

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



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for 10 readers. All should  
see it as soon as possible.

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MARCH 1948



BAMBOO TAXI



# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MARCH 1948

Navpers-O

NUMBER 373

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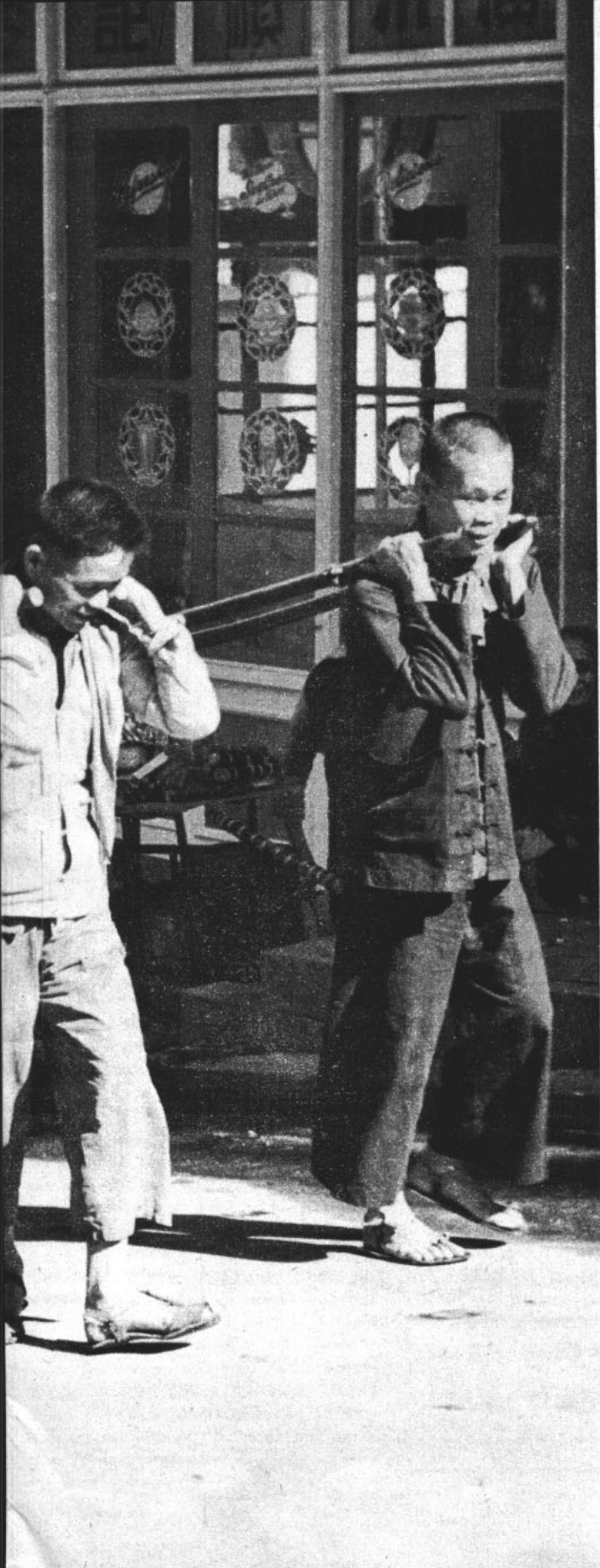
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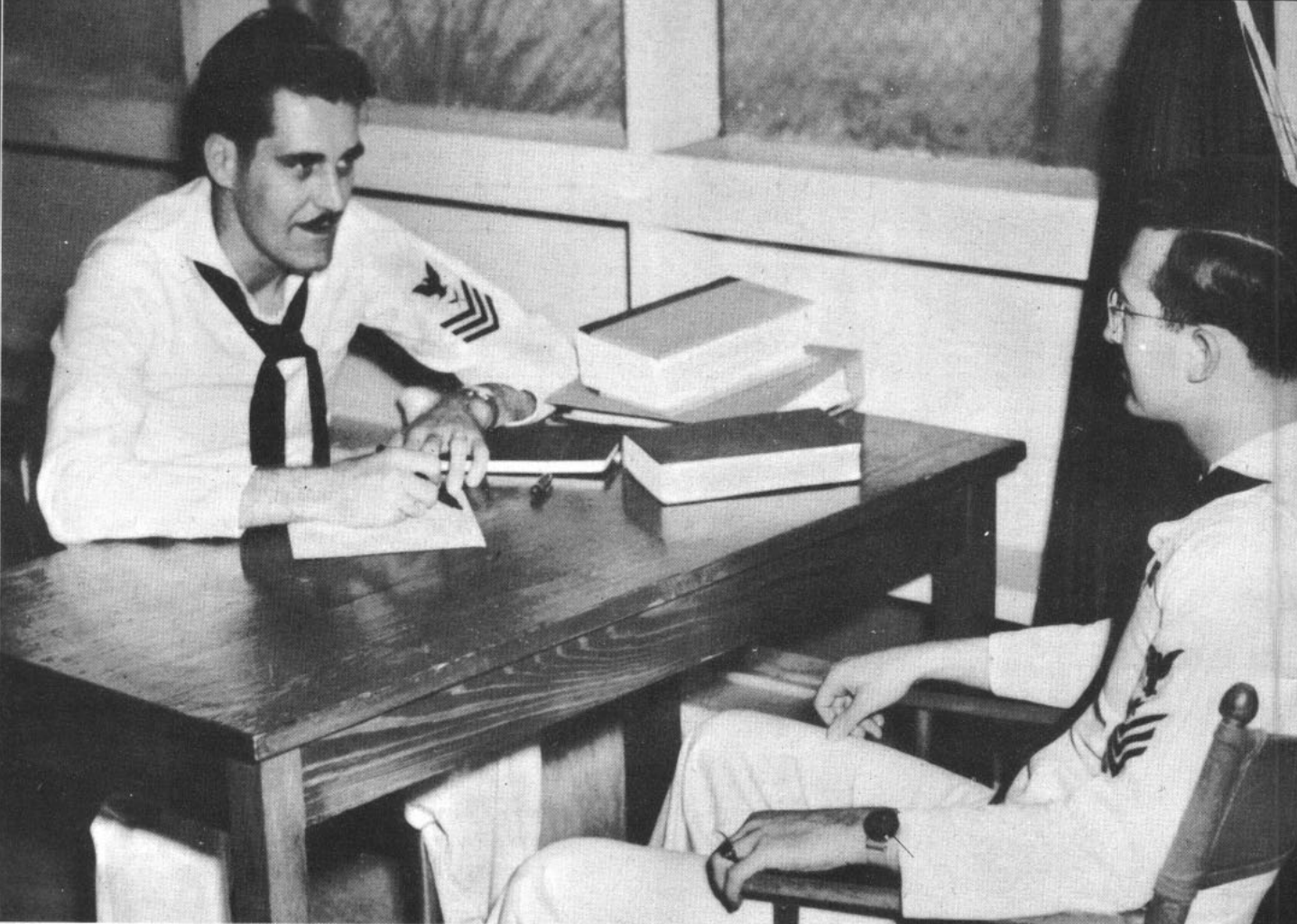
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• FRONT COVER: Symbolic of a vigilant U.S. Navy is Walter S. Parks, PHM1, USN, of Eldorado, Ark., shown on board LST 987. ALL HANDS photo by Paul Bosner, PHOM3, USN.

