopy or put too great a strain on the pilot's body.

Newer jet fighter planes are being equipped with pilot ejection seats which catapult the pilot from the plane at high speeds. Very high speed research aircraft have ejectable capsules which break away from the aircraft and protect the pilot from the airblast until a slow enough speed is reached for normal bailout.

Research on the whole problem of escape from fast-moving aircraft is being directed by the airborne equipment division BuAer.



INVENTORY is sped up by Supply Corps' use of wire recorder in checking stock.

SINGLE CHECK BETTERS DOUBLE CHECK

Magnetic wire recorders for taking stock inventories are now being used by Naval Supply Corps personnel. The new system speeds inventory work and saves time and manpower.

Originated at the supply department of the Naval Shipyard, Norfolk, Va., the recording system calls for the checker to carry a hand microphone along as he inventories shelves, reading his check into

a permanent record for transcription.

The usual system of taking inventories has been for two men to team for an inventory.

In a speed test with the wire recorder, checkers at the Norfolk activity counted 100 items in 15 minutes recorded time. This compares to a previous figure of about 400 items a day, using the two-man team.



NOTES taken by checker in inventory are easily transcribed onto master sheet.



POSING on the door step of their Homoja Hut home are BMI J. Koch, USN, and family. The Kochs were among the first residents of enlisted housing area.

Quonsets Solve Housing Headache

QUONSET huts have solved the Navy's housing problem at Annapolis. Built for jungle occupation, the sturdy huts now make compact and neat homes for enlisted personnel and their families of the Severn River Naval Command.

Located on the site of the old skeet range between the rifle range and golf course at North Severn, the Homoja village will accommodate 160 men and their families.

Two additional Quonset hut developments are occupied by officers.

Each hut in the village is divided into two family units and each is furnished with basic furniture, an individual oil heating unit, electrically heated hot water heater, kitchen range, and a specially built-in closet and porch.

Each apartment consists of a living-dining room combination, two bedrooms, kitchenette alcove, and bathroom with shower. A central laundry hut, equipped with washing machines, is provided.

A ship's service store and a commissary already are in operation, and a chapel will be opened next month.



TALKING OVER new housing development with RADM James L. Holloway, Jr., USN, ComSRNC and Academy superintendent (left), are CSKs and wives.

Coordinated Medicine

SecDefense James Forrestal named Dr. Paul R. Hawley, former Chief Medical Director of the Veterans Administration, as head of a new board to study best means to obtain "a maximum degree of coordination, efficiency and economy" in the operation of armed forces medical services.

Specific studies listed for the board by SecDefense were:

- The availability of pooled facilities for personnel of all the services by geographical areas.
- Possibility of using civilian services or hospital beds for the care of some service personnel.
- Coordination of plans for construction of new hospitals and of developing joint criteria for design of hospitals.
- Development of maximum joint use of research facilities.
- Coordination or consolidation of medical training programs for all services, and provision by one service for all services of general training or training in specialized fields.
- Development of common standards, practices and procedures.

The top medical officer in each represents the three services.

New Pacific Home

Transfer of 142 natives from Eniwetok Atoll, new atomic testing site, to Ujelang Atoll, 125 miles southwest of Eniwetok, has been completed.

Ujelang was chosen by native chieftains after an inspection tour. The natives have expressed "full satisfaction" with the new home of their choice.

Cultivated during long periods of German and Japanese occupation, the islands of Ujelang Atoll abound in pandanus, coconuts and breadfruit. The atoll waters are plentiful with edible fish. Umelang Island, largest in the atoll, has a land area of 200 acres, compared with 130 for Eniwetok.

Ration Costs Studied

A study has been made of the differences between the daily basic ration costs of the Army and the Navy in an effort to standardize preparation of budget estimates for the armed forces.

Under consideration is a tentative outline for use by the Army and Navy. When an agreement has been reached between the services and the Bureau of the Budget, a standard budget outline will be submitted each year.

Olympic Tryouts Near

Nearly 100 athletic stars of the Navy—officers and enlisted men—flocked to the Naval Academy in preparation for the coming Olympic tryouts.

These athletes, chosen for past performances and through All Navy competition, will compete with the best amateur sportsmen in the United States. Dates for the Olympic trials vary in accordance with the schedule of the U.S. Olympics Committee, but most of them will be completed by late June.

The basketball team, composed of the outstanding men of the All Navy tournament and inter-district competition, is being coached by John Wilson, former Academy coach, and Ben Carnevale, present head coach at Annapolis and Basketball Coach of the Year in 1946.

The team will journey to Denver, Colo., for the AAU tournament and, if it places in the top three at that tourney will then go to New York for the final trials. In New York, the teams from the AAU will compete against the best YMCA club and the four best college teams in the nation.

Mat Finals at Academy

The Naval Academy will play host to Navy area champions in the All-Navy wrestling matches, slated to begin 1 Mar 1948.

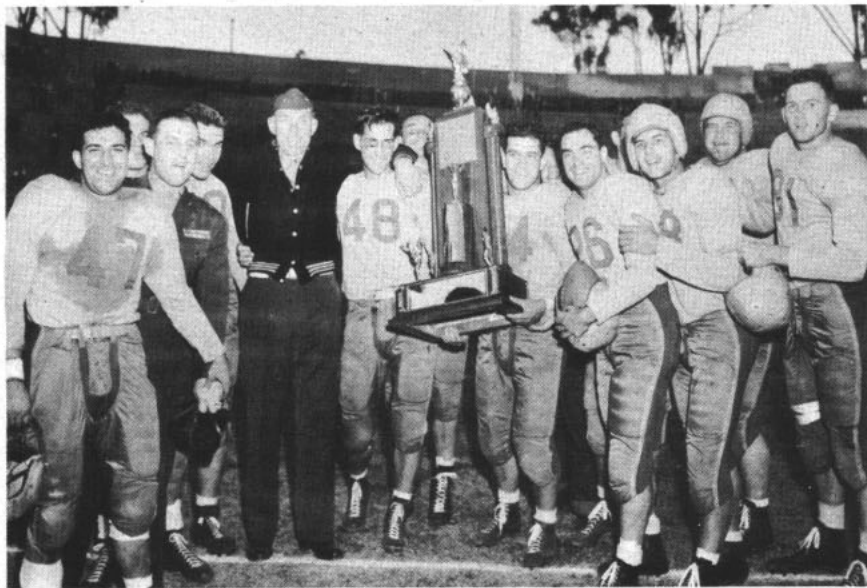
One man in each of the eight weight divisions will be selected for the finals through the All-Navy Sports Program elimination system from each of the following: Hawaiian Islands and areas west of Hawaii; ashore and afloat, West Coast, including 17th ND; ashore and afloat, Atlantic, including 10th and 15th NDs; and East Coast naval districts, including 8th and 9th NDs and River Commands. MarCorps personnel will compete in area eliminations.

Since the Navy champions will enter competition for the 1948 Olympic Games, Olympic rules will govern all bouts.

Ray Swartz, head wrestling coach at the Academy, will instruct the Navy mat hopefuls who win in the finals. These men, by virtue of their wins, will remain at Annapolis for intensive training for the Olympic trials in April.

Dockside Landings

Air operations were held on board USS *Princeton* (CV 37) while she was tied up to the dock at NAS, San Diego, Calif. Igor Sikorsky, noted plane designer, landed his most powerful new helicopter



CHAMPS of the Navy, members of the Quantico Marine Base grid team and their coaches exhibit trophy won from NAS Alameda in All-Navy football playoff.

on the flight deck of the *Essex* class carrier.

Officers and enlisted men were carried for rides in five take-offs which demonstrated the maneuverability of the helicopter. Captain F. M. Hughes, USN, CO of *Princeton* was among the passengers on one of the trial hops.

Mythical Cruiser Champs

Gridders from USS *Columbus* (CA 74) earned themselves the mythical cruiser football championship of the Pacific Coast by defeating USS *Helena* (CA 75), 19-0, at the Terminal Island, Calif., field.



LANDING is made on board USS *Princeton* by helicopter while carrier is tied up to dock at NAS San Diego.

All-Navy Grid Champs

Devil Dogs from Quantico Marine Base, Quantico, Va., utilized their smashing line power to whitewash the NAS Alameda, Calif., Hellcats 26-0, and capture the All-Navy football championship.

Glenn "Doc" Barrington, PHM1, USN, provided the big punch in the Marine scoring drives by smashing over for two touchdowns and figuring largely in setting up the other pair. More than 20,000 wildly-cheering spectators crammed into Balboa Stadium, San Diego, voiced their approval.

A rampaging forward wall effectively harnessed the attempts of Alameda's gridiron great, Joe Perry, S1, USN, holding him to minus yardage and rushing him off his feet in his passing attempts.

Hoop Tourney Slated

Navy basketball championships will be played the first week in April, with a Florida station of the Naval Air Training Command as the tentative site.

Four teams will compete in the finals, instead of eight as was the case last year. Two teams will be chosen by ComServPac (West Coast and Pacific Area) and two others will represent ComServLant (East Coast NDs, including 8th and 9th NDs, River Commands and Atlantic area).

Augmentation rules similar to those adopted for football will apply for the hoop tourney, with the exception that only one officer per team may participate in the game at one time.



UN GREET'S USN—China's General Ho Ying Chin of UN Military Committee meets E. M. Nowak, AMM1, Air Medal winner, and Mrs. Nowak at Annapolis.

New Peak in Training

Enrollment of World War II veterans in training programs administered by the Veterans Administration has reached a new peak of 2,800,000. VA figures show continued increases in all training programs, with the exception of job training under the GI Bill. This has shown a decline for 10 months.

Newest Utility Amphibian

The Navy's newest amphibian utility airplane, the XJR2F "Albatross," has completed successful test flights from land and water.

Designed and built by Grumman, maker of many of the Navy's famous carrier-based fighters, the new plane is a twin-engine craft capable of a maximum speed of 270 m.p.h. It is a four-purpose plane, designed for rescue work, cargo or personnel transport, rough-water operation on the open sea or multi-engine seaplane training. It has proved to be more stable on rough water than any other Navy plane and is expected to operate in waves as high as four and a half feet.

The Albatross carries a crew of three—a pilot, co-pilot and navigator-attendant. It can carry 14 passengers when transporting personnel, 16 litter passengers in rescue operations, or more than 4,100 pounds of cargo. Its cruising speed is 225 m.p.h.

A hatch is built into the overhead to

facilitate cargo loading, and a horizontal door located on the side makes rescue operations easier. Particularly desirable in rescue work will be the 12-second water takeoff expected with the use of jet-assisted take-off equipment.

Equipped with tricycle landing gear, the big amphibian has an 80-foot wing-span. It is powered by two Wright engines of 1,425 h.p.



TAKING OFF is Navy's newest amphibian plane, the twin-engine 'Albatross.' Built by Grumman, it is designed as a four-purpose workhorse for the U.S. Navy.

Marines Embark

One aircraft carrier and three light cruisers in the Mediterranean area were scheduled for an increase in the number of Marines on board to facilitate ship-board training of the Leathernecks.

The group of Marines left from Morehead City, N. C., for assignment to USS *Midway*, USS *Portsmouth*, USS *Providence* and USS *Little Rock*. The increases were planned to bring the total personnel on board the vessels to approximately normal complement.

Human Resources

A Committee on Human Resources has been established within the National Military Establishment to evaluate the human resources of the country as they relate to the fields of research and development as an integral part of the national defense program.

The committee will engage in research and programs related to the supply and use of scientific, technical and specialized personnel. It will also conduct research on broad problems of human resources and will work closely with the armed services in planning mobilization.

Composed of four civilians and two representatives of each military service, the committee will carry on its main activities through four panels dealing with manpower, morale, personnel and training and psychophysiology. Prominent psychologists and sociologists from leading universities comprise the panels.

Super Octane Gasoline

A new super octane aviation gasoline which steps up aircraft engine power as much as 15 per cent is being used by Navy combat planes.

Technically designated grade 115/145 aviation gasoline, the more powerful fuel increases the performance of carrier-borne fighters and attack bombers, and improves the effectiveness of long-range patrol planes.

Power increase of as much as 15 per cent is gained by substituting the new fuel for 100 octane, grade 100/130 gasoline which was used extensively during the war.

Effectiveness of the Navy's missions of attack, defense, transport and patrol are shown in higher speeds, faster rates of climb and ability to carry greater payloads longer distances.

Supplying the Navy with the new super fuel doesn't have an adverse effect on the motoring public's gasoline. This is possible because 115/145-grade fuel does not necessarily require components which are used extensively in motor gasoline and which are required in 100 octane aviation gasoline.

The most immediate value of the new gas is that it significantly improves, without intricate design changes, the performance of battle-tested Navy aircraft.

New Homes for Veterans

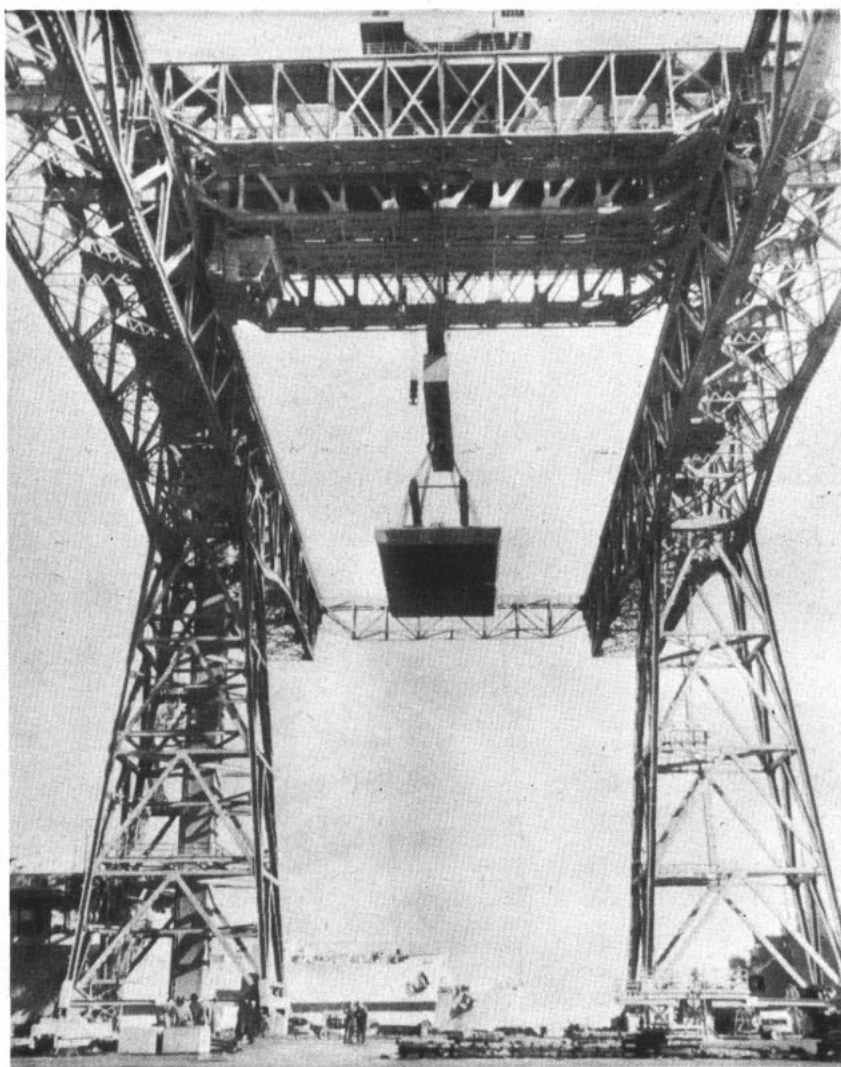
Southern and mountain states lost great numbers of men who settled in other sections of the country following discharge from service, a Veterans Administration survey points out.

Comparing residences of veterans before and after the war, the survey shows that the 17 states of the southern group averaged a decrease of 5.6 per cent, or 238,168 veterans Northeastern, north central and western groups came out with plus percentages.

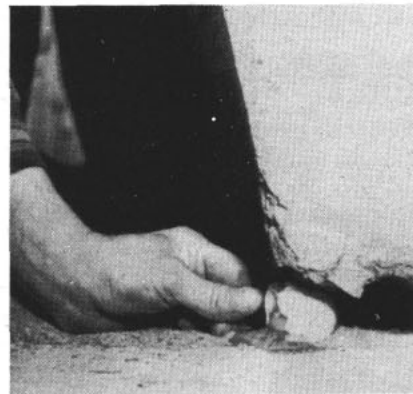
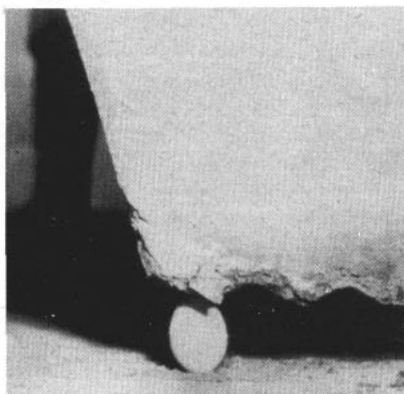
Although Arkansas, listed with the southern group, was lowest with a decrease of 24.4 per cent, all seven mountain states except Colorado showed decreases. The mountain section of the western group as a whole lost 41,867 men who now live in other states.

Greatest increases by percentages were made by Rhode Island with a plus 16.9 per cent and Iowa, with plus 11.8. Although the per cent of increase was not as great as some others, New York, California and Illinois, with gains of 103,695, 79,400 and 66,601 respectively, lead in greatest increases by numbers.