• AT LEFT: Two U.S. sailors have liberty in Hong Kong, China, and take a ride in sedan chairs.

CREDITS: All photographs published in ALL HANDS are official U.S. Navy photographs unless otherwise designated. P. 37, upper right, Press Association.





CLASSIFICATION tests reveal aptitudes and abilities of personnel, and assist in placing them in the right Navy billet.

## SHAPING YOUR FUTURE IN NAVY

**S**OMETIME within the next year, roughly 100,000 men of all ratings will sit down and write themselves a future.

For those who take the Navy's test battery too lightly, that future might turn out slightly clouded. The test scores will stick to the men who made them like sharks after a provision ship.

Take the case of Aardvark Arstensten, ACMM, who has been in the Navy for 13 years. Aardvark definitely remembers having taken one set of tests previously.

Orders are orders and Aardvark writes the new tests anyway, but he dashes off the answers in helter-skelter fashion in order to be done and away in the shortest possible time.

Later comes an opening in the American embassy in Sweden, which Aardvark

eyes with nostalgia upon remembering his relatives in Stockholm.

He writes out a request for the embassy duty, pointing out that he can talk Swedish with the best of them. On the basis of fine performance of duty, he receives a hearty endorsement from the CO. His rate fits the billet and everything points to his acceptance.

Back comes his request with a terse final endorsement: Not approved.

What had happened? In BuPers, the

embassies and missions detail officer had picked up the request among a stack of others. Everything looked fine until the officer came to page 4a of the service record.

The string of x's for general classification, arithmetic, mechanical and clerical tests stretched through squares for the lowest 7 per cent and next lowest 24 per cent.

Reaching for the "not approved" stamp, the officer wondered how a man with such low aptitude and ability had ever become a chief.

Many men will be taking the Navy's classification tests for a second time. Others were not tested because of the rush to get men trained and assigned to ships and bases during the war, a few will be taking tests because their records

---

**Your Whole Career Rests  
Upon Scores You Make  
In Classification Tests**

---



were lost; also, some tests were taken prior to the war.

The old prewar tests are not acceptable for classifying personnel in the present system which shows at a glance what the man can do, what his special aptitudes and abilities are and which of the 800 Navy occupations he can best perform.

Test records are only a part of the information on pages 4a and 4b. A glance at these pages shows in addition civilian education and experience, personal and physical qualities and other information which is consulted in selecting men for schools, general details, special billets or other personnel assignments.

The future is entered there too, for men who write the tests without trying their level best are barring themselves from better assignments.

If it's a school program request, the Navy knows that 85 per cent of men whose test scores are lower than the requirement for the school won't make the grade. BuPers refuses to waste money on men whose prospects, as evidenced in test scores are low.

If it's a special duty assignment, the Navy is usually flooded with other requests. The man with the most perfect qualifications will be chosen over others.

As the Navy's classification system becomes better known to personnel officers, test scores will come to mean more and more in assigning men to billets on bases and ships.

Separate tests have special meanings. For instance, the general classification test (GCT) measures ability to learn and to think. The arithmetic test (ARI) measures ability to use numbers in practical problems such as calculating time and

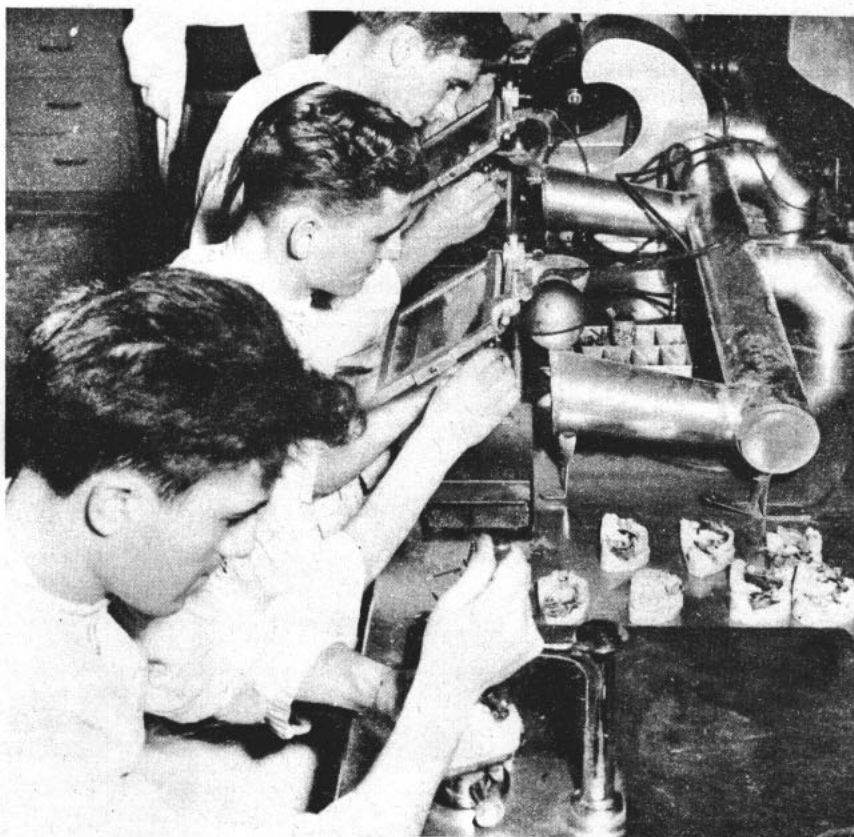
NAVPERS-601 (REV. 3-46) ©										4A	
DOE			John			(N)					
(Last Name)			(First Name)			(Middle)					
SERVICE NO.			RATE			CLASS					
369 00 94			RM3			USN					
PRESENT SHIP OR STATION											
USS Nebraska											
TEST SCORES											
GCT	ARI	MAT			CLER	OCCUP. CODE					
71	64	65			50	0-06.71					
Indicate test score by check in appropriate box below											
TEST	LOW	NEXT	MIDDLE	NEXT	HIGH	TEST	LOW	NEXT	MIDDLE	NEXT	HIGH
	7%	24%	38%	24%	7%		7%	24%	38%	24%	7%
GCT	5	4	3	2	1	CLER	5	4	3	2	1
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ARI	5	4	3	2	1		5	4	3	2	1
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MAT	5	4	3	2	1		5	4	3	2	1
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SPECIAL TEST SCORES	NAME					FORM		DATE		SCORE	
	Mk. Mech.									48	
	NAME					FORM		DATE		SCORE	
	Mk. Elect.									61	
T I O N	MOST SIGNIFICANT EDUCATION								DATES		
	High School								9/36-6/39		
	YEARS EDUCATION		DEGREE		NAME OF COLLEGE						
	11		-		-						
MAJOR COURSES											

QUALIFICATIONS, test scores entered in service record (above) serve as a guide to personnel officers making assignments demanding special aptitudes and abilities, like delicate instrument adjustment (below, left), pharmaceuticals (right).





TRAINING for such duty as diving (above), dental prosthetics (below) will be given only to personnel whose scores, aptitudes show that they are qualified.



distance, and the clerical test (CLER) evaluates speed and accuracy in clerical work.

The mechanical aptitude test gauges potential ability for work of a mechanical nature, and is substantiated by two special tests on mechanical and electrical knowledge.

The fleet edition of the basic test battery will be given at receiving station classification centers while personnel are in a transient status, but recruits coming into the Navy get recruit editions at the training center. The two editions vary slightly.

The Navy has always had a classification program but never on the scientific basis which began in 1943, when the heavy influx of men created the need for assigning them to schools and other duties to which they were best suited. The Navy called in psychologists, personnel administrators and others highly trained in various fields to plan the tests and develop the classification program as it exists today.

One of the major aims of classification is an accurate Navy job code number (see *ALL HANDS*, February 1948, p. 43), which describes job qualifications and where they were obtained in a seven-digit number. Test results as well as other facts recorded on pages 4a-4b make up the final consideration as to what the initial job code will be.

To maintain current and accurate information regarding the qualifications of enlisted personnel, division or personnel officers assign new codes as individuals progress to higher degrees of skill.

BuPers, mindful of the need for accurate job information, suggests that job classification codes be reviewed quarterly at the same time quarterly marks are assigned. Changes will be made from the cards directly onto the man's service record and in the personnel accounting system.

Men already established in their ratings won't find themselves with a different Navy job code purely as a result of the tests since several other factors are necessary to such a change, but they will receive less consideration for various billets and schools if their marks come out much lower than normal for the rate.

When the time comes, write the tests to the best of your ability. Aardvark Arstensten is a fictional character and any resemblance to persons living or dead is purely coincidental, at least for the time being.



# Two Former Apprentice Boys Have 89 Years Naval Service

**Y**OUNGSTERS who plan to make the Navy their career today might do well to talk with two old sea dogs who have a combined total of 89 years service.

The first 20 years might be the hardest for some people but not for these two, as they are commencing their third 20 and still going strong.

Lieutenant Commander Gustave B. Martinson and Chief Torpedoman Harry S. Morris are believed to be the only two square knot sailors or apprentice boys still on active duty.

The rate of apprentice, not to be confused with apprentice seaman, was abolished on 29 Nov 1904.

Apprentice boys in those days led a rugged life. Their pay was \$9.00 a month but they received no money until the end of their training cruise. Instead of pay they received the equivalent of 50 cents a week in canteen chits, providing their conduct was good.

They were issued a complete uniform, similar to the ones issued today. However the uniforms issued to them at that time came only in two sizes, too big or too small, usually the former.

Smoking was against regulations for apprentice boys, but even in those days a blackmarket existed. A five cent sack of tobacco smuggled aboard often brought as high as \$2.00.

Any spending money they had was obtained by the ageless procedure of writing home. Upon completion of their training cruise the apprentice boys received their

first pay, minus the canteen money, and their first leave.

Lieutenant Commander Gustave B. Martinson, USN, attached to Naval Gun Factory, Washington, D. C., has more than 45 years of continuous service.

Enlisting at Kansas City, Mo., on 5 Jan 1903 as apprentice third class, he served his boot training at Newport, R. I., and his apprenticeship aboard the old sailing ship *Monongahela* as a royal yardman on the maintop.

He recalls that one of the first things an apprentice boy learned was that the boss's word was law.

Each morning before breakfast he and the other boys were required to go through certain drills and exercises. One of the best remembered was known as "up and over." At this command they would climb the starboard ratlines to the maintop and down the port. This maneuver was done barefooted and the boy who came down last had to do it all over again. It was guaranteed to improve your appetite but not your arches.

After graduating with 18 months service, he received his first pay and 10 days' leave. That day, with all that money in his pocket, he decided to make the Navy his career. He did just that.

Since then he has served aboard gunboats, transports, minesweepers, and the battleships *Alabama*, *Virginia*, *Georgia*, *Maine* (2), *Florida*, *Oklahoma*, *New Mexico*, *Utab* and *Mississippi*. From 1924 to 1927 as chief boatswain he commanded the minesweeper *USS Rail* in the Atlantic.

Lieutenant Commander Martinson plans to retire in June of this year, at which time he will have 45 years and 6 months service. He and his wife plan to make their home in California. He would like to hear from all ex-apprentice boys.

Chief Torpedoman Harry S. Morris enlisted at Newport, R. I., on 3 Apr 1903, as apprentice third class. At that time he was 15 years old. After 11 months of Newport, he boarded the Revolutionary war frigate *Alliance* for his training cruise. This same sailing ship was the one used by Benjamin Franklin when he made one of his visits to France in Colonial days. From the *Alliance*, Morris went to the West Indies on *USS Topeka*.

In 1905 he was aboard *USS Dixie* which made a cruise to Algeria to photograph the total eclipse of the sun. It was the first American man-of-war the Arabs had seen. Electricity and ice produced by the

ship was also another first for the Arabs, who were astounded by the light which could be turned off and on and ice, which was something out of their world.

Chief Morris believes that he is the only enlisted man ever to receive the honor of a seven gun salute intended for an American consul.

In 1906 when an earthquake demolished most of Kingston, Jamaica, his ship *USS Kearsarge* was ordered there with food and medical supplies for the many victims.

While ashore on a rescue mission, Morris's ship got underway without him. He later received word by telegraph to report to the American consul for duty until he could meet his ship once more.

Upon reporting to the consul he found him undergoing treatment for a broken back suffered during the earthquake. For 11 months Morris was the consul's right-hand man.

When Secretary of the Navy Victor H. Metcalf arrived at Jamaica aboard the U.S. gunboat *Yorktown*, Morris in the consul's boat



LCDR Martinson

started out to meet him.

Upon seeing the American consular flag flying from the approaching boat the captain of the *Yorktown* immediately ordered the traditional seven gun salute which this important personage rated. It isn't recorded whose face was the redder, the captain's or Morris, when the latter enlisted man stepped aboard in all his glory.

He has served in 41 different ships during his varied and colorful service. Besides those already mentioned he has also served in *USS Colorado*, *Maryland*, *South Dakota*, *Downs*, *Dolphin*, *Melville*, *Talbot*, *Rathburne*, *Winslow*, S-42 and many others.

At present he is at the Provost Marshal's Office at the Naval Training Center, San Diego, Calif.