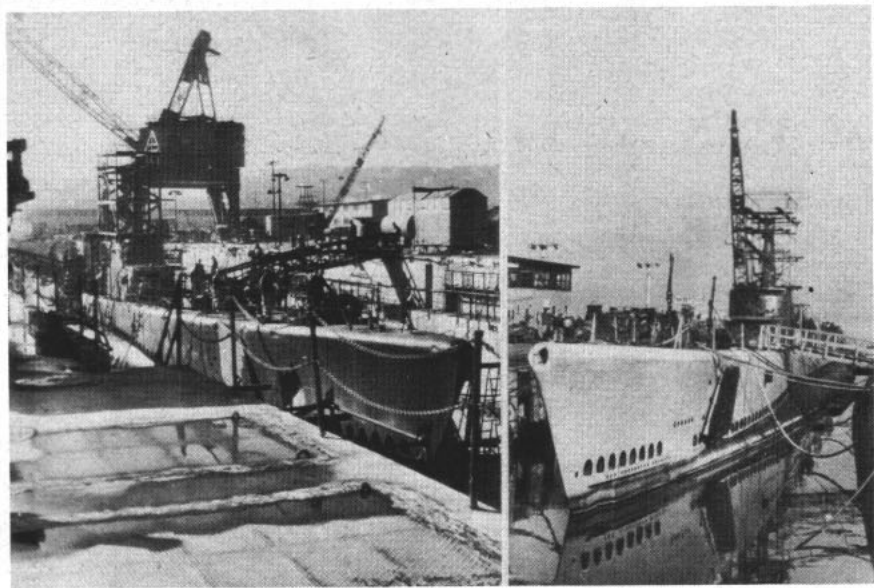
Crane Features Light, Heavy Touch



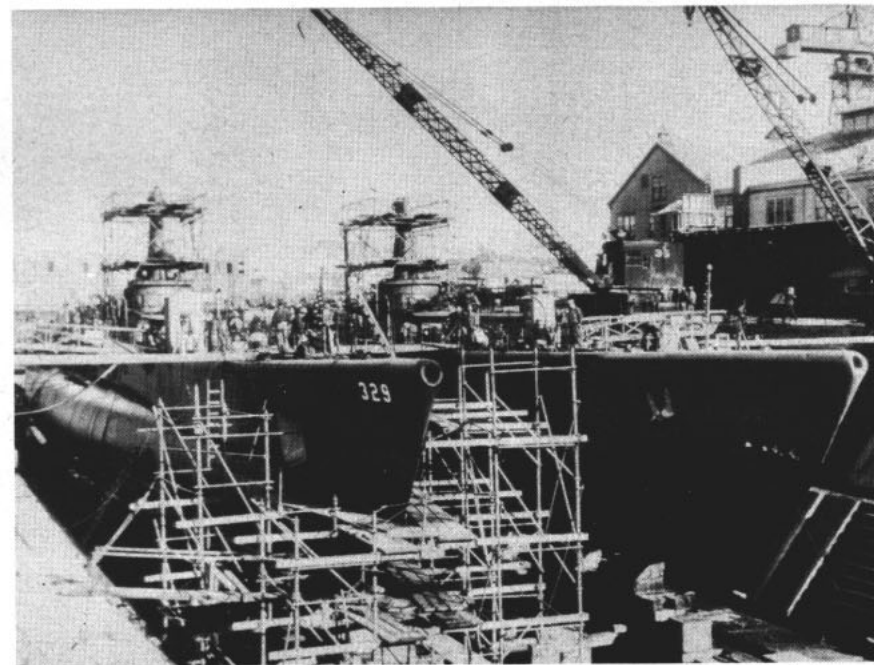
HEAVIEST HEFT ever made by crane is demonstrated at Hunter's Point Naval Shipyard, where world's newest and most powerful crane lifts 630-ton slab.



LIGHT TOUCH also is feature of Navy's crane. Shell of egg placed under the heavy slab (left) is delicately cracked (right), but the yolk is left intact.



DESTINATION: TURKEY — *Blueback* (above, left) and *Brill* (right), two of four U.S. subs being supplied to Turkey, get an overhaul at Hunter's Pt., Calif.



OVERHAUL is given *Chub* (left) and *Boarfish* (right) at Mare Island Naval Shipyard, prior to the transfer of four U.S. submarines to the Turkish navy.

Perfect Air Record

Surveying NATS passenger fatalities for five years up to the last 10 days of 1947, a recent study shows a steadily decreasing ratio and a perfect mark for last year.

Accident statistics in passenger fatalities per 100 million passenger miles of domestic and overseas transport operations were released as follows:

Year	ATC	Commercial	NATS
1943		1.7	25.0
1944	10.7	2.5	8.0
1945	4.9	2.3	3.9
1946	8.0	1.6	1.8
1947	0.0	2.68	0.0

The ATC figure for 1943 is not available and that for 1947 represents only the first 11 months. Commercial airlines and NATS statistics comprise entire period.

'Good Neighbors'

The Brazilian training ship *Almirante Saldanha* paid a 10-day visit to Philadelphia and New Orleans before leaving for various Latin-American ports on her way back to Brazil.

Thirty Brazilian midshipmen inspected the Philadelphia and New York Naval Shipyards. Members of the crew attended a USO dance held on board ship.

Down for Long Count

HMS *Alliance*, British submarine of 1,250 tons, was reported by the Admiralty to have remained submerged for several weeks without noticeable effect on the health of its 67 officers and men.

The test was made possible through use of an improved version of the German Schnorkel device and other apparatus.

Movies, books, phonograph records and receptions of sports broadcasts were specially provided to avoid boredom.

MarCorps Helicopters

Marine Corps aviation has taken a new step forward with the commissioning of its first helicopter squadron, HMX-1, at Quantico, Va.

The helicopters in the squadron are of two types—the four-passenger Sikorsky HO3S-1 and the Piasecki HRP-1. The latter carries a crew of two, plus eight passengers. Without passengers it can carry a ton of cargo (see *ALL HANDS*, January 1948, p. 39). The aircraft will be used principally for experimental purposes.

Squadron personnel consists of several marine aviators from the Navy's Helicopter Development Squadron, NAS, Lakehurst, N. J. Specially-trained helicopter mechanics service the squadron.

Helicopters are valuable for MarCorps use because of their capabilities in delivering supplies and evacuating wounded. They are able to make vertical ascent and descent, stationary flight and have extreme maneuverability forward, backward and sideways. Some of them can fly faster than 100 m.p.h. Because of the slow speed a helicopter can maintain, it is able to feel its way over rough terrain in poor visibility which would hamper ordinary aircraft.

In announcing the helicopter squadron, Major General Field Harris, USMC, Director of Marine Aviation, said: "The development of the helicopter is in keeping with the Marines' policy of applying the latest developments in military aviation to fast, amphibious warfare."

What Every Sailor Should Know—His Own Job Code

SAILOR, do you know your Navy Job Code?

You're not alone if you can't answer that question, but in this modern Navy you should be able to sing out your Navy Job Code as well as you do your rate and service number.

The Navy Job Code is important to every sailor whether he is boot or experienced veteran. It is important because it gives an immediate key to each man's qualifications. Thus, when a sailor is transferred from one duty station to another, he is assured of being placed in an accurate duty assignment. No more time is being wasted because a man has been placed in a billet in which he is neither qualified nor happy.

The code is a seven digit number which defines to a much greater degree than his rating the Navy job a man is qualified to perform. The first five numbers represent a job which is described in the Manual of Enlisted Navy Job Classifications (NavPers 15,105). There are approximately 800 Navy Jobs so described and more are being added. The last two numbers of the code represents the type of naval activity (sea or shore) at which the job experience, represented by the first number group, was obtained. If several activities contributed to this experience, the one considered most significant is used for coding purposes.

The Navy Job Classification and Service Type Code becomes an integral part of a man's identification. It is recorded after his rate on all transfer orders and other correspondence concerning him. His code and rate are available to the detailing authority responsible for assigning the man to a duty billet. Whenever possible, personnel now are detailed to duty billets in which their Navy Job Code indicates they will best perform. In view of this fact, it is of considerable advantage to the man and his new duty station that his code accurately reflects his duty qualifications.

The Navy Job Code is determined by a careful examination of a combination of the Navy jobs a man has or is performing. If he has or is working in two or more different, but significant work fields, he may be assigned two or more Navy Job Codes. The first or primary code being that which represents his most significant job qualification.

To get the most out of the Navy Job Code system each man should first learn what his code is, then what it means in terms of type of work represented. At this point he can determine whether his own code accurately reflects the job he is best qualified to perform. It should be emphasized that even though the job he is qualified to perform may not have any direct connection with the man's rating, he will be coded for that job regardless of his rating. A recent example of this was a Chief Commissary Steward who had been working as a personnel yeoman for the past five years and was qualified in that job. He was correctly coded a yeoman, personnel (72210-64).

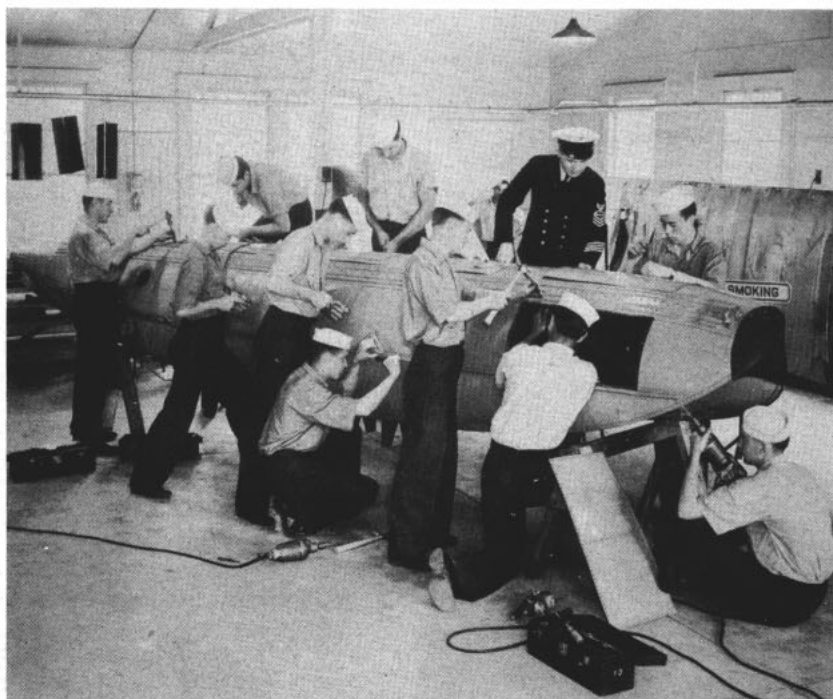
This is one of the major advantages of the Navy Job Code. It tells what you can do and not just what you should be able to do as is often the case when just the rating is shown. If, after learning the whys and wherefores of your own code, you believe it is not truly representative of the job for which you are best qualified to perform in term of experience, you will do yourself a big favor and aid materially the Navy's Job

Coding if you will see your division officer and talk it over with him. If your code is inaccurate, he will be happy to learn of it and will take steps to correct it. If he believes it to be accurate, he can then point out the reasons for its assignment.

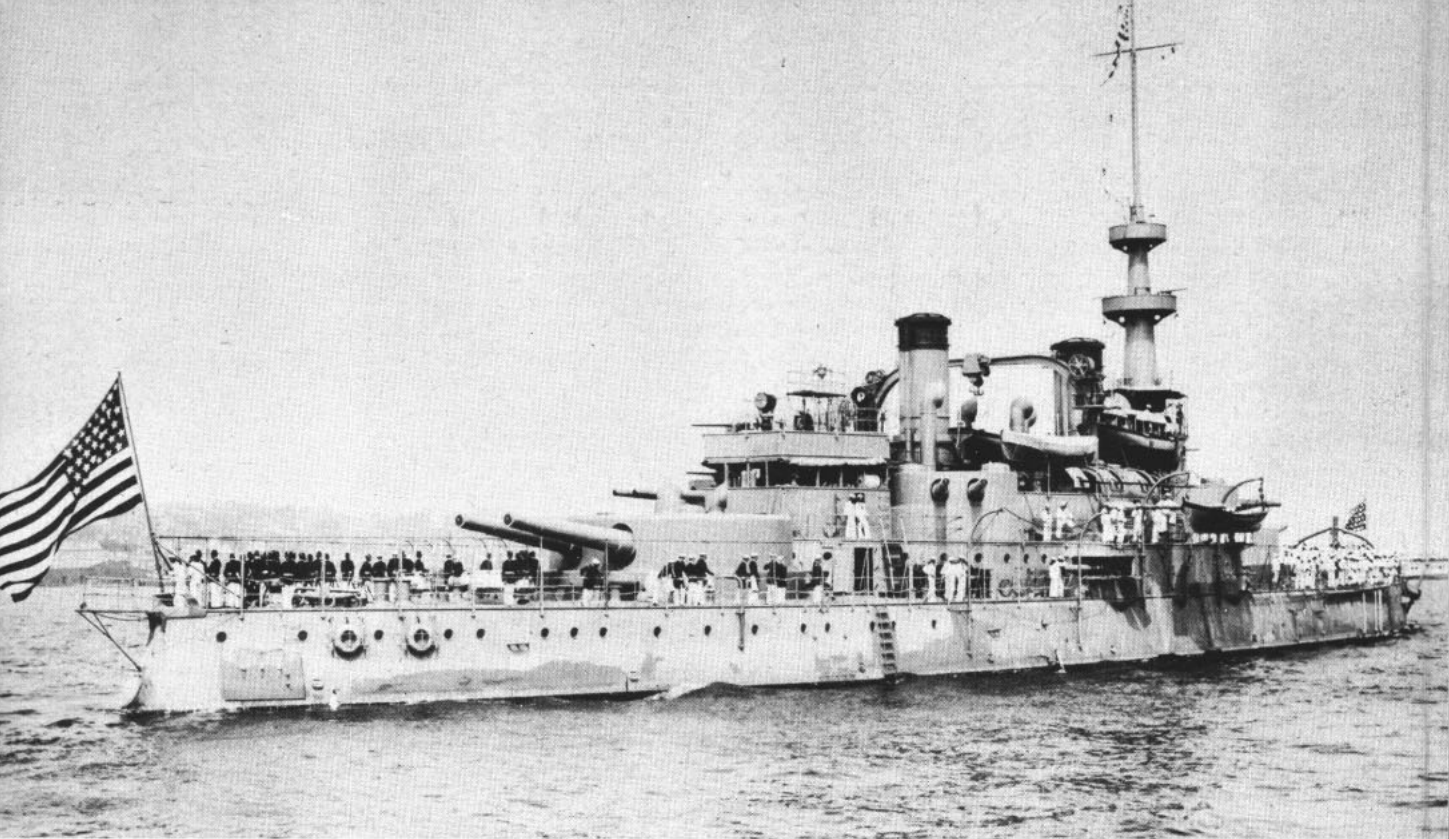
Navy Job Coding is a continuous project. Your code should be modified whenever you have gained sufficient skill to warrant it, or you gain significant skill in a different job field than that for which you are now coded. In this case you should be assigned a secondary code or a new primary code depending upon the significance of the two or more skills possessed.

An understanding of the Navy Job Code by all naval personnel will be of great value during the training period which will follow the rating structure change in April. For several new ratings the Navy Job Code will be the only official occupational identification available. This will be particularly true for signalmen, who will be quartermasters under the new rating structure.

In short, know your Navy Job Code.



STUDENTS for Navy schools will be selected in future on basis of marks made in classification tests, which are reflected in Navy Job Code assigned.



USS OREGON circumnavigated South America at full speed to help defeat the Spanish fleet at Santiago.

A VALIANT DASH TO VICTORY

VICTORIOUS in the world's greatest naval marathon was USS *Oregon*, speed demon and k.o. king of the Spanish American War.

Racing from San Francisco to Jupiter Inlet, Fla., via the Straits of Magellan, *Oregon* completed the gruelling 14,700-mile dash at the then incredible average speed of 11.6 knots. However, unlike Pheidippides, who collapsed and died at the end of his great endurance run, *Oregon* never stopped, but went on to join the fleets of Sampson and Schley off Santiago de Cuba where together they waylaid remaining ships of the Spanish armada.

War clouds hung heavy over the nation just before *Oregon* received her orders to join the East Coast fleet. USS *Maine* had been sunk treacherously in Havana harbor on 15 Feb 1898, and public feeling ran high.

On 7 March, SecNav John D. Long wired Captain Alexander H. McCormick, USN, skipper of *Oregon*, then at Bremerton, Wash:

THE SITUATION IS GETTING WORSE. YOU SHOULD GO TO SAN

FRANCISCO AS SOON AS POSSIBLE AND GET AMMUNITION.

Upon arrival in San Francisco Captain McCormick became ill and was relieved by Captain Charles E. Clark, USN.

Because of the precarious conditions which prevailed, it was decided that *Oregon* should join the East Coast Fleet. It was felt that the Spanish and American Atlantic fleets were so evenly matched that addition of one more ship would mean the difference between victory and defeat.

Oregon, stripped during World War II, was considered a "first-rate" battleship when she was commissioned on 15 July 1896. She displaced 10,288 tons, and was armed with four 13-in., eight 8-in. and four 6-in. guns; twenty 6-pounders and

two 1-pounders, plus four machine guns and two Whitehead torpedo tubes.