Morris is now 60 years old and plans to do 50 years before retiring. At present he has 44 years 6 months service, eight of which were in the inactive Reserve.



1903 ENLISTEE Harry S. Morris, CTM, has completed 44 years service, and thinks he'll quit service after a full 50.



MARINERS' MUSEUM visitors see memorial to founder's father (above), picturesque figureheads in room (below).



SPREAD EAGLE in main room of the museum is the figurehead

## A MARINERS'

**R**ARE is the Navy man whose career at some time or other does not lead to the Hampton Roads area, to Norfolk, or Newport News in the Virginia tidelands.

Five miles north of the mighty shipyards of Newport News lies the Mariners' Museum, surrounded by an 800-acre park. Its collection of nautical memorabilia and ocean lore is a sight every sailor should see.

Consisting of a main building with four exhibit halls, a courtyard where 80 full-size water craft are on display, the 800-acre park which has been made into a bird sanctuary and Lake Maury (named in honor of Lieutenant Matthew Fontaine Maury, the famous oceanographer), the museum lies within easy traveling distance of naval activities in the Norfolk area.

Founded in 1930 by Archer Milton Huntington, the museum has expanded rapidly, collecting a vast store of marine material. Today it is considered one of the finest of its kind, with thousands of exhibits on display.

The story of the development of ships from early days, both naval and commercial types, can be clearly traced through the models, ship accessories, paintings and sketches on display in the four exhibit rooms. The museum workshop has constructed many scale models of famous ships of history such as Merri-





that adorned bow of the frigate *Lancaster*.

# MUSEUM

*mac*, *Monitor* and *Michigan*, first iron ship of the U.S. Navy. The techniques of naval warfare in Revolutionary War days is illustrated through a display of material that was salvaged in 1934 by raising British ships sunk in the siege of Yorktown in 1781.

A fine collection of marine oil paintings, lithographs, water colors and engravings may be viewed in the north wing of the museum. It includes the work of both early American artists and engravers and of contemporary artists.

Many ship lanterns, and various methods of speed indicators from the ship log to an early "headway and leeway indicator" of 1856, patented by an optimistic inventor, on down through the years to the present taffrail clocks are exhibited in the middle room of the museum. Here also are whaling gear, firearms and an extensive collection of "scrimshaw" or carvings by whalers upon whale teeth and other ivories.

At present the east room is an arrangement of "Lighthouses and other Aids to the Mariner," a large display of lens and other lighthouse equipment, models of lightships and Coast Guard cutters, tenders, lifesaving gear and reproductions of famous lifeboats.

A World War II Japanese suicide sub-

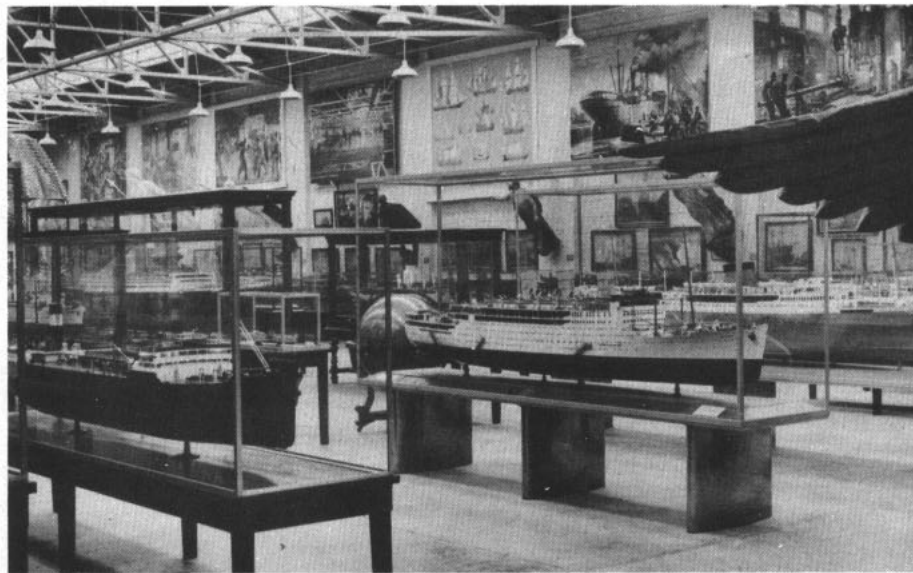


THESE PORTALS open the way to a vast store of nautical memorabilia and ocean lore, considered to be one of the finest collections of its kind today.

marine, a gift of the Navy, is one of the 80 full size craft in the museum courtyard. The vessels range from primitive dugouts and ceremonial canoes to ship's metal lifeboats and a whaleboat, the acme of boatbuilding craftsmanship. A reference library of about 30,000 volumes of marine engineering, naval architecture and

practically all phases of ship construction, travel and discovery, naval history, rare atlases, log books, plans and documents has been assembled for the use of students of those subjects.

The museum has no admission charge, and is open daily. Over 134,000 people visited it in 1947.



NAUTICAL DEVELOPMENT from early days — naval and commercial — can be traced by means of splendid ship models, accessories and paintings displayed.

# A LOOK AT BALKAN FLEETS

**T**ODAY, as never before, the eyes of the world are focused sharply on the sore thumb of world peace, the Balkans.

Where ideologies clash, this section of the globe has the attention of every person interested in keeping the world at peace, from the statesman and militarist to the layman. Because of various forms of economic, military and naval aid offered by the United States, these Balkan countries have a special interest for Americans, especially to Navy men.

Utility of the Balkan navies at this time, generally, is limited to coastal patrol operations and minesweeping.

Current U.S. interest in the Greek navy has resulted in that country's receiving material assistance in rebuilding her fleet to strengthen Greek defenses and encourage peace in the uneasy Balkan region.

• **GREECE:** The present day Royal Hellenic navy has been fighting one war or another since 27 Oct 1940, when the Italians attacked, followed by the Nazi invasion 6 Apr 1941. This navy today is supporting the Greek army against guerilla forces threatening the nation's security.

Pride of the Grecian navy, a 9,450-ton heavy cruiser, *Georgios Averof*, 37 years

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

old, was placed out of commission at the end of World War II, leaving eight fairly modern destroyers as the largest ships now in the Greek navy.

Five of these destroyers are of the *Adrias* class, while the remaining three are *Themistoklis* class ships. Making up the *Adrias* class are *Miaoulis*, *Pindos*, *Kanaris*, *Hastings* and *Adrias*. They have a displacement of 1,490 tons, are 280 feet long and 31½ feet wide. Armament consists of four four-inch, one four-barrelled two-pounder pompom, and two or three 20-mm. AA batteries. All have two 21-inch torpedo tubes.

Machinery consists of Parson-g geared turbines, two boilers of the three-drum type. These ships are capable of making 27 knots. Complement is 168 officers and men. These destroyers were obtained from the British Royal Navy during 1942 and 1944.