War had not been declared, but it was imminent, and on 12 March the Secretary of the Navy sent the following dispatch to *Oregon's* commanding officer:

SIR: WHEN IN ALL RESPECTS READY FOR SEA PROCEED, WITH THE VESSEL UNDER YOUR COMMAND, TO CALLAO, PERU, AND AWAIT FURTHER ORDERS. IN VIEW OF THE PRESENT CRITICAL CONDITION OF AFFAIRS, THE OREGON SHOULD LEAVE SAN FRANCISCO AT THE EARLIEST POSSIBLE DATE AND ARRIVE AT CALLAO AS SOON AS PRACTICABLE. THE CREW IS TO BE CONSTANTLY DRILLED, THE PASSAGE OF THE SHIP NOT TO BE DELAYED THEREBY.

On 19 March *Oregon* left San Francisco for Callao.

As *Oregon* entered the tropics, making a little more than 11 knots, Chief Engineer R. W. Milligan suggested to Captain Clark that no salt water should be allowed to enter the boilers. Otherwise, he

**Gallant Oregon Steamed
From San Francisco
To Join Battle in Cuba**

claimed, *Oregon* would never be able to keep up the steady pace to the East Coast. Captain Clark was hesitant to do this at first, since it would mean a drastic rationing of drinking water for the crew. However, when Captain Clark explained this situation to the crew, not a murmur against the deprivation was made. All were anxious to get into a scrap with the Spaniards as soon as possible. What little ice was made aboard *Oregon* on the entire trip was given only to the firemen and coal passers.

Arriving at Callao on 4 April *Oregon* took aboard coal and was ordered to proceed to Montevideo or Rio de Janeiro in company with the gunboat *Marietta*. Captain Clark was advised that the Spanish torpedo boat *Temerario* was located in Montevideo. Trouble lay ahead as *Oregon* sailed from Callao on 7 April.

Avoiding perilous Cape Horn, Captain Clark headed *Oregon* for the Straits of Magellan on the afternoon of 16 April. Just as *Oregon* entered the Straits, a violent gale blew, followed by thick fog and rough, heavy seas.

To avoid being blown up against suicidal reefs and rocks, the anchors were let go. The roaring seas caused one anchor chain to run out for about 125 fathoms before it could be checked. Luckily, both anchors held fast during the night.

The next morning, the 17th, *Oregon* got underway for Sandy Point, Patagonia, where she anchored the same evening. The crew worked for three days and nights loading coal. On the 21st *Oregon*, in company with *Marietta* left Sandy Point for Rio de Janeiro, Brazil.

Captain Clark had rigidly complied with the Navy Department's order of conducting drills while underway. Hardly a day went by without officers and men being subjected to some type of emergency drill, general quarters and firing practice.

Taking no chances on a run in with the Spanish torpedo boat *Temerario* enroute to Rio, *Oregon's* eight and six-inch guns were loaded, ready for battle at a moment's notice.

However, in order not to be caught off guard by a sudden appearance of *Temerario*, *Oregon* steamed up the bay, with coal lighters alongside, to a point two miles away from the anchorage ordinarily used by men-of-war. Should the Spaniard enter port and also head up the bay, Captain Clark was sure that *Temerario* would be looking for a fight instead of anchorage. In such an event,

Oregon would immediately open fire on the Spanish torpedo boat.

An officer was sent ashore to explain this plan to the Brazilian Minister of Marine. Captain Clark was afraid that the Brazilian authorities might tell him to leave port, but was pleasantly surprised when the officer returned and advised him that a Brazilian cruiser would be dispatched to keep watch on *Temerario* should she enter port. Captain Clark was also assured that should the Spanish warship move after entering port, it would be only to leave the harbor.

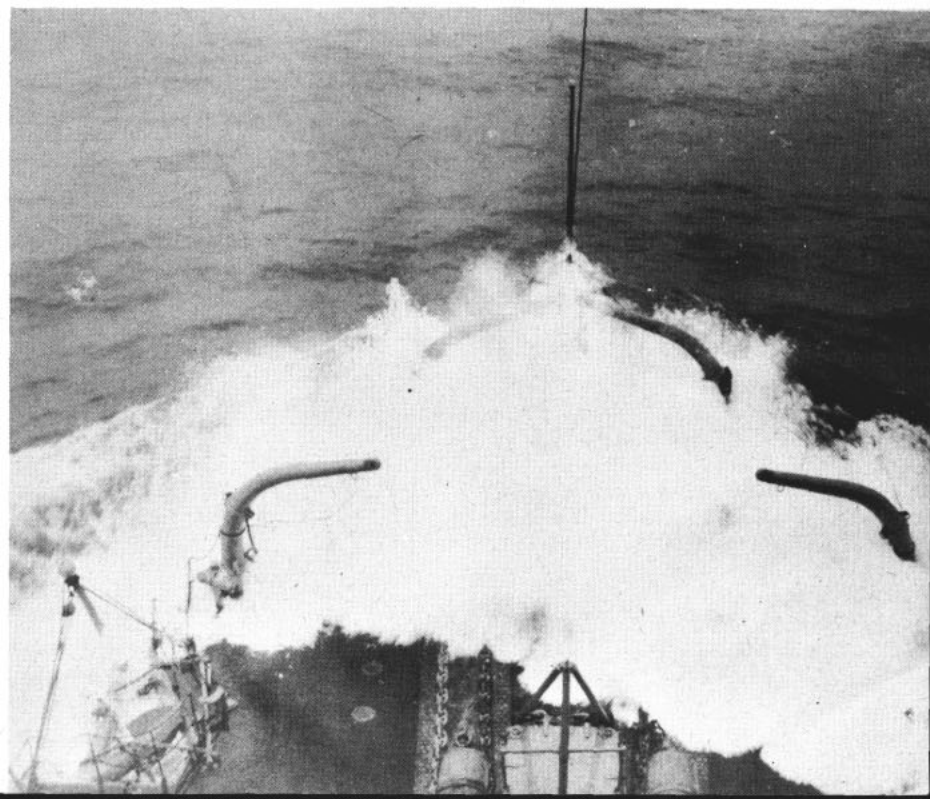
No word that war with Spain had been declared on 21 April reached *Oregon* until she entered Rio on 30 April. Rio newspapers were full of wild rumors about the war, but Captain Clark could not make any decision until he received orders from Washington.

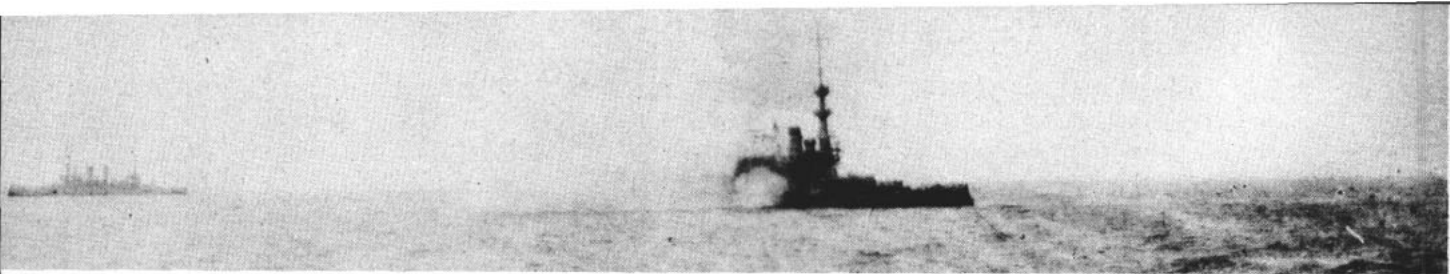
Conflicting rumors regarding the whereabouts of the Spanish Admiral Cervera's fleet enticed East Coast inhabitants to cry for unwarranted naval protection. It was an unreasoning panic, which became high-pitched when the public became concerned about the safety of *Oregon*. Fear was great that she should fall prey to Admiral Cervera's fleet which, rumor had it, was heading toward the South American coast to intercept her. The only thought, however, which concerned Cer-



NAVAL CADET LEAHY was a proud member of *Oregon* crew. You may know him better as FADM Leahy.

A VIOLENT GALE blew up as *Oregon* entered Straits of Magellan. She rode out the storm at anchor to avoid being dashed against rocks and reefs.





USS OREGON FIRES its 13-in. guns in engagement with shore batteries in the battle of Santiago de Cuba.

vera was not to intercept *Oregon*, but to save himself.

Captain Clark felt that *Oregon's* position was critical, and that he should attempt to join Admiral Sampson's fleet as soon as possible. He doubted that Cervera's fleet would venture to the Latin-American coast to seek out just one ship, especially when the chance of completely missing the ship was so great. However, in the event *Oregon* should run into the Spanish ships, Clark had formulated plans for a running battle.

Oregon sailed from Rio on 4 May, bound for Bahia, Brazil. Slow-moving *Marietta* and a Brazilian gunboat, *Nictibroy*, which the U.S. government had purchased, proved to be a handicap. Clark ordered the gunboats to proceed on their own toward the United States or, in the event they should encounter the Spaniards, to beach themselves to avoid capture.

Upon reporting his arrival in Bahia on 8 May Clark received the following dispatch from SecNav Long:

PROCEED AT ONCE TO WEST INDIES WITHOUT FURTHER STOP BRAZIL. NO AUTHENTIC NEWS THE SPANISH FLEET. AVOID IF POSSIBLE. WE BELIEVE THAT YOU WILL DEFEAT IT IF MET.

The following evening, *Oregon* set out for Bridgetown, Barbadoes, where she arrived on the morning of 18 May. The Governor of the island immediately sent word that *Oregon* would be permitted to stay only for 24 hours. However, the American consul was permitted to cable Washington of *Oregon's* arrival. At the same time, the Spanish consul cabled the same news to the Spanish Governor of Porto Rico.

At 2200 that same evening *Oregon* steamed out of the harbor after having received enough coal to make the last dash to the East Coast of the United States. Once well outside the Barbadoes, *Oregon* set her course clear of the Virgin Islands, then off the Bahamas and finally for the coast of Florida.

The successful voyage of *Oregon* ended on the night of 24 May, when she

dropped anchor at Jupiter Inlet. A boat was hurried ashore with the following telegram to SecNav Long:

OREGON ARRIVED. HAVE COAL ENOUGH TO REACH DRY TORTUGAS IN 33 HOURS. HAMPTON ROADS IN 52 HOURS. BOAT LANDED THROUGH SURF AWAITS ANSWER.

The reply was:

IF SHIP IS IN GOOD CONDITION AND READY FOR SERVICE, GO TO KEY WEST; OTHERWISE, TO HAMPTON ROADS. THE DEPARTMENT CONGRATULATES YOU UPON YOUR SAFE ARRIVAL, WHICH HAS BEEN ANNOUNCED TO THE PRESIDENT.

Success!

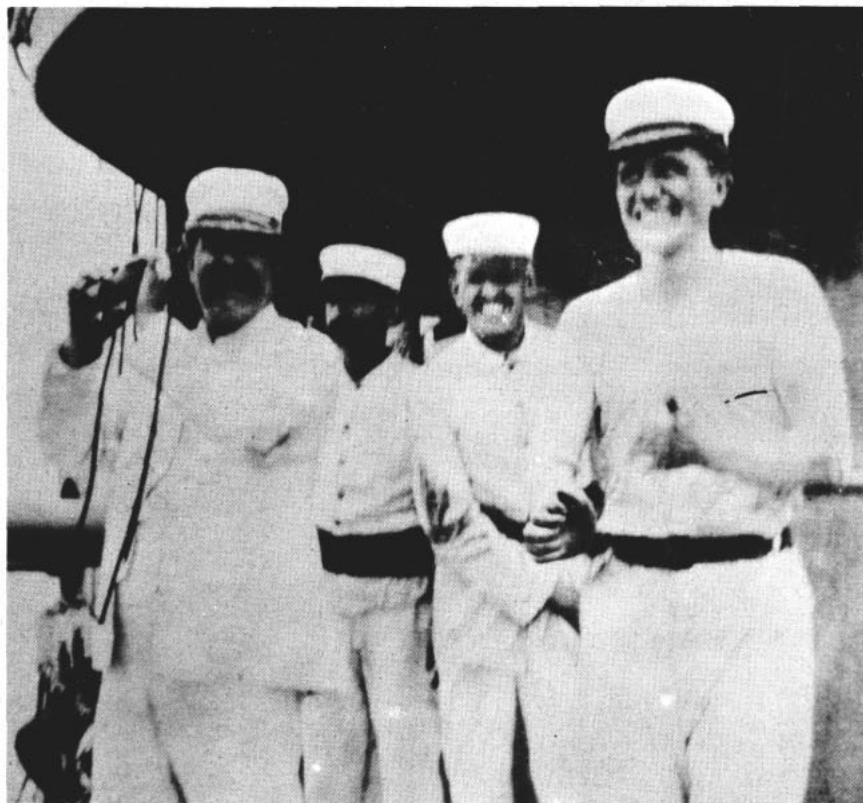
The long arduous cruise was over—not yet! The grand finale was yet to

come—the battle at Santiago de Cuba!

Arriving in Key West on 26 May, *Oregon* joined the forces of Rear Admiral William T. Sampson, USN, which successfully defeated the remainder of the Spanish fleet in Cuba. (See *ALL HANDS*, August 1947, p. 24.)

The significance of *Oregon's* race was great. In the battle of Santiago de Cuba, the accurate firing of *Oregon's* gunners inflicted heavy damage to the Spaniards, proving the value of conducting drills and target practice on long voyages at sea.

That *Oregon* was able to enter into a naval battle shortly after having steamed almost constantly for 14,700 miles, and come out on the winning end, emphasizes the value of having a superior engineering gang, which *Oregon* certainly did have.



ON TARGET—An *Oregon* salvo hits the Spanish ship *Colon*, and cadets standing beside Captain Clark flash two of the toothiest grins on record.

HOIST Able for adventure and Dog for drama on your February book list, bending on three emotion-tingling thrillers (the \$3 variety) that will have you gnawing your stogie wide-awake when the messenger nudges you for the midwatch.

There's romance and action, tragedy and disillusionment; and, above all, bright and shining happiness won by courage and unending faith. There's everything to dull the throb of that topside chipping hammer in your off-duty hours.

If your mail clerk doesn't miss the boat, these books should be in your ship and station library soon:

• **Unseen Harbor**, by Frank Laskier; J. P. Lippincott Co.

Francis Hall—flush-decked and 10,000 tons of long-voyage freighter tied to her Liverpool dock and ready for the tide at its turn—looked like a happy ship.

So thought Stronach, the bos'n, when he came aboard for the last trip of his 40-year career in merchantmen.

Then Mulligan staggered aboard, drunk and beat up—a man who was an abomination to any ship. Mulligan in Trinidad in '35... leaving the ship to live ashore... sneaking back at night to steal ham and condensed milk and clothes from the ship's store that he might sell ashore for rum. Mulligan, unconscious, stinking, lying on the dockside at sailing time.

Alexandria in '38 and Mulligan in the Golden Horn singing "Kevin Barry," so

Dewey's Campaign

Admiral George Dewey's personal account of the Battle of Manila Bay in 1898 is told in a new volume brought out by the Naval Historical Foundation.

Admiral Dewey and the Manila Campaign, compiled by Commander Nathan Sargent, USN (who was the Admiral's aide when he headed the Navy's General Board in Washington), is a document of major historical importance and interest.

The volume covers Dewey's naval activities from his taking command of the Asiatic Squadron in January 1898 until the capture of Manila in the following August. Authenticated by Dewey, the book is illustrated with photographs of the squadron's action.

A limited printing is available through the Naval Historical Foundation at \$3 (address: Room 1833, Navy Department, Washington 25, D. C.).

BOOKS:

NEW BOOKS FEATURE ADVENTURE, DRAMA

that a Belfast man threw a bottle at him and missed, which was what Mulligan wanted. He finished the brawl with his knuckle-dusters; then the police methodically billy-clubbed the big deckhand to the lockup.

Bos'n Stronach's last trip for the Line was not a happy one.

This is an exciting variation of the doomed-ship theme, salty and brutal and powerful. Mulligan's portrait as a thoroughly bad sailor is presented with much understanding and sympathy, the picture of a man moving down the ladder as the result of an unfortunate love affair.

An attractive girl stowaway is tossed into the pot of hotly discordant temperaments and the ship collision at night off Cape Horn—bringing about the final action—is a scene filled with terror. The author, himself a professional seaman, characterizes through action and tells a grim, pulsing tale.

• **The Meaning of Treason**, by Rebecca West; the Viking Press.

This is the story of British traitors in World War II—why they turned traitor, the galling contempt held for them by the Germans, and what happened to them in the London courts.

There's William Joyce (Lord Haw-Haw of the Berlin radio), who had fought with the Black and Tans before he was 16 and was active in the fascist party in England. A brilliant fanatic and a scrawny, coarse figure of a man, he was a social misfit who rolled deliciously on his tongue the figures of U-boat sinkings.

Here was a man filled with blasphemy, a railing "against life, the way things grow, the way things happen, reality itself."

Rebecca West brings Joyce to life, examines his motivations as a spy-broadcaster and reveals the profound cynicism of the American-born traitor.

This is an unbiased, exacting account of the men fed by a vein of madness.

• **Unconquered**, by Neil H. Swanson; Doubleday and Co., Inc.

Pontiac's war belts were being passed among the allied Indian tribes along the Virginia-Maryland-Pennsylvania frontier.

Martin Garth, traitor and trader, was arming Pontiac with guns and tommy-

hawks imported from London.

And—to add a ruffle to this powder keg—we find Abigail Martha Hale, 17, the prettiest indentured lass who ever came out of Dorset by way of the London slums, banished to slavery in the colonial empire.