Like *Adrias* class destroyers, *Themistoklis* class also were obtained from the British. These ships are *Themistoklis*,

*Kriti* and *Aigaion*. Features are the same as those of the *Adrias* class, except that they carry six four-inch guns.

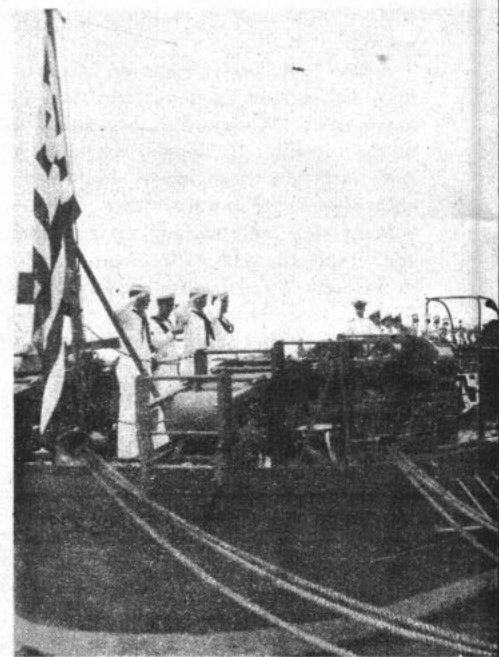
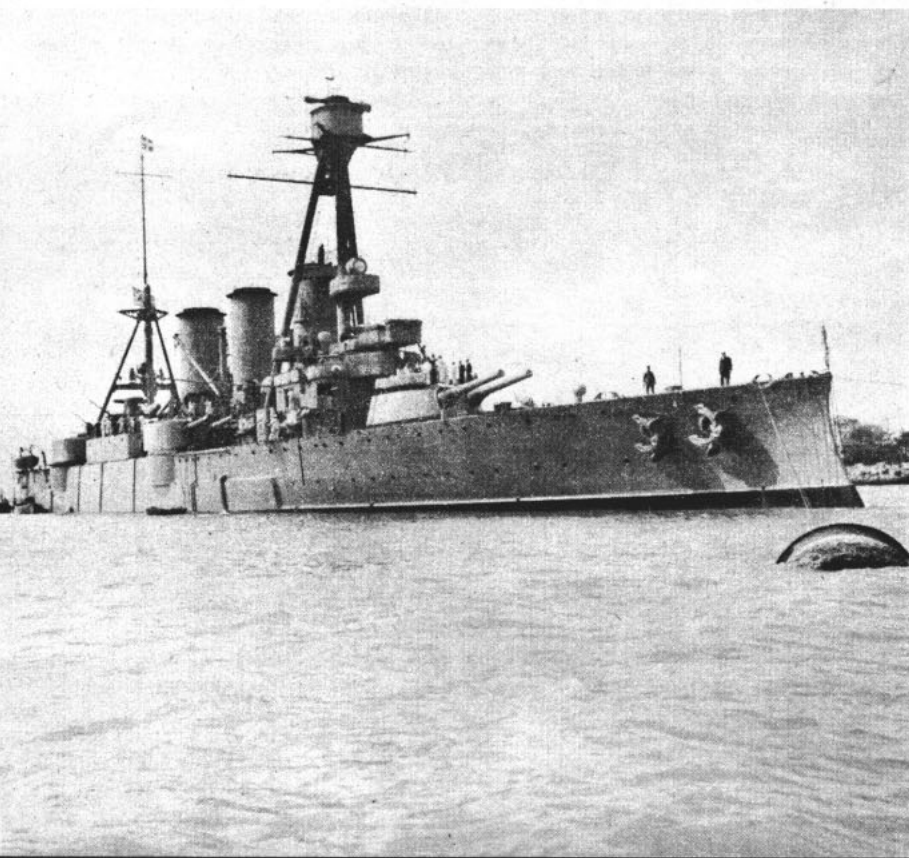
Two old destroyers, the 1,375-ton *Navarinon* and 1,360-ton *Salamis*, also obtained from the British, are utilized as training ships.

From the recently announced partition of the Italian fleet, the Greeks hope to receive the 7,283-ton cruiser *Eugenio di Savoia*. Although old, completed in 1936, this addition would greatly strengthen the depleted Hellenic navy.

Six submarines are now on active duty with the Hellenic navy. They are *Argonastis*, *Delfin*, *Pipinos*, *Triaina*, *Amfitriti* and *Xifias*, also obtained from the British Royal Navy.

The Greek navy accounted for itself well during the war, but what remains of that fleet today needs augmenting for balanced strength. Some of the ships Greece now possesses were obtained through the lend-lease program, but it is anticipated that in due time most of these ships will be completely Greek-owned.

A quick run-down of Greece's naval strength reveals that in addition to the aforementioned ships, she has 17 motor launches, 1 submarine chaser, 5 corvettes,



ONCE PRIDE of Greek Navy, cruiser *Georgios Averof* (left) was decommis-



3 LSTs, 2 LSDs, 3 oilers, 22 minesweepers, 2 repair ships and 6 coastal transports.

Six motor gunboats were delivered to the Hellenic navy at Norfolk, Va., in November 1947.

Most pressing task of the Hellenic navy today is to fight guerrillas operating in central and northern Greece. These operations include giving fire support to the army, patrolling the dangerous coastal area of the Gulf of Corinth, and destroyer-supported minesweeping along the west coast of Salonika Gulf. The navy also is actively engaged in transporting army troops to strategic anti-guerrilla combat areas.

A secondary but important job is that of clearing almost 6,000 square miles of coastal water of mines. These mines, dropped in Greek waters by almost every belligerent nation during the war, remain a menace to shipping. Since the Greeks do not have adequate minesweeping material to clear the mined areas, it is estimated that clearing of these waters will require from two and a half to five years.

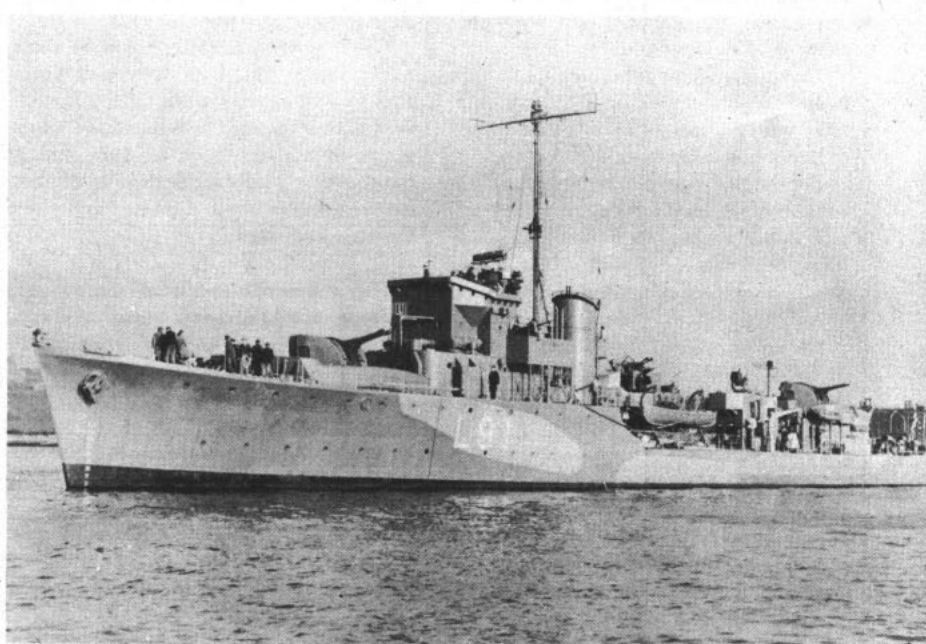
Our naval aid to Greece is in the form of advice and supplies. The Navy's procurement for Greece will amount to approximately \$14,000,000. Of this, \$12,000,000 is for supplies consisting of fuel, technical equipment, clothing, and general stores. Officers and enlisted personnel sent to Greece do not actively engage in



**SORE THUMB** of world peace, Balkans hold special interest for all Navy men because of the economic and military assistance which the U.S. is giving Greece.



sioned at end of WW II. Delivery of PC 622 by U.S. (above) bolstered weak fleet.



**LARGEST SHIPS** in present Greek navy are eight fairly modern destroyers, of which Miaoules (ex-HMS Modbury) is typical. All of them displace 1,490 tons.



CHILEAN sailors raise their flag on board transferred U.S. ocean-going tug, one of the three ATAs which Chile purchased to bolster its small navy.

## U.S. Transfers Three Tugs to Chile

Chile's tiny Navy is three ships to the good since the visit of 228 officers and men to the United States.

Having absorbed the know-how of handling ocean-going tugs from U.S. Navy specialists, the Chileans returned to home ports with three former American ATAs—the 122, 177 and 200—now renamed *Remolcodor* 1, 2 and 3.

The tugs were purchased from the U.S. and join an ex-British battleship, 1913 vintage, and 40 to 50 other vessels of the Chilean navy.

The frigate *Iquique* carried the Chileans to Mare Island Naval Shipyard last fall. Since that time and right up to their departure in January, they have been cramming on American naval knowledge.

Demonstrations, lectures and practical experience on board the newly acquired tugs kept the Chileans busy during their stay, but did not prohibit sight-seeing in Frisco.

*Iquique's* exec, Lieutenant Commander Jose Costa, was most impressed of all. "I have many friends in San Francisco," he said, "and although I have been in other American cities, I prefer it here because it is so friendly."

Orientation flowed both ways and Americans were apprised of the fact that Chilean enlisted personnel may join as

young as 14 years of age, for a minimum of five years.

After a year in school, they are assigned to a vessel for their first sea duty. At the rate of 31 pesos to an American dollar, beginning pay per month in the Chilean navy equals about 30 American dollars.

Chileans are intensely proud of their navy, small though it may be. Their eyes lighted eagerly when telling Americans about *Iquique* and the name's origin, which dates back to 1879 and a naval battle in the Chilean port of that name between two Chilean and two Peruvian vessels.

One ship from each country was sunk during the battle and when the present *Iquique* was purchased from Canada, the name followed much as a matter of natural course.

The Chileans also had a fine eulogism for the U.S. Navy: "Everyone knows that the American Navy is the greatest navy in the world. They demonstrated that in the last war."

And the ladies' "new look"? The exec had special comment: "I like the old fashions better—they made the ladies look more charming."

As *Iquique* and *Remolcodor* 1, 2 and 3 slipped below the horizon, there were many wide-open eyes still looking back.

Greek naval operations, but are there only to instruct and give advice on naval tactics and material.

• **YUGOSLAVIA:** With most of her navy sunk, severely damaged or captured during the war, this important Russian satellite has virtually no navy—not even sufficient to properly protect her own shores and coastal shipping. Yet, because of Yugoslavia's prominent position in foreign affairs today, her future will undoubtedly be built into one to be reckoned with in the Balkans.

Yugoslavia's army is reasonably strong, but to realize a complete defense of her frontier, she must have a stronger navy to protect her 1,200-mile coastline. This entails a costly construction program, which drains heavily on Yugoslavia's depleted economic program.

Yugoslavia is now said to have the following vessels:

Two ex-Austrian torpedo boats, the T1 and T5; motor torpedo boats *Durmitor* and *Kaimakalan* and eight PTs obtained from United States; one 975-ton submarine, *Nebojsa*; the patrol vessel *Bel Oraz*; and minelayer *Oraz*.

In addition there are 2 submarine depot ships, 2 mining tenders, 1 salvage vessel, 1 yacht, 1 sailing ship used for training purposes, 1 oiler, 1 water carrier, 3 tugs, 4 river patrol vessels and 4 river monitors.

• **RUMANIA:** An enemy of the Western powers during the last war, Rumania's navy is restricted by clauses in the peace treaty to a tonnage of 15,000 and personnel of 5,000 officers and men.

Her navy is divided into two fleets, the Black Sea and Danube. The Black Sea division consists of 2 destroyers (*Marasti* and *Masasesti*), 1 submarine (*Delfinul*), 6 motor torpedo boats, 2 minelayers, 1 submarine depot ship, 2 gunboats, 2 old torpedo boats, 1 sail training ship, and 2 yachts.

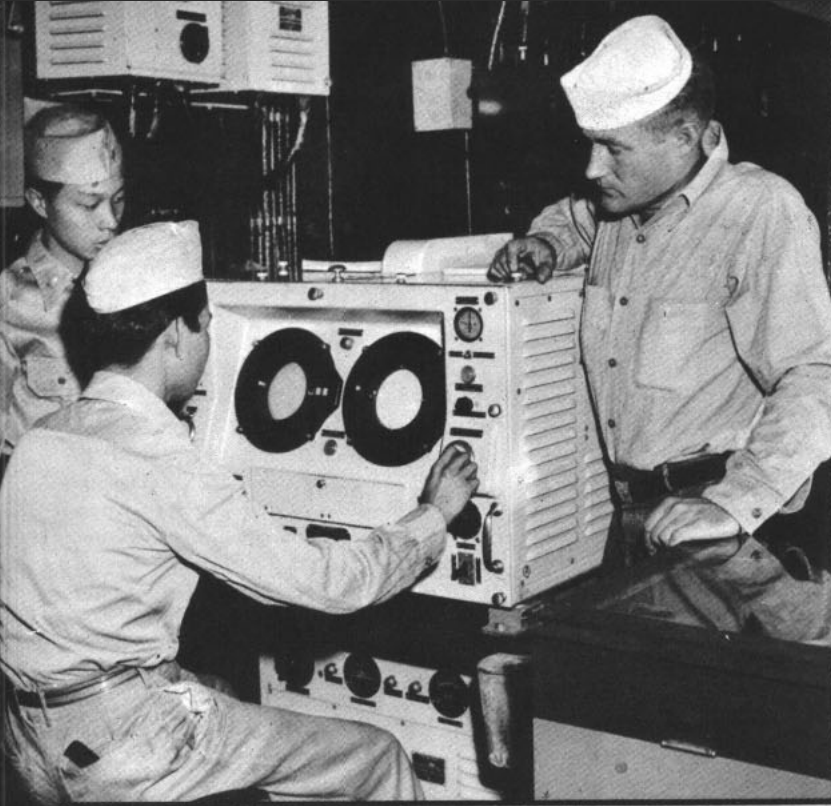
The Rumanian Danube fleet consists of seven monitors, averaging from 443 tons to 670 tons in displacement.