Into this situation steps long-legged Chris Holden, captain of rangers in His Britannic Majesty's colony known as the Old Dominion, and a veteran of wilderness warfare between the Blue Ridge and the Maumee.

It's 1763 and Holden's fiancée has unexpectedly married his brother. So the militiaman tightens his buckskins, fills his powder horn, purchases Abigail on the slave block to spite Garth, and war whoops and scalps begin to roll along the Allegheny.

This book is based on actual incidents, a living history, and dramatizes a number of historical figures—many of whom were up to their eyebrows in land grabbing, Indian-cheating and other pastimes practiced in the Ohio wilderness.

• **The Purple Plain**, by H. E. Bates; Little, Brown and Co.

Here's another example of that old axiom: men at war have much more to fight than just the enemy.

Forrester is a youthful fighter pilot, transferred to the yellow dust of Burma from ETO after a nazi bomb literally blasts his bride from his arms on a London dance floor.

Among the banana-green parrots, the pagodas and the lime juice highballs, he meets Anna—the exquisite Burmese girl whose "paleness was so pure and soft that she seemed to have kept all her life out of the sun."

At his useless, bypassed post on the central plain of Burma, Anna arouses once again his interest in living in the ancient manner common to such a tragic situation. The final action comes when Forrester and his youthful navigator and a passenger are forced down during a flight over the Burma desert.

Forrester and the passenger survive without injury; the navigator is seriously burned. Their tortured attempt to escape through the sulphur dust is a saga of courage and suffering.

THE BULLETIN BOARD

New BuPers Film Tells Story of Navy's 52 NROTC College Units

A new 16-mm documentary color film has been produced through the Training Activity of BuPers to tell the story of NROTC.

Entitled "Of Liberal Education" (from a John Paul Jones quotation), the film dramatizes various phases of an NROTC student's activities from the time he takes his aptitude test until he is graduated and receives his Navy commission.

The 20-minute film includes excellent summer cruise shots taken by Navy photographers and outlines an NROTC student's campus activities in naval science studies, drills and normal academic work. The script was written by John Stuart Martin, who wrote *The Fighting Lady*.

It is planned to distribute the film to all NROTC units and make it available to various civilian organizations through district commandants.

The NROTC, inaugurated in 1926 with six units, has now expanded to 52 units, 25 of which were opened during 1945.

Enrolled in the units as of 30 Nov 1947 were 4,165 regular students and 2,307 contract students. Regular students are obligated to serve from 15 months to two years on active duty in the regular Navy in a commissioned status following graduation. Upon graduation, contract students are required to enroll in the Naval Reserve.

Return Asked of Excess Discharge Certificates

Separation officials and COs were directed to hold to a minimum of actual requirements their requests for form NavPers 660, the certificate of honorable discharge.

Excessive requests for the form created shortages throughout the naval establishment. The directive, Alnav 257-47 (NDB, 31 December), called for the return to the nearest naval district publication and printing office of all form 660s held by ships and stations in excess of three months' requirements.

Community Property Law Out for Pennsylvanians

The Pennsylvania community property law recently enacted by the state legislature was declared unconstitutional by the Pennsylvania supreme court shortly after it was passed.

The decision was handed down in the case of Willcox vs. Pennsylvania Mutual Life Insurance company.

Enactment of the law was reported in a previous issue for the guidance of naval personnel having legal residence in that state. (See ALL HANDS, December 1947, p. 49.)

Mobilization in Future Will Be More Effective, Joint Board Study Shows

In event of another national emergency or war, classification and assignment of manpower within the armed forces will be performed more swiftly, more accurately and more effectively than during the last war.

This is indicated by a joint armed forces board which, in conjunction with U.S. Employment Service, has made an extensive study of future mobilization plans.

The study, made on request of the Army-Navy Munition Board, is designed to reveal civilian jobs which are substantial counterparts of military and naval ratings. The complete results are published in a new pamphlet *Armed Forces Enlisted Occupational Specialties and Comparable Civilian Occupations*. This publication is now used by various personnel, training and planning groups.

Civilian jobs listed in this study are those which the armed forces can utilize directly in comparable military and naval specialty with a minimum of on-the-job training and orientation such as would be received by a person reporting to a new job.

Classified as restricted, this pamphlet can be obtained by interested officials from their appropriate service organization. Navy officials may request copies from the Director of Research Activity, BuPers.

Engineering Prize Essay Contest Open to Navy Officers, Enlisted Men

Naval personnel may compete in the 1947-48 prize essay contest sponsored by the American Society of Naval Engineers.

Three prizes—\$500, \$300 and \$200—will be awarded. The contest closes 1 March.

The society will consider all papers meeting with the requirements of the organization's by-laws:

"The object of the Society shall be to promote a knowledge of marine engineering and naval architecture by reading, discussing and publishing papers on professional subjects; by bringing together the results of experience acquired by engineers in all parts of the world and publishing them in the journal of the society; by publishing the results of such experimental and other inquiries as may be deemed of value to the advancement of the science; and by recording historical events in the lives of engineers."

Other papers not awarded prizes may be published in the society's journal.

Judges will give priority consideration to technical contents. Other factors to be considered are English composition, originality of contents, analysis of problems presented and possibilities of practical application. Although length of the article is not restricted, 5,000 words is suggested.

Eligible personnel are Navy or Coast Guard officer and enlisted personnel, regular or Reserve, and society members.

Manuscripts should be sent to the Secretary-Treasurer, American Society of Naval Engineers, Navy Department, Washington 25, D. C.

Admiral Nimitz Promoted To CNO in Texas 'Navy'

The Texas "Navy" has promoted Fleet Admiral Chester W. Nimitz, USN, to "chief of naval operations" in the Lone Star navy. He had previously been an "admiral" in the Texas navy.

Admiral Nimitz, who has been vacationing with his family in San Diego, Calif., now is serving as special adviser to SecNav, with offices in San Francisco.

Atlantic Area Unified Command Established; Admiral Blandy Named

A unified command in the Atlantic area has been set up under the command of Admiral W. H. P. Blandy, USN, Commander in Chief of the U.S. Atlantic Fleet, Secretary of Defense James Forrestal has announced. The new command will operate under the direction of the Joint Chiefs of Staff.

Command of the Atlantic Fleet with control over all U.S. naval forces will be retained by Admiral Blandy. Exceptions will be fleet air wings and other fleet units assigned to the Caribbean

Command and those assigned to the Commander in Chief, U.S. Naval Forces, Eastern Atlantic and Mediterranean.

Admiral Blandy's new designation as CincLant will not carry with it, at the present time, control over materially larger forces than formerly.

However, creation of the unified command will fix responsibility for all major planning for the area on CincLant. In addition, it will place under his command units which may in the future be assigned to that area.



ADM W. H. P. Blandy



BABY SITTING technique is demonstrated by FADM Nimitz and his 17-month-old grandson, James T. Lay, Jr.

Line and Staff Officers to Be Selected To Attend Armed Forces Staff College

Applications from qualified line and staff officers who wish to be considered for the Fall 1948 class at the Armed Forces Staff College in Norfolk, Va., will be asked for in a circular letter which BuPers expects to publish in March.

The five-month course is outlined below for the benefit of officers who wish to consider in advance whether or not to submit an application:

- Characteristics, organization and employment of Army, Navy and Air Force components and relations of these forces to each other.

- Joint staff techniques and procedures.
- Trends of new weapons and scientific developments, and their effect on joint operations.

- The organization, composition and functions of operations and major joint task forces, together with the responsibilities of the commanders.

- The preparation of plans for amphibious and airborne operations involving the employment of joint forces.

The course of instruction is divided into three phases as follows:

- Background (150 hours). The characteristics, capabilities and limitations of the tools of war employed by the various services, the techniques peculiar to the separate arms and the relationship that must exist between ground, naval and air components to insure a common basic knowledge for joint planning. Selected amphibious and airborne demonstrations and historical studies are included in this phase.

- Theatre of operations (33 hours). The organization, composition and functions of a theatre of operations.

- Joint overseas operations (44 hours). The conduct of joint operations and the preparation of plans for joint amphibious and airborne operations.

Included in the above phases at appropriate times are 30 hours of air and airborne demonstrations, 14 hours of amphibious demonstrations, 16 hours of visits of inspection to armed forces installations and 12 hours of planning demonstrations.

The entire faculty and student body spend one week each at the infantry school in Fort Benning, Ga., and Eglin Field attending air, airborne, ground and

Air Force equipment demonstrations. The course may encompass fleet maneuvers or carrier flight operations at sea.

Of major importance and interest is the inclusion of approximately 42 lectures by outstanding civilian and military personnel from outside the college.

From the first through the 14th week of instruction, the class is organized into balanced committees for the conduct of students seminars. The membership of these committees is changed frequently to afford maximum instruction and to equalize key functional positions within the class.

The last five weeks of the course are devoted to theatre and joint overseas operations staff planning with each student participating in various staff assignments in the execution of a directive. A realistic problem is prepared by the faculty and then solved by the students.

Throughout the entire course of instruction new scientific developments and their effect on military science are stressed. The class in its work of planning possible future joint naval operations is encouraged to consider carefully the factor of changes due to technological improvements and the possible effect of such improvement upon the tactical situation.

Government quarters consisting of 176 apartments and four small houses are provided for the families of the students and the faculty.

Line and staff officers of the rank of captain with date of rank on or after 15 Nov 1945 and of the rank of commander may apply when the directive is issued.

Cruiser, Destroyer Make 'June in January' Cruise

It was "June in January" when 375 Naval Reservists aboard the heavy cruiser USS *Albany* and the destroyer USS *MacKenzie* enjoyed a five-day liberty in Buenos Aires, Argentina.

The two ships departed from Norfolk, Va., on a 35-day training cruise in South Atlantic waters. About 25 officers and 350 enlisted men took part. Thirty-seven states were represented.

Following the visit to Buenos Aires, *Albany* and *MacKenzie* returned to Norfolk.

Policy on Personnel Planning, Allocation for Fiscal 1948 Outlined

A look behind the complex scene of personnel planning and allocation has been offered by BuPers.

In a letter outlining existing policy, the Bureau has discussed various details of planning so the naval establishment may better understand the factors used in determining personnel allowance for fiscal 1948.

The basis for personnel allowances throughout the Navy is the Personnel Allocation Plan for Fiscal 1948, approved by CNO. Since this is a restricted letter, the discussion given in the Bureau's letter is along general lines, without mention of specific breakdowns.

BuPers, in accordance with the allocation plan, issues two types of allowances, basic and interim. Basic allowances conform to activity totals listed in the allocation plan, and are based on a total personnel strength of 41,000 officers and 375,000 enlisted men. Interim allowances are issued to activities which are scheduled for inactivation or which require additional personnel during the fiscal year. The total allowance of an activity is the sum of its basic and interim allowances.

Fiscal 1948 basic allowances have been promulgated by BuPers to activities concerned. These will be effective upon receipt. Where circumstances arise to make allowances inadequate, a request can be made to CNO for an interim allowance or an increase in the basic allowance. Full

justification must be made for the request, and only in most exceptional cases will these requests be granted.

The explanatory letter, BuPers Circ. Ltr. 205-47 (NDB, 31 October), listed the following details:

Enlisted Allowances

• Total number for each activity:

In conformity with the 1948 Personnel Allocation Plan, total for that activity.

• Number in each rating group:

The number of enlisted personnel in any particular rating group, as written into allowances, will represent requirements based on the latest recommendations received from appropriate commands and which have been reviewed and revised by the bureau or office having planning cognizance, and by BuPers.

Within the total number of enlisted personnel allowed to an activity by CNO in the allocation plan, no restriction will be imposed as to how many of the PO total will be in any particular rating group. This determination is based upon an activity's recommendation as reviewed and revised.

Since the total number of enlisted personnel in the entire naval establishment during fiscal 1948 will not—and could not—be tailored to actual requirements, it is to be expected that allowances can serve only as a guide in rating group distribution. Thus, activities will not receive personnel to exactly match their allowances. As an example, total actual requirements in the ETM rating group greatly exceeds totals in service. Consequently, an individual activity may expect its allowance of ETMs to be filled only in part. In rating groups such as BM or GM, for which totals in service are in excess of requirements, it may expect to receive personnel in excess of allowance.

• Pay grading:

BuPers will effect necessary controls so that pay grading will be:

• Standardized for all rating groups in such a manner as to eventually provide equal chance for advancement, regardless of rating group;

• Controlled on an overall basis rather than attempting to impose a similar pay grading formula on each individual activity; and

• Applied equally to all rating groups in accordance with fixed percentages ten-

tatively established by the BuPers Research Activity for each pay grade as follows:

- Pay grade 1—10%
- Pay grade 2—14%
- Pay grade 3—17%
- Pay grade 4—19%
- Pay grade 5—20%
- Pay grade 6—20%

As a result of pay grading in allowances, these allowances will reflect what is "desired" in overall pay grading, not necessarily the requirements for individual activities. Thus, allowances—as far as pay grading is concerned—may be considered as a guide toward what has been determined to be the most logical and desirable ultimate goal for the Navy as a whole.

In regard to the effect on promotions, BuPers pointed out that it is necessary to exercise control over advancements in rating in order to not over-expend the appropriation "Pay and Subsistence of Naval Personnel" authorized by Congress. This control currently is exercised by quotas for advancement to pay grade 1A and 2, and by restricting advancement to pay grades 3 and 4 to fill vacancies in allowance.

With the limited funds available, it is probable that closer control over advancement to pay grades 3 and 4 will become necessary. It is expected that sometime after the change to the new postwar rating structure has been effected, advancements will be divorced from allowances and the quota system extended to include advancements to pay grades 3 and 4.

• *Authorization in allowances for employment as household servants of enlisted personnel paid from naval appropriated funds:*

Instructions concerning employment of steward's branch ratings in the public quarters of individual officers on shore were given in Navact 20-47 (NDB, 30 September). This directive emphasized that recent public laws restrict to steward's branch ratings the type of personnel which may be employed at government expense in the quarters of an officer or officers on shore in the capacity of "a cook, waiter or other work of a character performed by a household servant." It was pointed out that these laws further limit the assignment of these men by

New Uniform On Board At Academy Museum

A khaki uniform has become ship's company at the Naval Academy Museum.

However, this isn't an ordinary officer's khaki uniform. It belonged to Fleet Admiral Chester W. Nimitz, USN, and it's the same uniform he wore when he signed the Japanese surrender document aboard USS *Missouri* (BB 63) in Tokyo Bay, 2 Sept 1945.

The uniform includes khaki tropical worsted shirt and trousers, belt, visored cap and collar devices. It was presented to the museum by Admiral Nimitz shortly before he was succeeded as CNO by Admiral Louis E. Denfeld, USN.

SecNav to officers' messes and public quarters.

Instructions concerning employment and stewards branch ratings in officers, midshipmen and aviation cadet messes and bachelor officers quarters on shore, are given in a later directive, BuPers Circ. Ltr. 214-47 (NDB, 31 October).

• *Ship's service stores:*

Within continental U.S., enlisted allowances for ship's service stores include only ship's servicemen ratings in accordance with Art. 602, U.S. Navy Ship's Service Store Regulations, 1 June 1947. Officer and enlisted allowances are issued to main ship's service stores only. Personnel for branch stores are provided for within the allowance of the main stores. Additional personnel may be assigned to ship's service stores under provisions of Art. 601 of the regulations. Ship's servicemen ratings are not included in allowances of other than ship's service stores, except as instructors in authorized schools.

Outside CLUSA, personnel have been included within the officer and enlisted allowances of the activity of which the store is a component.

• *New rating structure:*

In the near future, it will be necessary for BuPers to promulgate to the naval establishment new enlisted allowances converted to the new rating structure (ALL HANDS, March 1947, p. 48). Type commanders for ships and fleet air units and individual COs for other activities have been requested to submit recommendations to BuPers for a new enlisted allowance based on the new rating structure and matching the total allocation of enlisted allowances now being forwarded. It is planned to have all new rating structure allowances distributed by about 1 Feb 1948, to make them available to the naval establishment for planning purposes well in advance of 2 Apr 1948.

The discussion of enlisted allowances closed with the following statement:

"Towards the end of utilizing to best advantage the experience presently existing in the Navy, and to partially compensate for the reduced number of officers and the lowering of rank, the Chief of Naval Personnel considers that COs must make the fullest possible use of the large numbers of CPOs which are available to the Navy as a whole. These CPOs, many of whom previously held commissions, should be assigned wherever practicable

Annual Enlisted Census Suspended for 1947

The annual census of enlisted personnel on board as of midnight 31 December was suspended for the 1947 calendar year by Alnav 251-47 (NDB, 15 December) to reduce the clerical work load of the operating units of the fleet and the shore establishment.

as assistants to officers having multi-colateral duties."

Officer Allowances

• *Total number for each activity:*

In conformance with the 1948 Personnel Allocation Plan total for that activity.

• *Total number in the line, in any staff corps or in any warrant category:*

The Personnel Allocation Plan divides all officers into three broad subdivisions—line, staff and warrant—based on the total number in each broad subdivision which is expected to be available for distribution on 30 June 1948. From each broad subdivision it then allocates a certain number of billets to each activity of the naval establishment.

BuPers further divides the allocation by broad subdivisions for each activity into the following:

• Allocations by designations for line officers;

• Allocations by corps for staff officers; and

• Allocations by categories for warrant officers.

BuPers effects necessary control so that the number of billets written into allowances under each designation, corps and category (except as noted under Warrant Officers below) is kept within the numbers for each which it is estimated will be available for distribution on 30 June 1948.

• *Rank of officers:*

In fiscal 1947 allowances, the rank structure written into any officer allowance represented essentially the recommendations of the activity, as long as the activity remained within its Operating Force Plan total officer allocation. Because experience (rank) among officers available for distribution during fiscal 1948 is considerably less than requirements, it has become necessary to change the basis for rank structure. Except for flag rank, the rank structure for each designation and corps, as a whole, written into fiscal 1948 allowances has been based on the estimated

availability on 30 June 1948 in each rank group.

• *Warrant officers:*

Although the number of warrant billets written into allowances conforms to the Personnel Allocation Plan for Fiscal 1948, it has been necessary in some warrant categories to write billets in excess of the 30 June 1948 estimated availability. For example, activities having radio electrician, radio electrician (aviation) and ship's clerks billets in their allowances should not expect such billets to be filled in all cases in accordance with the established allowance.

• *Use of new abbreviations and designators:*

In fiscal 1948 allowances, officer billets will be abbreviated and coded in accordance with Encl. (A) of BuPers Circ. Ltr. 159-47 (NDB, 31 August). The new coding differs from past practice in that:

• For "officer of the line" billets, former abbreviations AVH, AVL, EDO, AEDO and SDO have been discontinued and the single abbreviation "LINE" has been substituted. This distinction is necessary only for personnel accounting purposes, and is retained in accounting procedures only.

• The use of an "A" after a warrant abbreviation to indicate aviation qualification has been discontinued. As in the case of the abbreviations above, it will be used only in personnel accounting procedures.

• The three digit corps code has been expanded to four digits, and has become the Designator or Corps Code (the interpretation of these digits is fully explained in the letter).

• *Ensigns:*

Peacetime practice in the past has been to order practically all ensigns to sea duty in a training status. The value of this is



Beacon, NavShipYd, Phila.

obvious. However, it has become necessary to write ensigns into shore billets because:

- Billets now must be written for all officers available;
- Ensigns exist in excess of Fleet needs; and
- Temporary (ex-enlisted) ensigns continue to exist.

Because of these factors, ensigns will be included in shore allowances in such numbers as are necessary to obtain the optimum distribution of officer personnel. However, BuPers will attempt to fill these billets primarily with temporary (ex-enlisted) ensigns and the more senior ensigns of the line.

• **New standard ship organization:**

Type commanders have been requested by separate letters to make recommendations to the Chief of Naval Personnel, after receipt of officer allowances now being forwarded, for billet descriptions for ships, based on the new Standard Ship Organization contained in CNO Ltr. OpNav 03-P103 of 25 June 1947.

• **Billet descriptions:**

Within the limitations of rank as allocated by designation, corps and category on the officer allowance (NavPers 1288), the billet descriptions included on the billet supplement (NavPers 1288A and 2435), represent requirements based on recommendations from appropriate commands as reviewed and revised by the bureau or office having planning cognizance, and by BuPers. Billet supplements (NavPers 1288A) for ships will not be promulgated until after receipt of recommendations from type commanders, based on the new Standard Ship Organization. Billet supplements for district staff headquarters (NavPers 2435) are in conformance with the staff functions set forth in CNO Ltr. Op-00/jm Ser. 278P001 of 22 Nov 1946.

No Plans for General Officer Reassignment

No general reassignment of officers is contemplated by BuPers in order to bring ranks into agreement with billet allowances.

BuPers Circ. Ltr. 240-47 (NDB, 15 December) states that an equitable distribution will be achieved through attrition and normal rotation of duty consistent with service requirements.

Destroyer Crew Finds Cruise 'Good Duty'

How's this for duty?

In a little over four months, the crew of USS *James C. Owens* (DD 776) on a recent Mediterranean cruise visited 15 ports, met people of five countries and steamed approximately 15,875 miles before returning to the U.S.

Deadline for Reinstating NSLI Policies Extended

Extension of the National Service Life Insurance reinstatement deadline was announced by the Veterans Administration. Previously set at 31 Dec 1947, the new deadline is 31 July 1948.

Servicemen and veterans may reinstate lapsed policies by certifying they are in as good health as at the time of lapse and in the case of term insurance, by paying two monthly premiums.

From 3 Feb 1947 to 1 Dec 1947 more than a million veterans reinstated term policies carrying more than \$6 billion in insurance protection.

WT3 Now on 'Open' List; Others Still Restricted

Advancement to WT3, formerly a "restricted" rating, is now possible for qualified personnel.

The directive placing WT3 in the "open" ratings reaffirms limitation of advancement in the 30 other rates previously listed.

Ratings to which advancements cannot be made by COs, as listed in BuPers Circ. Ltr. 242-47 (NDB, 15 December), are as follows:

- WT2, PR2, BM2 and COX, GM2 and GM3, MN2 and MN3, TM2 and TM3, SM2 and SM3, AOM2 and AOM3, AOMT2 and AOMT3, TMV2 and TMV3, AFC2 and AFC3, SC2 and SC3, BKR2 and BKR3, BGM2 and BGM3, ST2 and ST3, CK2 and CK3.

Recommendations for exceptions, the directive stated, will not be approved.

"Constant studies are being made," BuPers officials said in commenting on the directive, "on the advancement possibilities in the Navy with a view toward permitting the maximum number of advancements consistent with funds available and personnel requirements."

Armed Force Institute Sets Up Overseas Units To Give Faster Service

The "three Rs" now can be learned more easily by naval personnel overseas with the aid of Navy education service units which have been established in seven overseas branches of the U.S. Armed Force Institute.

These units are expected to double the percentage of naval personnel participating in off-duty classroom and self-study courses. They have been set up at USAFI branches in Tokyo, Manila, Guam, Honolulu, Seattle (for Alaska), Balboa and San Juan.

At present, about 12 per cent of all Navy personnel take part in the educational program. This is done through organized classes on board ships and stations, self-study texts, USAFI correspondence courses or with correspondence courses given by 59 colleges and universities.

Education at all levels in vocational, technical and academic fields is possible through the Navy's Educational Services Program. The facilities of USAFI is the main component of this program. The branch offices help the program by distributing the book work and reducing the mail load at USAFI headquarters, Madison, Wis.

Each branch unit is under an OinC who has been given instruction in testing methods, counselling techniques and general education procedures.

Certain H. S. Graduates May Pick Service Schools

High school graduates who meet certain qualifications are permitted to select a service school prior to enlisting in the regular Navy. Qualified enlistees are assured that upon completion of recruit training they will be enrolled in schools they have chosen.

Graduates between the ages of 17 and 31 who have had no previous military service are eligible to apply for enlistment under this program. Men are not enlisted for a service school unless there is a quota open for that particular school.

Each recruit enlisted under this plan has a designator attached to his rating. For example, a man who enlisted for training at the yeoman school, is designated ASY.

Routine Fleet Operations Offer Valuable Training Opportunity to Reserves

Only a small number of fleet vessels are available for carrying Reservists on two-week training duty to foreign or U.S. ports, a Naval Reserve directive has pointed out.

When fuel and other commitments permit, the vessels are scheduled in advance for the training cruises.

The directive stated that training duty in fleet ships engaged in routine operations has high practical value in that Reservists may work with regular Navy personnel in routine daily operations. These vessels may be engaged in operations in local areas or in upkeep and maintenance work in port.

Reservists may also elect training duty cruises for extended periods in NTS and Fleet Service Force vessels. Limitations on training duty funds permit only two weeks' pay during cruises lasting longer than that period, but subsistence allowances without pay may be authorized during the period.

Cruises in Naval Reserve ships are arranged by district commandants in ships assigned to their command for training the Naval Reserve. Since these vessels have only skeleton crews, a number of Reservists performing training duty receive refresher instruction in advance, enabling them to man key stations.

Other types of training available to Reservists are BuPers and fleet schools, and Navy Department and district activities.

Billets to Be Filled In Navy Nurse Corps

Procurement of 1,005 officers for the regular Navy Nurse Corps and 7,000 per year for the Nurse Corps Reserve was authorized in a recent directive to officer procurement branches.

The regular Navy Nurse Corps, with an authorized quota of 3,428, has only 1,958 at present. Coordinated with the procurement program, BuPers Circ. Ltr. 233-47 (NDB, 30 November) outlined details for transfer of Reserve nurses to the regular Navy and for enrollment in the regular Navy of former Regular and Reserve nurses now on inactive duty.

HISTORY GROUP SEEKS EXPERIENCES

War experiences and action reports of naval personnel during World Wars I and II are desired by the Naval Historical Foundation for recording and future historical reference. Facts should be accurate, with time, location, date and other details of the action supplied.

Personnel of the Navy, Marine Corps, Coast Guard and Merchant Marine may send clearly written reports of personal experiences to the foundation at Room 1833, Navy Department, Washington 25, D.C.

Organized in 1926, the foundation's purpose is to collect and preserve manuscripts, relics, books, pictures and other information pertaining to the history and traditions of the U.S. Navy and Merchant Marine. Another aim listed by the organization is "the diffusion of knowledge respecting naval history and traditions, either by publication or otherwise."

Foundation officials feel that accurate records of wartime experiences will be of great aid to historians of the future when wider perspectives of the underlying causes and results of the conflicts can be more accurately evaluated.

Accurate, well written eyewitness accounts will be collected and considered for publication by the foundation in the

future in much the same manner as its current publication of the narrative *Admiral Dewey and the Manila Campaign*, by Commander Nathan Sargent, USN. (See page 47.) The book contains information never before published concerning Manila Bay events, in addition to several battle photographs. These photographs are believed to be the only ones available of the ships actually firing guns.

Among other recent publications by the foundation are facsimiles of John Paul Jones' recruiting advertisement entitled "Great Encouragement to Seamen" and copies of a rare hand-colored contemporary French map of the naval and military operations near Yorktown in 1781.

Organization of the foundation grew out of an article by Commodore Dudley W. Knox, USN (Ret) entitled "Our Vanishing History and Traditions," which entered a plea to rescue records and relics of naval history source material.

Its documents currently number approximately 100,000, comprised principally of letters, reports, note books, journals, diaries and others. The foundation also has in custody approximately 10,000 pictures, many of unique and special interest.

Among the many future projects to which the foundation aspires is the purchase of the William Paul house and lot in Fredericksburg, Va., where John Paul Jones visited his brother and became Americanized, and the raising of famous sunken vessels.

All historical possessions of the Foundation are available to the Navy and all work is done in behalf of the Navy.

Input Rates Changed For Two Navy Schools

New classes at the Naval School, Cooks and Stewards, now begin every four weeks instead of every two weeks in accordance with a BuPers letter dated 17 Dec 1947.

Of the quota of 24, the Atlantic Fleet will send 10 and the Pacific Fleet will send 14 every four weeks to the Bayonne, N. J., school.

Another BuPers letter of the same date changed the input rate to the Naval School Fire Controlmen, NTC, Great Lakes, to bi-weekly rather than every four weeks.

1,100 Men from Fleet Take NROTC Examination

Candidates for the NROTC program, approximately 1,100 of them from the Fleet, took the annual examination for enrollment on 13 December. Candidates who successfully passed the exam will be notified by individual letter, and will enter school next fall.

Last year, 354 men from the Fleet were chosen for the NROTC-NACP program out of about 4,000 applicants. About 50,000 civilians applied, of which 2,127 were enrolled. These men are studying at 52 colleges and universities participating in the program. Upon graduation, they will be given commissions in the Navy or Marine Corps (see ALL HANDS, September 1947, p. 47). No exam was held this year for the NACP program, which was suspended by Alnav 179-47 (NDB, 31 Aug 1947).

For a complete list of colleges and universities taking part in the program, see ALL HANDS, May 1947, p. 50.

V-Disc Program Seeks Wider Audience for Music, Entertainment

Entertainment by the latest hit recordings is being offered by the Bureau of Naval Personnel. All ships and stations, with certain exceptions, are eligible to apply for the V-Disc recordings.

A recent survey conducted by BuPers indicated a lack of knowledge in regard to the V-Disc program. All eligible activities are urged by the Bureau to subscribe for these entertainment recordings.

Sponsored by the Army, the V-Disc program is for the listening and dancing enjoyment of service personnel. V-Discs are live-date recordings of music suggested by the men themselves through questionnaires enclosed with each kit, and are especially produced by name bands,

artists and singers who offer their services free of charge.

Each kit provides 200 phonograph needles, ten 12-inch unbreakable discs, eight of which are current popular and semi-classical hits, and two classical selections.

Each record includes approximately four selections, the running time of which is comparable to a 15-minute radio show. There is a "Hit Kit" music book enclosed in each package, containing the scores and lyrics of current popular hits.

V-Discs are double-faced plastic records of current popular songs with an occasional special arrangement of an old favorite or a classical recording. The records may be played on any 78-r.p.m. turntable. A new release will be produced each month and mailed directly to subscribers.

Price of the kits is \$7.00, payable from ship or station welfare and recreation funds. Additional information may be obtained from three BuPers Circ. Ltrs.: 85-46 (NDB, 15 April), 77-47 (NDB, 30 April), and 243-47 (NDB, 15 December).

Navy activities eligible to subscribe or to use V-Discs are commissioned naval ships, naval activities outside CLUSA and naval hospitals within CLUSA treating battle casualties.

Ships, stations, hospitals or activities having no further use for V-Disc recordings due to decommissioning, disestablishment or other reasons must transfer such records to other naval organizations authorized to retain them or destroy them by submerging, burning, or so effacing the V-Discs that future playing will be impossible.

V-Discs may not be deposited with a continental U.S. naval supply depot except under specific instructions from BuPers. These agreements were made by the Navy Department with commercial companies, networks, unions, agencies and talent.

"Hit Kits" are produced and talent contributed for the specific purpose of providing recreation for all naval personnel on board overseas ships or stations and naval hospitals within CLUSA treating battle casualties. V-Discs must not be used for any other purpose.

Under no circumstances may records be made available as surplus property or be retained by private agencies, by private

individuals or by governmental agencies other than those specifically authorized by the Navy Department.

Requests for V-Disc subscriptions will be forwarded directly to BuPers (Attn: Pers 511), with a \$7.00 check or money order payable to the "BuPers Central Recreation Fund" accompanying each request.

In order to schedule production to meet demands for "Hit Kits," subscriptions will be made for either a 6-month or 12-month period. The number of kits per month is limited, and subscriptions will be allocated on a first-come-first-served basis.

BuPers is in a position to make V-Disc recordings available to a larger number of activities than are now being served. Preference will be given to activities renewing subscriptions.

Flag Rank Orders Issued For January Are Listed

Flag rank orders for January were as follows:

Vice Admiral Arthur W. Radford, USN, was ordered to duty as Vice Chief of Naval Operations, Navy Department.

Vice Admiral Forrest P. Sherman, USN, was ordered to duty as ComNavForMed.

Vice Admiral Forrest L. McCrea, USN, was ordered to duty as Deputy CincPac.

Rear Admiral John F. Shafroth, Jr., USN, has been ordered to Naval Hospital, Bethesda, Md., for treatment.

Rear Admiral Edward W. Hanson, USN, has been detached from present duty and ordered to duty as Com 15, Balboa, C.Z.

Rear Admiral Samuel P. Ginder, USN, reported 9 Jan 1948, as ComCarDiv 2.

Rear Admiral Marshall R. Greer, USN, reported 9 Jan 1948, as ComCarDiv 3.

Rear Admiral Stuart S. Murray, USN, has been ordered to the nearest U.S. naval district for further assignment.

Rear Admiral William G. Tomlinson, USN, has been ordered to duty as Naval Attache and Naval Attache for Air, London.

Rear Admiral Richard F. Whitehead, USN, has been ordered to duty as ComNavAirResTra, Glenview, Ill.

Rear Admiral Charles Wellborn, Jr., USN, reported as Deputy CNO (Administration).

Rear Admiral Ernest E. Herrmann, USN, was ordered to duty as Com CruDiv 13.

HOW DID IT START?

Knot for Speed

Nautically, the term "knot" means nautical miles per hour and is used throughout the world by sailors to express the speed of ships.

In the early days of sail, ship's speed was determined by the use of a "log-line." This consisted of a length of line marked in 47.33-foot intervals by knots of colored cloth and made fast to a log chip. This was a flat board shaped like the sec-



tor of a circle and balanced at the rounded end with lead.

When this was heaved over the stern, it would float pointing upward and remain practically stationary in the water. The log line was allowed to run freely over the side for 28 seconds and then hauled aboard and the knots which passed over the side were counted. In this way the speed of the ship was determined.

And the wise seaman who knows his knots knows that "knots per hour" are not knots and are not even nautical.

Rear Admiral Francis P. Old, USN, was ordered to duty as Deputy Comdt., Armed Forces Staff College.

Rear Admiral Heber H. McLean, USN, reported as ComCruDiv 2.

Rear Admiral George C. Crawford, USN, was ordered to duty as General Inspector, Atlantic Fleet.

Rear Admiral Leon S. Fiske, USN, was ordered to duty as ComServRon 3.

Rear Admiral Harry R. Thurber, USN, was ordered to duty as Senior Member, Naval Advisory Survey Board, China.

Rear Admiral John P. Womble, Jr., USN, was ordered to duty as ComNavTra-Cen, San Diego, Calif.

Rear Admiral Byron H. Hanlon, USN, was ordered to duty as ComMinLant.

Rear Admiral Ruthven E. Libby, USN, has been ordered to Naval Operations floor.

Rear Admiral John P. Whitney, USN, was ordered to duty as a member of the General Board.