• **BULGARIA:** Another wartime enemy of the Allies, Bulgaria has an infinitesimal navy, which by treaty is limited to a total tonnage of 7,250 tons and a personnel strength of 3,500.

Operating from the Black Sea ports of Varna and Burgas, this little navy consists of 5 torpedo boats, 4 patrol boats, and 2 auxiliary sail training vessels.

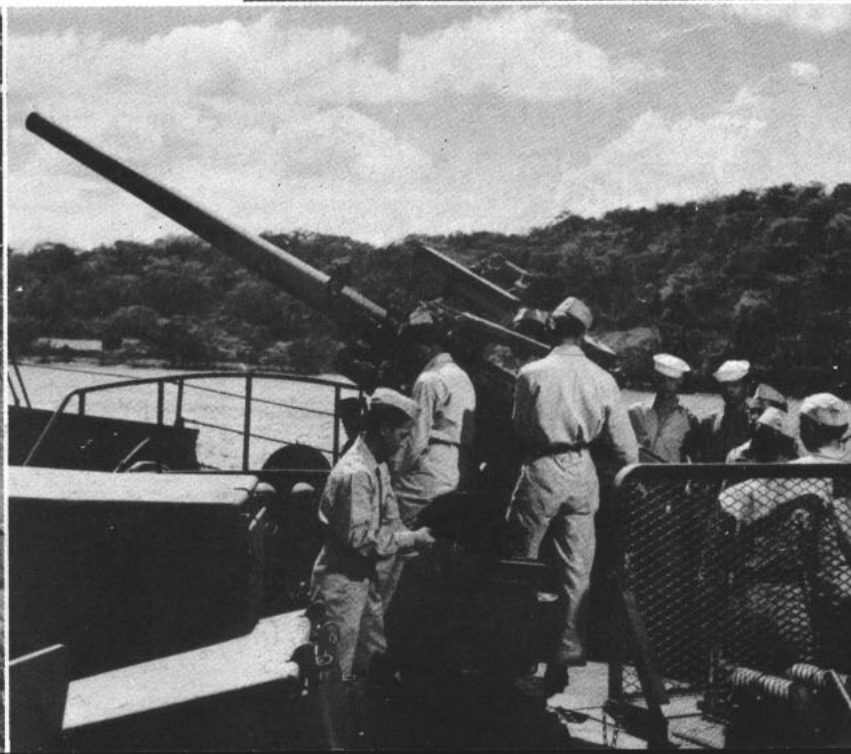
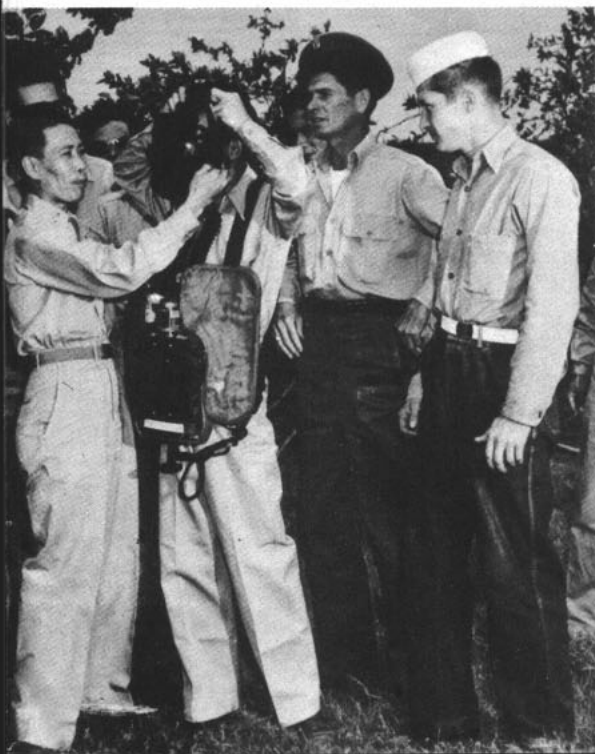
• **ALBANIA:** There is no organized navy in this country, and it does not have a protocol for naval ministry.





## FILIPINO FLEET

AMERICAN SAILORS are using war-earned experience in training offshore patrol unit which will become Philippine navy. Above: Advanced radar instruction is given on board minesweeper USS Quest. Upper right: Trainees drill in wheel house. Below, left: Breathing apparatus is explained. Below, right: Filipinos man stations.



# THE WORD

## Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **RIBBONS** for the Navy Occupation Service Medal and the China Service medal have been authorized by a joint BuPers-Marine Corps letter (NDB, 31 January, #48-62).

A list of about 3,500 vessels which served on occupation duty is now being prepared by BuPers. When present Commanding officers receive the list, personnel attached to those vessels during the dates of eligibility will be authorized to wear the ribbons. For more information, see page 46.

• **REPORTS** currently required by BuPers have been compiled in a listing distributed to all ships and stations.

The list, including identifying report symbols, has been issued as an enclosure to BuPers Circ. Ltr. 10-48 (NDB, 31 January). This move has been made by the Bureau in response to a reports control program in effect throughout the Navy.

Highlights of the letter, first of such to be issued semi-annually, are as follows:

• As of 1 Jan 1948, all reports here-

after required by BuPers will be identified by a report symbol to serve as a control medium. (These symbols are included in the list of reports.)

• Activities submitting letter reports will type the identifying report symbol of the report in the upper left corner of the letter each time the report is prepared.

• The report symbol will appear upon printed report forms in either the upper or lower right corner. (Until such time as the symbols are printed upon forms which are report forms, preparing offices shall type this symbol in the upper left corner of the report.)

• Assigning of symbols will not preclude subsequent warranted action to eliminate or simplify reports, and more thorough and recurring analyses of all reports will be made in the future.

• In periods between semi-annual listings, addresses concerned will be notified direct of the establishment of a new report, the revision of an existing one, or the cancellation of a report. Subsequent listings will be changed accordingly.

• **TWO SCHOLARSHIPS** to the Breadloaf Writer's Conference 15-30 Aug 1948 at Middlebury, Vt., will be awarded winners in the 1948 Navy Literary Contest. The scholarships are being donated by the Navy League in cooperation with the Conference. Temporary additional duty orders will be issued to the winners, one of whom must be an enlisted man.