Rear Admiral Thomas E. Hipp, SC, USN, reported as Supply Officer in Command, Naval Supply Center, Norfolk, Va.

Rear Admiral Murray L. Royar, SC, USN, reported as Supply Officer in Command, Naval Supply Center, Oakland, Calif.

Commodore Thomas J. Keliher, Jr., USN, has been ordered to the nearest Naval Hospital in the U.S. for treatment.

Submarine in New Role As Floating Laboratory

USS *Conger* (SS 477), equipped as a sea-going laboratory, has returned from a scientific cruise along the west coast of South America, having completed a project aimed at acquiring better information about the shape of the earth and the origin of mountains by means of gravity measurements at sea.

Director of the project was Dr. Maurice Ewing, Professor of Geology at Columbia University.

"There is a great irregularity in the force of gravity running from Puerto Rico to Trinidad," said Dr. Ewing, "and the problem of geophysicists is to measure and interpret this strip."

Gravity measurements at sea require the use of submarines, according to Dr. Ewing, because no other type of craft can provide a stable platform.

A Dutch geophysicist, with the cooperation of the Netherlands navy, first used the gravity observation system.

--- and please Daddy-- read us just one more Alnav ?!!



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USO Rings Down Final Curtain on Activities

USO has rung down the final curtain.

In formal ceremonies at the White House, President Truman presented "honorable discharges" to the men and women who directed the USO's far-flung operations.

Certificates of achievement and appreciation in recognition of outstanding service have been presented by the Chief of Naval Personnel to the national headquarters of USO.

There was scarcely a soldier, sailor or marine in the armed services who at some time didn't receive a friendly lift from the USO. They entertained all over the world, on the fighting front and back home.

During almost seven years of service, USO spent 250 million dollars, contributed by Americans in every walk of life. However, at no time was its paid staff more than 5,000 out of a million volunteers.

USO camp shows produced over 700 stage and screen luminaries who volunteered to entertain servicemen and women in the war theaters, camps and bases in this country, and in military hospitals. These stars traveled by plane, ship, train, truck and on foot to reach remote outposts.

First organization meetings were held in 1940, and on 7 Dec 1941 there were 400 USO clubs in the United States. At the peak in March there were 3,035 separate organizations.

While stage and screen stars entertained overseas, hundreds of anonymous

Americans helped out on the home front.

They danced with lonely boys, visited casualties in hospitals, made sandwiches and waited at train depots through the night for the arrival of troops in transit.

USO operations have been liquidated throughout the country. But USO Camp Shows, already established to cover veterans' hospitals, will carry on.

New name of the group is Veterans' Hospital Camp Shows, which took on the job of providing professional entertainment for wounded veterans in some 80 hospitals.

Perfect Tetanus Record Made by Navy Medicine

A perfect record in the fight against tetanus was established by Navy medicine during World War II. Not one combat casualty developed the disease.

Out of nearly five million officers and men who served in the Navy and Marine Corps during the war, only four tetanus cases developed, and these were the result of accidental injuries.

Of two deaths out of the four cases, one was due to tetanus resulting from an ingrown toenail which the individual incurred before entry into the Navy.

Proof that the Navy's immunization program is effective is shown by the fact that of the two fatal cases of tetanus, one had a record of no immunization and the other had an incomplete record.

A spectacular comparison is shown between civilians and naval personnel during World War II. Deaths due to tetanus among civilians in the U.S. were 2,574, in comparison to two deaths among the five million naval personnel.

Filing of Income Tax Returns Required This Year for Many in Navy

Although income taxes will not be taken out of their salaries until 1 Jan 1949 on a "pay as you go" basis, many naval personnel will be required to file returns this year.

The returns may take the form of 1947 income taxes or declaration of estimated tax for 1948.

Filing of back income taxes for war years by personnel who were overseas on the due date was the subject of a previous article. (See ALL HANDS, January 1948, p. 49.)

BuSandA has prepared a comprehensive information pamphlet for guidance of naval personnel.

The pamphlet points out that penalties are imposed for:

- Failure to file a return.
- Failure to file a return on time.
- Submitting a false return.
- Willful failure to pay the tax.

The following information sketches some of the more important details of submitting 1947 income taxes and declaring estimated taxes for 1948. More complete information can be obtained from the BuSandA pamphlet issued to all naval activities.

Estimating Your 1948 Taxes

The Navy will withhold income taxes from the salaries of its personnel beginning on 1 Jan 1949.

Certain incomes, including compensation paid to members of the armed forces

Activities Told to Send Excess Funds to BuPers

Command recreation fund administrators have been directed to forward to BuPers all funds in excess of two dollars per man in command recreation funds.

The directive, Alnav 260-47 (NDB, 31 December) told local activities to forward to their administrators money in excess of six dollars per man in local recreation funds as of 30 Nov 1947. Following this, command administrators were to forward to the Bureau the money in excess of two dollars per man in the command recreation fund.

Transmittal of funds was based on the command recreation fund monthly financial statement for the month ending 31 Dec 1947. Use of on board count was optional.



Masthead, Treasure Is., Calif.

"But Sir—it looks so much nicer on me than the plain hats, and it only costs a few dollars more."

on active duty, are specifically excluded from the definition of wages and are not subject to withholding prior to 1 Jan 1949.

Other types of income not subject to withholding are interest on bank accounts, dividends, rents, royalties, partnership distributions and other remuneration from non-Navy sources.

In order that persons receiving income on which the tax is not withheld at source may pay their taxes currently, it is required by law that they make an estimate of their tax for the year and pay a part of such estimated tax each quarter. Under this system, all taxpayers will be paid up to date as closely as possible for the taxable year within 15 days after the end of the year.

Who must file—Every individual citizen and resident of the United States is required to file a declaration of estimated tax (Form 1040-ES) for the calendar year 1948 if he expects to receive during the calendar year, the following:

- Wages subject to withholding in excess of \$5,000, plus \$500 for each exemption to which he is entitled except his own,
- Or gross income from all other sources in excess of \$100 not subject to withholding, providing his gross income is expected to amount to \$500 or more.

The following items of income from Navy sources constitute gross income:

- Active duty pay for commissioned

service during taxable year in excess of \$1,500. (Active duty pay consists of base, longevity, sea, foreign service, flight, submarine, drill, training, and other special duty pay, including lump sum payments to former naval aviation cadets. Pay for accrued leave upon separation from active duty is active duty pay but leave paid for in bonds or cash, under Sec. 6 of the Armed Forces Leave Act, as amended, is excluded from gross income.)

- Retired pay, if retired for other than physical disability.
- Total amount received for mileage, from which may be deducted meals, railroad fares, lodging and other expenses paid while performing the travel.
- Travel pay to discharged enlisted men is classified in the same category as mileage.
- Transportation for dependents.
- Interest on deposits of enlisted personnel.
- Interest on armed forces leave bonds or on payments for leave.
- One year's pay received by officers wholly retired.

The following remuneration, from sources outside the Navy, constitutes part of gross income:

- Compensation for personal or professional services.
- Amounts received from former employers, even though paid to the dependents of former employee.
- Business income, either as an individual proprietor or as a partner in a business operated for profit.
- Profits from selling and dealing in properties (real or personal, tangible or intangible).
- Income from investments in properties or securities, such as rent or interest.
- Dividends from domestic and foreign corporations.
- Pensions paid by a State for services.

There are also many other factors explained in the pamphlet which should be taken into consideration in figuring gross income.

For the purpose of determining whether a declaration of estimated tax is required to be filed for 1948, a member of the armed forces should exclude from gross income the following items from naval sources:

- All active duty compensation received

before 1 Jan 1949, during any taxable year, for service as a member of the armed forces of the United States below the rank of a commissioned officer (or commissioned warrant officer) during World War II.

- Active service pay received before 1 Jan 1949 for commissioned service up to \$1,500 for each calendar year 1943 through 1948.

- Retired pay of persons retired from the naval service for physical disability incurred in line of duty.

- Rental allowance. (Quarters, heat and light furnished in kind need not be reported.)

- Subsistence allowance.

- Per diem allowance in lieu of subsistence.

- Money allowance for quarters paid enlisted men.

- Commutation of rations for enlisted personnel.

- Uniform gratuity paid to officers, nurses and enlisted personnel.

- Uniforms furnished in kind to enlisted personnel.

- Gratuity pay (six months' pay to beneficiary of deceased serviceman).

- Personal cash allowances received by fleet admirals, admirals and vice admirals.

- Armed forces leave bonds or other payments made under Sec. 6 of the Armed Forces Leave Act of 1946. (Interest on these bonds or payments constitutes gross income in the year received.)

- Money received by U.S. naval attaches for entertaining and exceptional purposes caused by reason of their duties, if expended solely in connection with their official duties and no part of it is diverted for purely person use or expenses.

- Family allowances paid by the government to wife or dependents of enlisted personnel are considered gifts or gratuities. Amounts deducted from an enlisted man's pay represent part of his income.

- Mustering out pay.

- Amounts paid under the GI Bill of Rights.

- Vocational rehabilitation benefits.

Also excludable from gross income are the following items from sources other than the Navy:

- Amounts received under a life insurance contract paid by reason of the death of the insured.

- Certain parts of annuities.

- Values of property acquired as gifts

by bequest or inheritance.

- Interest upon various types of notes, bonds and other obligations.

- Compensation for injuries or sickness.

- Stock dividends in some cases, as decided upon its own merits.

- Social Security benefits.

- Pensions received from the United States by families of veterans for services in time of war.

- Dividends from war-risk insurance.

- Alimony, subject to certain considerations.

When to file—For the calendar year 1948, declarations of estimated tax are due as follows:

If requirements for filing are met:	Declaration is due:
Before 2 March	15 March
Before 2 June	15 June
Before 2 September	15 September
After 1 September	15 Jan 1949

For example, if an officer, up to 2 June 1948, has not expected enough income during the entire year 1948 to require him to file a declaration, but on that date expected income is increased by reason of promotion so that he does fall within the requirements, a declaration is due from him on or before 15 September.

The due date for filing a 1948 declaration of estimated tax is automatically deferred the same as the due date for filing income tax returns for 1947 in the case of members of the armed forces on foreign service duty.

What to file—Declarations of estimated tax should be made on Form 1040-ES. A husband and wife may file either joint or separate declarations.

Solely for the purpose of preparing declarations, the statement may show either the tax computed on aggregate incomes or the aggregate tax on separate incomes. The filing of a separate or joint declaration does not bind taxpayers to the filing of final income tax returns on the same basis. Taxpayers may file a joint declaration and then file separate final returns.

Payments made on a joint declaration may be claimed on their separate final returns by either the husband or the wife, or divided between them in any proportion they choose.

A taxpayer whose estimated tax on an original declaration is substantially in-

creased or decreased as a result of a change in expected income, deductions or exemptions should file an amended declaration on or before the next filing date—15 June 1948, 15 September 1948 or 15 January 1949—following such change.

How to estimate—Under existing law, the federal income tax rates and exemptions applicable for the calendar year 1948 are the same as for the calendar year 1947.

Where to file—Declarations should be filed with the Collector of Internal Revenue with whom the 1947 return is filed or with whom the taxpayer expects to file his 1948 income tax return.

Payment of estimated tax—Payable in equal installments, the first of which is to be paid with the declaration. For example, the estimated tax shown on a declaration filed on 15 March should be paid in four equal installments. If first filed on 15 June, payments should be made in three equal installments, and if first filed on 15 September, the payments should be completed in two installments. The last payment is due on or before 15 Jan 1949.

Penalties—A penalty of six per cent of the difference between the estimated tax and the actual tax but not more than the difference between the estimated tax and 80 per cent of the actual tax is imposed for underestimating by more than 20 per cent.

This penalty will not apply, however, if the estimated tax for 1949 is computed on an income not less than the income for 1947 at 1948 rates and exemptions, and if such estimated tax is paid timely.

For failing to file a required declara-

Personnel Having Venereal Disease to Be Retained

Personnel infected with venereal disease in a communicable state will not be released from the Navy until they have been treated and are no longer a menace to public health.

A directive issued jointly by BuPers, BuMed and MarCorps, stated that a standard syphilis test will be given all persons about to be discharged or released from active duty. This test must be made within seven days of the discharge date. Personnel who show signs of venereal disease in an infectious state will be retained in service and transferred to a naval hospital for further study.

tion or failing to pay the estimated tax due, a penalty of five per cent of the unpaid amount for each installment due, plus one per cent for each month or part of a month (except the first) during which such amount remains unpaid up to a maximum of 10 per cent of the unpaid amount of each installment is also imposed.

The same penalties for willful failure to make a return or for the willful making of a false return are applicable with respect to declarations of estimated tax.

Overpayments of income tax, including interest and penalties, may be recovered if a claim for refund is filed timely on Form 843, which may be obtained from the office of any Collector of Internal Revenue.

The claims generally must be filed within three years from the date of filing the return on which the overpayment was made, or within two years from the date

of the overpayment, whichever is later. The taxpayer may disregard intervening periods of sea or foreign duty.

Filing Your 1947 Returns

Every individual citizen or resident of the United States whose gross income for the year 1947 is \$500 or more must file a federal income tax return.

A person who had tax withheld from wages or made payments during 1947 on a declaration of estimated tax should file a return, even though gross income was less than \$500 for the year, in order to recover the resulting overpayment.

It is important to note that in determining the amount of gross income, certain income to members of the armed forces is specifically excluded.

For example, an ensign who reported for active duty on 1 February had a base pay of \$1,980, rental allowance of \$495

and subsistence allowance of \$233.80 during the taxable year, receiving a total of \$2,708.80. The rental allowance, subsistence allowance and \$1,500 of base pay are excluded from gross income, leaving but \$480 of gross income. Assuming he had no other income, he would not be required to file a return.

Enlisted personnel, regardless of the amount of active duty pay and allowances, would not be required to file a return unless gross income from other sources amounted to \$500 or more. Personnel who received active duty enlisted pay for part of the taxable year and active duty commissioned pay for part of the taxable year, would not be required to file a return unless the active duty commissioned pay in excess of \$1,500 plus gross income from other sources amounted to \$500 or more.

A husband and wife legally domiciled in a community property state or jurisdiction are each generally liable for a return with respect to one-half of the community income. These states are Arizona, California, Idaho, Louisiana, Michigan (after 1 July 1947), Nebraska (after 6 Sept 1947), Nevada, New Mexico, Oklahoma, Oregon (after 5 July 1947), Texas, Washington and the Territory of Hawaii.

Further and specific information may be obtained by addressing BuSanda, Professional Assistant's Division, OB-1, Navy Department, Washington 25, D. C.

'CAN DO' RESERVE UNIT AUTHORIZED

The "Can Do" men of the Navy, the Seabees, who built island bases enroute to Tokyo, have been authorized to join the Organized Naval Reserve as a distinct unit.

As a result, the Seabees are assured of development as a specialized reserve force under a program which will provide them with their own training.

The Reserves will help regular Seabees who have just observed their sixth birthday anniversary, to maintain the "Can Do" tradition they established in combat construction during the war.

Three weeks after Pearl Harbor, a force of three battalions of Seabees was authorized. Most of them were older men, carpenters, electricians, steel workers and more than 50 other construction trades.

They enlisted to avenge the Navy civilian construction workers on Wake Island, Guam and the Philippines. Teaming with the Marines and the Army, they established a new concept of high-speed advance base construction.

Plans call for enlarging the new organization during the next fiscal year. Reserve Seabees will be organized into companies consisting of five officers and 40 men, which will be formed at places where Naval Training Centers will be available.

In addition to the 247,000 inactive Seabee veterans, approximately 5,500 Seabees are on active duty at various naval establishments. At Port Hueneme, Calif., about 100 men are on duty at the Seabee Center and 450 are assigned to the training and distribution center. An additional 400 men are in training at the base.

Other Seabees on duty in the United States are divided between two amphibious battalions activated last year. About 750 officers and men are serving with the 105th Battalion at Little Creek, Va.

More than 400 others are members of the 104th Construction Battalion, stationed at Coronado, Calif. These two units already have undergone considerable amphibious training.

The 104th has taken part in maneuvers along the West Coast, while the 105th participated in Operations Camid and Seminole as part of its training.

Nearly 3,500 additional Seabee personnel are serving overseas at naval bases, where they are doing maintenance work and are operating power plants and similar installations.

Members of the Civil Engineer Corps, who served as wartime Seabee officers have established volunteer Reserve units in 200 cities throughout the country.

Promotion Zone Clarified For Unrestricted Officers

Only those unrestricted line officers within the promotion zone extending through signal number 490, who were not selected for promotion to the temporary grade of rear admiral, are regarded by law as having failed of selection, BuPers Circ. Ltr. 241-47 (NDB, 15 December) points out.

The directive clarified the promotion zone for officers not restricted in the performance of duty. EDO and AEDO captains who were not selected and who will complete 30 or more years of commissioned service by 30 June 1948 will have failed once of selection.

The promotion zone established by SecNav applies also to the staff corps selection board which convened 1 Dec 1947. Staff corps officers whose running mates are in the promotion zone were considered to be in the promotion zones for their respective corps.

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. 249—Calls attention to prompt submission of certain fuel reports required by BuSandA.

No. 250—Announces disbursing reports required from certain Supply Corps and MarCorps disbursing officers by BuSandA.

No. 251—Suspends annual census of enlisted personnel for calendar year 1947. (See page 51.)

No. 252—Announces Navy and Maritime Commission are jointly reconditioning for use of military services a total of 50 tankers from Maritime Commission laid-up fleet.

No. 253—Announces Presidential approval of officers recommended for temporary promotion to rear admiral in Medical, Dental, Supply and Chaplain Corps. (See page 34.)

No. 254—Announces Admiral Louis E. Denfeld, USN, has assumed duties of CNO.

No. 255—SecNav's Christmas and New Year's greetings.

No. 256—Announces the President has approved the report of a selection board which recommended promotion of certain officers of the MarCorps to the grades of major and captain for temporary service.

No. 257—Requires all stocks of form NavPers 660 (Honorable Discharge Certificate) held by all ships and station in excess of three months' requirement be returned to nearest naval district publication and printing office.

No. 258—Christmas greetings to the Armed Forces from the President and Secretary of Defense.

No. 259—Holiday greetings from Admiral Louis E. Denfeld, USN, CNO.

No. 260—Announces monthly financial statements of recreation funds required by BuPers. (See page 56.)

NAVACTS

No. 22—Establishes new prices for meals to be sold from Navy general messes.

FLEET BATTLE COMPETITION SLATED

Battle efficiency pennants, consisting of a black ball on red triangular background, will be displayed by certain ships and aircraft of the U.S. Fleet sometime after 1 July.

Naval Operations officials estimate at present that awards and prize money for individual personnel will be available for the highest 10 per cent of competing units in each administrative type command.

Awards will be based on the performance of the ship or aircraft squadron as a unit and not on the performance of individual departments in units.

Ships and aircraft squadrons will display the pennant, and enlisted personnel will be entitled to wear an "E."

Awards will be based on overall performance in all forms of exercises, general performance of assigned duties, and material and operational readiness. Nominations will be made to CNO by each type commander via the fleet commander.

Commands in which there are a large number of competing units or large diversity in characteristics may be authorized additional awards.

Each ship winning the battle efficiency pennant will fly it at the foretruck during appropriate ceremonies and until the next award is announced the following year. Competition years are based on fiscal years ending on 30 June.

Aircraft squadrons will display the awards in an appropriate manner, and facsimiles may be painted on each plane of the squadron.

Since the battle efficiency pennant will be awarded for overall ship performance rather than departmental or functional performance, thus promoting coordination and unity of effort, CNO will not reward any departmental or functional performance except as necessary in the case of trophies donated by civilian organizations for specific purposes. This policy does not place restrictions on awards by fleet or type commanders.

Prize money accompanying the awards will be paid to enlisted personnel only. The amount of the prize is dependent upon the number of units and the number of personnel in each unit winning the award. Since prize money for individuals will be the same throughout the Navy,

the amounts will be determined after nominations are received.

All enlisted personnel, including Marines, who have been attached to the unit as a permanent duty station for more than six months during the competition year will be eligible for prize money if their services contributed to the winning of the pennant and they are on active duty when the award is made. Personnel are eligible for only one award in prize money in any one competition year.

All men receiving the prize money will be entitled to wear an "E" during the time the battle efficiency pennant for that year is flown by the unit entitling them to prize money. More detailed instructions will be issued later.

Because of the conditions and limitations under which prize money is appropriated, it is not practicable to advise type commanders in advance as to the specific numbers of units to which awards will be made.

Training Leave Granted Annually to Reservists By 700 U.S. Companies

More than 700 business concerns of all types grant training leave, enabling reserve members of the armed forces to take training duty each year.

The U.S. Chamber of Commerce sent queries to nearly 7,000 companies asking for the information. Of the 1,256 which replied, 720 have training leave policies already in effect and 132 intend to adopt similar policies in the future.

The large proportion of the companies, some of which have more than 10,000 employees, grant two weeks or 15 days for training leave, with several different pay arrangements.

Some employers allow full pay during reserve training, some allow the difference between reserve pay and the civilian job and some allow no pay during the training period.

Types of companies covered in the survey included such business fields as banking and insurance, manufacturing, railroads and airlines and many others.

Congress recently enacted legislation permitting certain temporary indefinite government employees to take 15 days with full pay annually for reserve training.

DECORATIONS & CITATIONS

Medal of Honor Won by MTB Commander

The Congressional Medal of Honor has been awarded Lieutenant Commander Arthur M. Preston, USNR, Washington, D. C., for his action in effecting the rescue of a Navy pilot shot down in Wasile Bay, Halmahera Island, less than 200 yards from a strongly-defended Japanese dock and supply area on 16 Sept 1944.

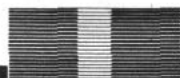
As ComMTBRon 33, he volunteered for a mission unsuccessfully tried by the pilot's squadron and a PBY, and led PT 489 and PT 363 through 60 miles of restricted, heavily-mined waters. He was twice turned back while running through fire from



LCDR Preston

powerful coastal defense guns guarding the 11-mile strait at the entrance of the bay, and he was again turned back by furious fire in the immediate area of the downed airman. Aided by an aircraft smoke screen, he finally succeeded in reaching his objective. Under vicious fire, he took the pilot aboard and cleared the area, sinking a small enemy cargo vessel during retirement.

Increasingly vulnerable when covering aircraft were forced to leave because of insufficient fuel, Lieutenant Commander Preston raced the two PT boats at high speed for 20 minutes through shell-splashed water and across minefields to safety. Under continuous fire for two and a half hours, he successfully achieved a mission considered suicidal and brought his boats through without personnel casualties and with but superficial damage.



NAVY CROSS

Gold star in lieu of third award:

★ BIGELOW, Lavell M., LCDR, USN, Annapolis, Md.: As flight leader in BomFit-Ron 6, attached to USS *Hancock*, LCDR Bigelow flew in action against the Japanese in Kure Harbor, Japan, on 28 July 1945. He led a divebombing attack against major units of the enemy fleet, including aircraft carriers, battleships, cruisers, and destroyers. He selected a battleship as his target. Fighting his plane in the face of anti-aircraft fire from enemy warships and shore batteries, he scored a direct bomb hit which contributed materially to the infliction of extensive damage on the ship, which finally settled to the bottom of the harbor.



LCDR Bigelow

LCDR Mazza

★ MAZZA, Harold R., LCDR, USNR, Oakland, Calif.: As CO of TorpRon 47, attached to USS *Bataan*, LCDR Mazza participated in action against the Japanese in the vicinity of the Japanese homeland on 7 Apr 1945. He led his squadron in an attack against a large task force steaming in the East China Sea off the coast of Kyushu. He flew through intense anti-aircraft fire and fire from shore batteries to press home the attack at point-blank range, Directing his group in from the disengaged side of the target, he aided greatly in scoring several torpedo hits on a battleship which later sank.

First award:

★ BLAIR, Leon N., CAPT, USN, Ogdensburg, N. Y.: As commander of a coordinated attack group of submarines operating in Japanese waters of the Marianas Islands and in the China Sea, from 16 May to 1 July 1944, CAPT Blair showed outstanding administrative ability. He coordinated the submarines under his command into an effective attack force and contributed materially to the success of the force in sinking eight enemy ships and in damaging two others, despite severe countermeasures.

★ CALLAHAN, Joseph W., CAPT, USN, Butte, Mont.: As CO of USS *Ralph Talbot*, CAPT (then CDR) Callahan participated in action against the Japanese during the

assault on Rendova Island and subsequent operations incident to the occupation of the New Georgia Islands from 30 June to 13 July 1943. Displaying superb seamanship and fearless devotion to duty, he maneuvered his ship as cover for our transports engaged in landing forces on Rendova Island. Despite submarines, shore batteries and air attacks, he succeeded in carrying out his dangerous missions. During the Second Battle of Kula Gulf, in a night engagement, he attacked the enemy and contributed in large measure to the destruction of four, and probably six, Japanese ships. After the enemy forces had retreated, he returned to the action area, maneuvered his ship through enemy-infested waters during complete darkness to within 70 miles of the strong Japanese positions in the Buin-Faisi area, took the damaged *Quinn* in tow and removed the personnel from the vessel.

★ HELM, Donald F., LT, USNR, South Gate, Calif.: As pilot in BomRon 19, attached to USS *Lexington*, LT Helm participated in action against the Japanese during the Battle for Leyte Gulf on 25 Oct 1944. In the face of enemy air opposition and intense and continuous fire from enemy anti-aircraft batteries, he pressed home an attack on a Japanese aircraft carrier. Accurately placing his bomb, he scored a direct hit on the target, despite its evasive tactics. He contributed materially to the sinking of the carrier.

★ HOLLADAY, Samuel N. Jr., LT, USNR, Baton Rouge, La.: As pilot of a torpedo plane in TorpBomRon 15, attached to USS *Essex*, LT (then LTJG) Holladay participated in action against the Japanese in the Battle for Leyte Gulf on 24 Oct 1944. Despite intense and accurate anti-aircraft fire, he pressed home a short-range attack and obtained a torpedo hit on an enemy battleship.

★ MILLER, George H., CDR, USN, Hammond, Ind.: As damage control officer for USS *Houston*, CDR Miller participated in operations against Japanese forces off Formosa on the nights of 12, 13 and 14 Oct 1944. When his ship sustained major damage from a torpedo hit on the night of 14 October after three prolonged night aerial attacks in which seven enemy planes were destroyed, he made several hazardous inspections of flooded compartments on the lower decks while the ship was without light or power and in danger of capsizing, and quickly instituted measures to retain what stability and buoyancy were left. When the vessel was torpedoed while in tow on 16 October, he led the

damage control parties in localizing the additional damage and supervised the fighting of a gasoline fire which endangered the after part of the ship.

★ NIEMANN, William E., LT, USN, Jacksonville, Fla.: As Pilot of a torpedo plane, attached to USS *Petrof Bay*, LT Niemann flew in action against major units of the Japanese fleet during the Battle for Leyte Gulf, 25 Oct 1944. Participating in a 15-



LT Niemann

plane strike carried out without the aid of dive-bomber or surface support, he attacked the task force in the face of a barrage from anti-aircraft and main batteries. Despite the knowledge that his fuel supply was insufficient to carry him safely back to base, he succeeded in inflicting damage on the enemy warships, thereby contributing materially to the defeat on the enemy and the frustration of its attempt to upset American operations in the Philippine Islands campaign.

★ SMYTH, Jimmie, LT, USNR, Floydada, Tex.: As pilot of a torpedo bomber in TorpBomRon 15, attached to USS *Essex*, LT (then LTJG) Smyth participated in action against the Japanese in the Battle for Leyte Gulf on 5 Oct 1944. Despite airborne opposition and accurate anti-aircraft fire, he pressed home his attack on an enemy battleship, scoring a torpedo hit and inflicting considerable damage.

★ STEVENS, Clyde B. Jr., CDR, USN, Coronado, Calif.: As CO on board USS *Plaice*, CDR (then LCDR) Stevens fought his vessel during its first war patrol in Japanese waters from 4 July to 25 July 1944. Penetrating strong enemy escort screens, he launched four well-planned and executed torpedo attacks to sink four enemy ships. During an air strike on Chichi Jima by our forces, he conducted surface approaches close to the beach to search for downed pilots despite intense fire from shore batteries. Although repeatedly depth-charged and subjected to enemy gunfire attacks from shore attacks,

he succeeded in bringing his vessel safe to port.

★ WILLIAMS, William T., LCDR, USNR, Robstown, Tex.: As pilot of a torpedo bomber in TorpRon 47, attached to USS *Bataan*, LCDR (then LT) Williams participated in action against Japanese forces off Kyushu on 7 Apr 1945. Leading his division in a daring strike against the Japanese in the East China Sea, he pressed home repeated attacks in the face of intense anti-aircraft fire and gunfire from the enemy's main battery. He scored a direct hit on an enemy battleship and contributed to its ultimate sinking.

★ WILLIAMSON, Thomas B., CAPT, USN, Coronado, Calif.: As CO of USS *Kalinin Bay*, CAPT Williamson participated in a strike against major units of the Japanese fleet in the Battle off Samar Island on 25 Oct 1944. When a formidable column of Japanese battleships, cruisers and destroyers attacked our small task unit of escort carriers, he skillfully maneuvered his ship to avoid the crippling blows from a three-hour bombardment and successfully brought his ship through the battle.



SILVER STAR MEDAL

Gold star in lieu of third award:

★ GURNEE, Robert L., LCDR, USN, San Francisco, Calif.: Assistant approach officer, USS *Redfish*, second war patrol, Japanese waters, 25 Oct 1944 to 2 Jan 1945.

Gold star in lieu of second award:

★ ERB, Leonard, LCDR (then LT), USN, Norfolk, Va.: Assistant approach officer, USS *Ray*, sixth war patrol, Japanese waters, 23 Sept to 8 Dec 1944.

★ MASONER, William J. Jr., LT, USNR, Riverside, Ill.: Pilot, FitRon 19, USS *Lexington*, Philippine Islands, 5 Nov 1944.

First award:

★ ANNABLE, Peter F., LTJG, USNR, New Canaan, Conn.: Hangar deck officer, USS *Saratoga*, Iwo Jima, 21 Feb 1945.

★ BAIRD, Robert R. Jr., LTJG (then ENS), USN, Sanger, Calif.: Member, UDT 6, assault and capture of Saipan and Guam, June and July 1944.

★ BROWNRIGG, John A., LTJG, USNR, Buffalo, Okla.: Member, UDT 4, Okinawa, 27 Mar to 1 Apr 1945.

★ BULLEN, Jacob T. Jr., CDR, USN, Honolulu, T. H.: CO, USS *Burns*, Japanese waters, 13 to 17 Oct 1944.

★ BUTT, Lawrence H., LCDR (then LT), USNR, Tuxedo Park, N. Y.: Torpedo data computer operator, USS *Aspiro*, fifth war patrol, 10 Sept to 25 Oct 1944.

★ CARVER, William L., LCDR, USNR, Atlanta, Ga.: Evaluator, USS *Heermann*, Battle off Samar, 25 Oct 1944.



"Carry on!"

★ CHUNG-HOON, Gordon P., CDR, USN, Honolulu, T. H.: CO, USS *Sigsbee*, Kyushu Island, Japan, 17 Mar to 10 Apr 1945.

★ CLEVELAND, Edwin I., LTJG (then ENS), USNR, Conneaut Lake, Pa.: Member, UDT 13, Okinawa, 27 Mar to 13 Feb 1945.

★ COOK, George C., LCDR (then LT), USNR, Milton, Mass.: Assistant approach officer, executive officer and navigator, USS *Spadefish*, third war patrol, Japanese waters, 6 Jan to 13 Feb 1945.

★ CORDINER, Douglas L., CDR, USN, Washington, D. C.: CO, USS *Dasbiell*, Okinawa, 17 Mar to 10 Apr 1945.

★ DEINER, Frederick G., LTJG (then ENS), USNR, Newberg, Ore.: Member, UDT 11, Okinawa, 27 Mar to 1 Apr 1945.

★ DESMOND, James S., LTJG (then ENS), USNR, San Francisco, Calif.: Member UDT 6, Saipan and Guam, June and July 1944.

★ DONAHUE, Frank M., LCDR (then LT), USNR, Bronxville, N. Y.: CO, USS *Sims*, Okinawa, 25 May 1945.

★ DOZIER, William C. Jr., LCDR (then LT), USN, Tuscaloosa, Okla.: Torpedo data computer operator, USS *Pomfret*, third war patrol, Japanese waters, 28 Oct to 11 Dec 1944.

★ ECKERT, Philip F., LCDR, USN, South Minneapolis, Minn.: Assistant approach officer, USS *Sea Robin*, second war patrol, Japanese waters, February to April 1945.

★ FITZ, Harold C., CAPT, USN, Severna Park, Md.: CO, USS *Santa Fe*, southern coast of Honshu, Japan, 19 Mar 1945.

★ FOX, Donald R. Jr., LT, USNR, Upper Montclair, N. J.: Pilot, BomFitRon 85, USS *Shangri-La*, Kure Harbor, Honshu, 24 July 1945.

★ GOTLIN, Grimes W., LT, USNR, Fort Worth, Tex.: Chaplain, USS *Franklin*, Kobe, Japan, 19 Mar 1945.

★ GREEN, William E. Jr., CHMACH (then MACH), USN, Malden, Mo.: Engineering officer, USS *Franklin*, Kobe, Japan, 19 Mar 1945.

★ GRIGGS, John B. III, LT, USN, Annapo-

QUIZ ANSWERS

Answers to Quiz on Page 13

1. (b) Martin Mauler, AM-1
2. (b) dive bomber. It is heavily-armed for both attack and dive-bombing.
3. (a) plane arresting gear.
4. (c) aircraft carrier.
5. (c) light cruisers. San Diego-Oakland class.
6. (b) anti-aircraft defense. Main armament 5 in.

★ DECORATIONS

Silver Star (Cont.)

lis, Md.: Plotting officer, USS *Picuda*, fourth war patrol, Japanese waters, East China Sea, 27 Oct to 2 Dec 1944.

★ HEMILL, Hunt, LCDR (then LT), USNR, Winnetka, Ill.: Executive officer and CIC officer, USS *Albert W. Grant*, Battle of Surigao Strait, 25 Oct 1944.

★ HESS, William R., LTJG (then ENS), USNR, Columbus, Ohio: Member, UDT 17, Okinawa, 27 Mar to 1 Apr 1945.

★ HINCHEY, John F., LT (then LTJG), USNR, Elmhurst, N. J.: Radar officer, USS *Sea Dog*, fourth war patrol, Japan Sea, 27 May to 5 July 1945.

★ HORTON, Alan W., LTJG (then ENS), USNR, New York City: Member, UDT 7, Okinawa, 27 Mar to 1 Apr 1945.

★ HUDDLESTON, Leo N., LTJG (then ENS), USNR, Albuquerque, N. M.: Member, UDT 13, Okinawa, 27 Mar to 1 Apr 1945.

★ JACKSON, Robert H., LT, USNR, Denton, Tex.: Pilot, fighter-bomber, BomFit-Ron 10, USS *Intrepid*, East China Sea, 7 Apr 1945.

★ KLEE, William N., CDR (then LCDR), USN, New York City: CO, USS *Gleaves*, patrol off Cape Arma, Italian Riviera, night of 1 and 2 Oct 1944.

★ LANTZ, Laurence A., LTJG, (then ENS), USNR, Melrose, Mass.: Member,

UDT 6, Saipan and Guam, June and July 1944.

★ LEACH, Robert W., CDR (then LCDR), USNR, Orange, Mass.: CO, USS *Satterlee*, Point de Hoe, France, 6 June 1944.

★ LUKER, George R., CDR, USN, Staunton, Ill.: Pilot of a fighter plane, leader of strike groups of fighter, bomber and torpedo planes, USS *Wasp*, Kure, Japan, 18 and 19 Mar 1945.

★ MAHAN, Ray N. Jr., LT, USNR, Lake Mary, Fla.: Gallant action on board USS *Suwannee*, Battle for Leyte Gulf, 26 Oct 1944.

★ MEADORS, William W., LCDR (then LT), USNR, Columbia, Mo.: Gunnery officer, USS *Heermann*, Battle off Samar, 25 Oct 1944.

★ MORROW, William O. Jr., LTJG (then ENS), USNR, Glen Ridge, N. J.: Member, UDT 7, Okinawa, 27 Mar to 1 Apr 1945.

★ MURRAY, Donald H., LTJG, USNR, Spokane, Wash.: Member, UDT 13, Okinawa, 27 Mar to 1 Apr 1945.

★ NEENAN, James P., LCDR (then LT), USN, Kansas City, Mo.: Torpedo data computer operator, USS *Guavina*, first war patrol, Japanese waters, 6 Apr to 8 May 1944.

★ NICKERSON, James D., LCDR (then LT), USN, Hopewell, N. J.: Diving officer, USS *Trout*, ninth and tenth war patrols, Japanese waters.

★ NIELSON, Kenneth A., LTJG (then ENS), USNR, Onewa, Iowa: Member, UDT 11, Okinawa, 27 Mar to 1 Apr 1945.

★ PAHL, James R., CAPT, USN, Tiffin, Ohio: Commander, DesDiv 44, Commander screen of a task unit during first attack and seizure of Vella Lavella, 15 Aug 1943.

★ PEDERSON, William M., LT (then LTJG), USNR, Alliance, Ohio: Member, UDT 16, Okinawa, 27 Mar to 1 Apr 1945.

★ PETOSKEY, Ernest J., LTJG (then ENS), USNR, Ann Arbor, Mich.: Member, UDT 11, Okinawa, 27 Mar to 1 Apr 1945.

★ PIRIE, Robert B., CAPT, USN, Alexandria, Va.: Chief of Staff, CTG 38.2, occupation of Palau and air attacks on Philippines, 6 to 24 Sept 1944 air attacks on Okinawa, Formosa, Luzon, 6 to 20 Oct 1944; Battle for Leyte Gulf, 24 to 26 Oct 1944.

★ REED, Kendall S., CAPT, USN, Washington, D. C.: CO, USS *Oakland*, Palau, 6 Sept 1944; Mindanao and Visayas, 9 to 14 Sept 1944; Luzon, 21 and 22 Sept 1944; Formosa, 6 to 14 Oct 1944.

★ RUFF, Lawrence E., CAPT (then CDR), USN, Schuylerville, N. Y.: CO, USS *Dyson*, Okinawa, 16 May to 21 June 1945.

★ SCHEID, Waldo W., LT (then LTJG), USNR, Mendon, Ohio: Member, UDT, bombardment and assault of Pacific island, 17 to 21 July 1944.

★ SHREEFLER, John W., LTJG, USNR,

Barnsdall, Okla.: Pilot, BomRon 9, USS *Yorktown*, East China Sea, 7 Apr 1945.

★ SLACK, Albert C., LT, USNR, Lufkin, Tex.: Pilot, FitRon 15, USS *Essex*, Battle for Leyte Gulf, 24 Oct 1944.

★ STRETZ, Robert H., LTJG (then ENS), USNR, Boonville, Mo.: Pilot, dive bomber in BomRon 10, attached to USS *Intrepid*, East China Sea, 7 Apr 1945.

★ STURR, Henry D., CDR (then LCDR), USN, Annapolis, Md.: CO, USS *Becuna*, first war patrol, Philippine-China Sea area, 23 Aug. to 20 Oct 1944.

★ SOULE, Scoville D., LTJG (then ENS), USNR, Essex Falls, N. Y.: Member, UDT 16, Okinawa, 27 Mar to 1 Apr 1945.

★ STAMBOOK, Richard E., LT, USNR, Kansas City, Mo.: Pilot, FitRon 27, USS *Princeton*, Marianas Islands, First Battle of the Philippine Sea, 19 June 1944.

★ STUART, Daniel A., CDR, USN, Portsmouth, Va.: CO, USS *Madison*, Menton area, Franco-Italian Riviera, September 1944.

★ TURNBULL, Raymond C., LT (then LTJG), USNR, Monrovia, Calif.: CO, PT 146, New Britain, 16 Mar 1944.

★ WADE, William L. Jr., LT (then LTJG), USNR, Little Rock, Ark.: Commander, Gru 28, LCI(L) Flot 10, Normandy, France, 6 June 1944.

★ WEST, James H., LTJG (then ENS), USNR, Beverly Hills, Calif.: Commander of an assault wave, invasion of Tarawa, 20 Nov 1943.

★ WILLIAMS, Edwin S. Jr., LTJG (then ENS), USNR, Signal Mount, Tenn.: Member of an UDT, bombardment and assault of a Pacific island, 17 to 21 July 1944.

★ WILLIAMS, Joseph W. Jr., LCDR, USN, Martinsville, Ind.: CO, USS *Bumper*, war patrol in Japanese waters, 31 Mar to 27 Apr 1944.

★ WOMBLE, John P. Jr., CAPT, USN, Atlanta, Ga.: CO, DesRon 52, Palau, 6 Sept 1944; Mindanao and Visayas, 9 to 14 Sept 1944; Luzon, 21 and 22 Sept 1944; Formosa, 6 to 14 Oct 1944.

★ ZURCHEN, Clarence J., LCDR, USN, Beaverton, Ore.: Assistant approach officer, executive officer and navigator, USS *Gunnel*, seventh war patrol, Japanese waters, 21 Oct to 28 Dec 1944.



Gold star in lieu of second award:

★ COLLISON, Norman H., CAPT, USNR, Washington, D. C.: Executive Officer to the Coal Mines Administrator and later as Coal Mines Administrator, 26 June 1946 to 15 May 1947.

First award:

★ REYNOLDS, Luther K., CAPT, USN, Memphis, Tenn.: Screen commander, group of escort carriers, landings on

—WHAT'S IN A NAME?—

Buccaneers

Contrary to popular belief, the first buccaneers were not hairy-chested pirates but mere cowboys.

The term "boucanners" was given first to the early French cowboys on the island of Haiti who made their living punching cattle and selling beef which they smoked over



a wooden lattice work called a "boucan."

Later, they decided there was no future in the dried beef market, so they took up the more profitable occupation of pirating and general lawlessness. Thus the word buccaneer became the common definition for all pirates.

Leyte, 17 to 24 Oct 1944; Battle off Samar, 25 Oct 1944.

★ ROWE, Gordon, COMO (then CAPT), USN, Seattle, Wash.: CO, USS *Ranger*, attached to British home fleet, Denmark and Norway, 19 Sept to 20 Dec 1943.

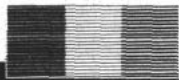
★ TAYLOR, Arthur H., CAPT (then CDR), USN, Narberth, Pa.: Submarine force torpedo officer, forward Pacific area, 12 May 1943 to 19 Aug 1944.

★ THOMSON, Dole F., CAPT, USN, Palo Alto, Calif.: Officer-in-Charge of construction regiment, Ryukyu Islands, April to September 1945.

★ WELKER, Gilbert F., CDR (then LCDR), USNR, Hollywood, Calif.: Communications Officer on Staff of Commander, ServRon 10, Central and Western Pacific war areas, 7 Feb 1944 to 1 June 1945.

★ WOOD, Philo, CDR (then LCDR), USNR, Long Beach, Calif.: Communications officer, amphibious invasion of Southern France, August 1944.

★ WOMBLE, John P. Jr., COMO (then CAPT), USN, San Diego, Calif.: Commander, antisubmarine screen of a task group, Luzon, Formosa, China, 15 Oct 1944 to 25 Jan 1945.



NAVY AND MARINE CORPS MEDAL

★ BLAKE, Harold D., PHM1, USNR, Roswell, N. M.: Rescuer of survivors of a turret fire on board USS *Mississippi*, operations against the Japanese in the Pacific area, 20 Nov 1943.

★ BOWIE, William W., CDR, USNR, New Orleans, La.: CO, USS *Jack C. Robinson*, rescue operations, 10 Sept 1945.

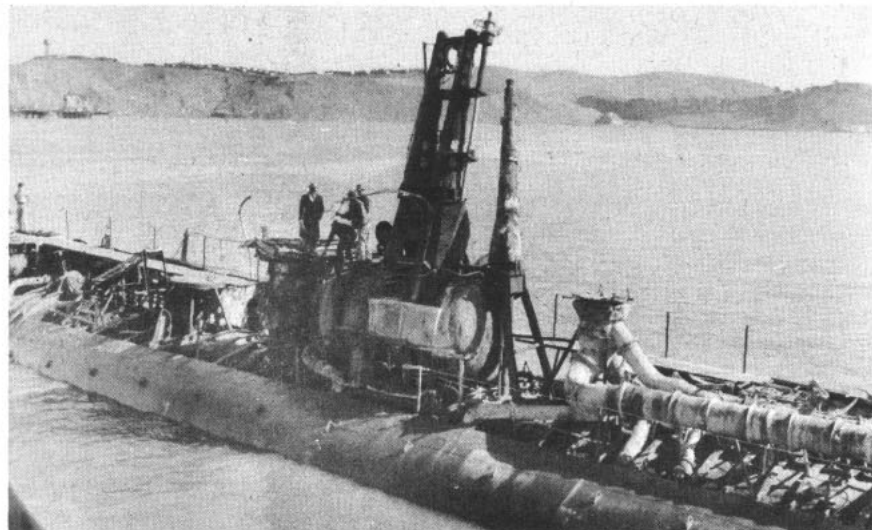
★ BUTLER, Oliver J. Jr., PHM2, USN, Memphis, Tenn.: Service as a hospital corpsman, Co E, 2d Bn, First Marines, First MarDiv, action against the Japanese, Peleliu, Palau Islands, 17 Sept 1944.

★ CALLOWAY, Franklin A., COX, USN, Philadelphia, Pa.: Performance of rescue missions while his ship, USS *Franks*, was serving as plane guard with a fast carrier group, Tokyo Bay area, 10 Feb to 1 Mar 1945.

★ CHESTER, Robert L., TM1, USN, North Tiverton, R. I.: Rescuer of a downed pilot stranded in enemy-held territory, while serving on USS *Charr*, first war patrol, 27 Dec 1944 to 3 Mar 1945.

★ COLLINS, Melvin J., RDM3, USNR, Ottumwa, Iowa: Performance of rescue missions while his ship, USS *Franks*, was serving as plane guard with a fast carrier group, Tokyo Bay area, 10 Feb to 1 Mar 1945.

★ FERRELL, Yeuell W., QM3, USNR, Belmont, Miss.: Heroic attempt to rescue a drowning man in the vicinity of the Philippine Islands.



BATTERED by Bikini blast, gallant USS *Skate* is towed to Mare Island, Calif.

SKATE WINS NUC FOR BOLD ATTACKS

The Navy Unit Commendation has been awarded USS *Skate* (SS 305) for her achievements on her first, second, third and seventh war patrols in enemy waters.

The submarine is credited with demolishing seven enemy ships, including a prize light cruiser and submarine. Also, she severely damaged the Japanese battleship *Yamato* and a small freighter.

Often entering shallow waters, *Skate* penetrated the treacherous Sea of Japan

and on one of her patrols rescued six downed aviators. The vessel executed her missions boldly and aggressively, despite severe depth charging, aerial strafing and bombardment by enemy shore batteries.

Captain E. B. McKinney, USN, commanded *Skate* on the first and second patrols. Lieutenant Commander W. P. Gruner Jr., USN, was CO on the third patrol and Commander R. B. Lynch, USN, on the seventh patrol.

★ HARP, Raymond R., SF3, USN, Kenosha, Wis.: Heroic conduct in helping to secure an airplane which had broken loose and blown over on its side on the flight deck of USS *Hornet*, WesPac, 5 June 1945.

★ JENKINS, Howard W., PHM3, USNR, Jefferson City, Mo.: Treatment and evacuation of wounded men while serving as a hospital corpsman, Co K, 3d Bn, First Marines, First MarDiv, Palau Islands, 18 Sept 1944.

★ LILLY, Joseph N., LT, USNR, Denver, Colo.: Assistance to the many wounded when USS *Charles Henderson* exploded at the docks while discharging demolition bombs, U.S. Port Headquarters, Bari, Italy, 9 Apr 1945.

★ MCINTOSH, Calvin J., PHM2, USNR, Los Angeles, Calif.: Service as a medical corpsman attached to Co C, 1st Bn, Seventh Marines, First MarDiv, Palau Islands, 17 Sept 1944.

★ MCNEIL, Newton C., PHM3, USN, Atmore, Ala.: Heroic conduct in administering first aid to casualties while attached to 2d Bn, First Marines, First MarDiv, Palau Islands, 15 Sept 1944.

★ MIDDLEAUGH, Fred L., LTJG, USN, San Pedro, Calif.: Heroic conduct as a mem-

ber of a boarding party from USS *Guadalcanal* during operations to capture the German submarine U-505 off Cape Blanco, French West Africa, 4 June 1944.

★ MULLIN, Thomas W., LTJG, USNR, Los Angeles, Calif.: Heroic conduct in extinguishing a fire on a mine dump at a U.S. naval section base in SoWesPac.

★ SHENKEL, George A., S1, USNR, Philadelphia, Pa.: Heroic conduct in rescuing the CO of USS *Minivet* from the water when the vessel sank on 29 Dec 1945.

★ SEIBER, Dean P., MAM3, USN, Oakland, Calif.: Heroic conduct during rescue operations incident to the sinking of a U.S. escort carrier while serving on board USS *Lawrence C. Taylor*, Iwo Jima, 21 Feb 1945.

★ SHANNON, Patrick J., CBM, USN, San Diego, Calif.: Participation in the rescue of the survivors of USS *Mississinewa*, Ulithi Atoll, Caroline Islands, 20 Nov 1944.

★ SIMMS, James H., PHM2, USNR, Hope, Ark.: Administering of first aid to the wounded while serving as a hospital corpsman attached to Co G, 2d Bn, First Marines, First MarDiv, Palau Islands, 15 to 17 Sept 1944.

FANTAIL FORUM

Question: What do you think of the Navy's sports program?

(Interviews were conducted at NAS, Quonset, R. I.)



John F. McGowan, S2, Pittsburgh, Pa.: I think the program is excellent. Not only can a man try out for any Navy varsity team, but he is also eligible for the International Olympics. Almost every station has a gymnasium.



William Marceau, HA2, Portland, Me.: The athletic program in the Navy is one of the finest and best organized large-scale programs in the country. I think that all men in the Navy should participate in at least one sport.



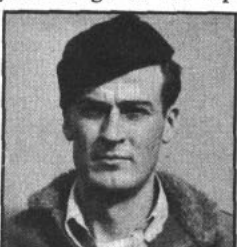
M. B. Melton, S1, Cesta Mesa, Calif.: The stations I have been to have had adequate recreational facilities with first class gear and plenty of chances for men to go out for the sports they like. If good, you can go to the top.



W. T. Honaker, TM1, Scarbro, W. V.: The Navy sports program on large ships and stations is all right, but small stations and ships do not stress athletics enough. Many men at those places cannot get time off for sports.



Paul L. Abrams, S1, Muncie, Ind.: The Navy sports program is well organized and presents a wide variety of sports and many opportunities. Many of the sports in the Navy are played against big-time opposition.



Guy T. Crowe, AP1, Greenville, S. C.: The best facilities and equipment are furnished by the Navy wherever possible. However, some division officers could help the program by letting men off from work to play on varsity teams.



Bill Prokocimer, PHM3, Newark, N. J.: I think the Navy has fine competitive spirit. The Navy has gone wholeheartedly behind its athletes and has given them the best in equipment and support. It should continue the work, because good clean sports help build good clean men.



Donald H. Dignon, ACRM, Pawtucket, R. I.: The facilities for physical development offered to Naval personnel are more than adequate, but their use by the individual is lacking. The teams are open to all hands, but few men care to devote any time to the development of their physical talents.



William Hobson, AMM2, Trenton, N. J.: The sports program seems to be very adequate. Besides having facilities and teams at different stations, the Navy has district tournaments and All-Navy finals. Another advantage is that all outfits are usually fairly well equipped with sports equipment.

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.

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● **AT RIGHT:** First hand information on why the wheels go 'round is received by students attending a Navy diesel school. ➔

DIESEL DOCTORS





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