This is an opportunity for Navy writers to receive literary advice and help from America's leading professional writers.

All naval and marine personnel on active duty are eligible to compete in the contest. Manuscripts must be original unpublished stories, articles, essays or novels. All will receive equal consideration, regardless of length or subject.

Send manuscripts to Office of Public Relations, Magazine and Book Section, Room 1000, Navy Department, Washington 25, D. C. Each entry must have a cover sheet showing title of material, complete name, rank or rate, and service number of author, with both duty station and permanent home address. Manuscripts must be typewritten, double spaced, and must be mailed on or before 25 May 1948.

• **MARCORPS OFFICERS** in several categories, including both Regulars and Reservists, have been given an opportunity to change their duty assignments.

Almar 4-48 invited applications from regular officers who are naval aviators for transfer from aviation to ground duty. The move was taken in view of the present overage of regular officers (naval aviators) in the MarCorps and the comparable shortage of ground officers.

The directive pointed out that application would be on a purely voluntary basis, and would not prejudice or jeopardize an officer's career in the MarCorps. It was requested that applications reach Headquarters not later than 15 Mar 1948. Every possible consideration will be given applications for assignment to the service school of their choice.

Almar 8-48 announced that all former men of the USMC who were discharged to accept appointment in the USMCR in officer rank under the so-called field promotion policy may apply for appointment to limited duty category.

Applicants must be qualified as set forth in Letter of Instruction 1533. Those selected will be discharged from their officer status in the Reserve and reenlisted in the USMC prior to appointment in order

### —WAY BACK WHEN—

#### 'Marine Turtle'

The granddaddy of our modern submarines was "The Turtle."

David Bushnell, an American, built and operated a submarine, the "Marine Turtle," during the Revolutionary War.

Although people thought Bushnell crazy when he proposed to build his dream boat, they gazed with open-mouthed wonder when he actually launched it.

His Turtle even resembled its namesake. It was built of oak, carried a diving fin, and was propelled by a hand-cranked screw in the stern. Its armament consisted of a large auger in the bow, used for boring holes in ship bottoms.

After a successful trial run before the governor of Connecticut in 1776, Bushnell decided the time had come for real action. He crept down New York Bay, dived, and slowly waddled up to a British blockade ship.

But the best laid plans of mice and



men often go astray and, when he attempted to bore a hole in the ship's bottom he found it sheathed with copper which the auger could not so much as dent.

Despite his misfortune, he was able to explode an underwater bomb near the ship. This did no damage but it scared the daylights out of the British crew.

A year later Bushnell in his Turtle made another unsuccessful one-man attack against a British ship in the Delaware River.

After the second failure the Marine Committee branded his idea as fantastic and too impractical.



## 250 Captains Reverted; 193 Line, 57 Staff Corps

A total of 250 captains, including 193 line and 57 staff corps officers, has been reverted to the rank of commander.

The 250 captains reverted were in excess of the number authorized for this rank in the Officer Personnel Act of 1947, which calls for 1,685 line, 527 staff and 215 engineering-duty-only captains.

No reversions in other ranks are contemplated, BuPers announced.

to comply with law.

Almarcon 201756 of January requested applications for post exchange duty from permanent commissioned warrant and warrant officers, other than those serving in higher commissioned ranks, whose warrant specialties are general or administrative.

After a period of indoctrination and assignment to duty in major post exchanges in the U.S., those selected will have the military occupational specialty of Post Exchange Officer (SSN 4210). The warrant specialty will be administrative. Assignment of SSN and specialty will be made by Headquarters on recommendation of the CO upon completion of indoctrination.

• **NEWEST** corps device to make its appearance is that for the Medical Services Corps, which was established by Public Law 337 (80th Congress).

The new device resembles the insignia for the Medical Corps, from which it was adapted. The acorn was removed and a stem was added to the leaf.



The Medical Service Corps, established in the Medical Department of the Navy, consists of officers in the grades of ensign to captain, inclusive, with an authorized strength of 20 per cent of that permitted by law for the Medical Corps.

Officers of the corps are staff officers, and the corps is composed of the Pharmacy, Supply and Administration Section, the Medical Allied Sciences Section, the Optometry Section, and such other sections as may be considered necessary.

• **FORMS** for applying for New York state bonus will be issued to commands in numbers requested, together with instruction pamphlets.

Members of the armed forces now on active duty should apply on forms VB-1 and VB-3, according to Alnav 4-48 (NDB, 15 January).

Details for eligibility for the bonus were contained in a previous issue (see ALL HANDS, January 1948, p. 54).

• **TRANSFER** of the former Pratt and Whitney plant at Kansas City, Mo., from the War Assets Administration to Navy jurisdiction has been completed.

The plant, built and equipped by the Defense Plant Corp. during World War II, has over 3,000,000 square feet of floor space and originally cost more than \$80,000,000.

It was acquired as a reserve facility by the Navy under Public Law 364, 80th Congress.

• **INSURANCE** companies which wrote civilian policies for naval personnel during wartime should be contacted to ascertain the extent of coverage when the insured travels by NATS.

The Life Insurance Association of America advises that most life insurance companies place NATS within the same category as commercial scheduled airlines. Many companies are removing restrictive clauses written into wartime policies.

Some of the companies, however, have the same requirements as in wartime and personnel should ascertain whether policies are effective while embarked on a NATS flight. This is particularly important in policies carrying a double indemnity feature.

Information about insurance concerns which will not remove restrictive clauses, or which still charge extra premiums should be forwarded to the office of the Judge Advocate General, Navy Department, Washington, D.C. The matter will be taken up with the Life Insurance Association of America.

Special trip accident insurance is available at all NATS and ATC terminals for air travel on board their flights within and outside the U.S. at the following rates:

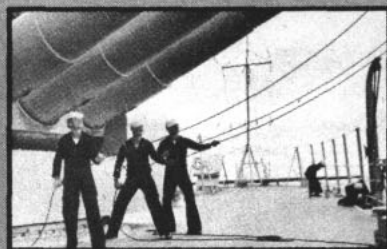
• Domestic coverage for single trip within CLUSA is \$1.00 for \$10,000 coverage.

• Foreign coverage for travel outside CLUSA is \$2.50 for \$2,500 coverage, with maximum coverage of \$10,000.

# QUIZ AWEIGH

You may be a whiz at remembering telephone numbers, but how are you when it comes to remembering the real thing?

- 6.....4.0  
5.....Good  
4.....Fair  
3.....Poor



(1) These men are handling lines for (a) dressing ship (b) target kites (c) backing out slugs during a dummy run.

(2) They are part of (a) special sea detail (b) signal gang (c) gun crew.



(3) A member of the 'Cat' family and one of the Navy's fast fighters, it's (a) Tigercat (b) Hellcat (c) Bearcat.

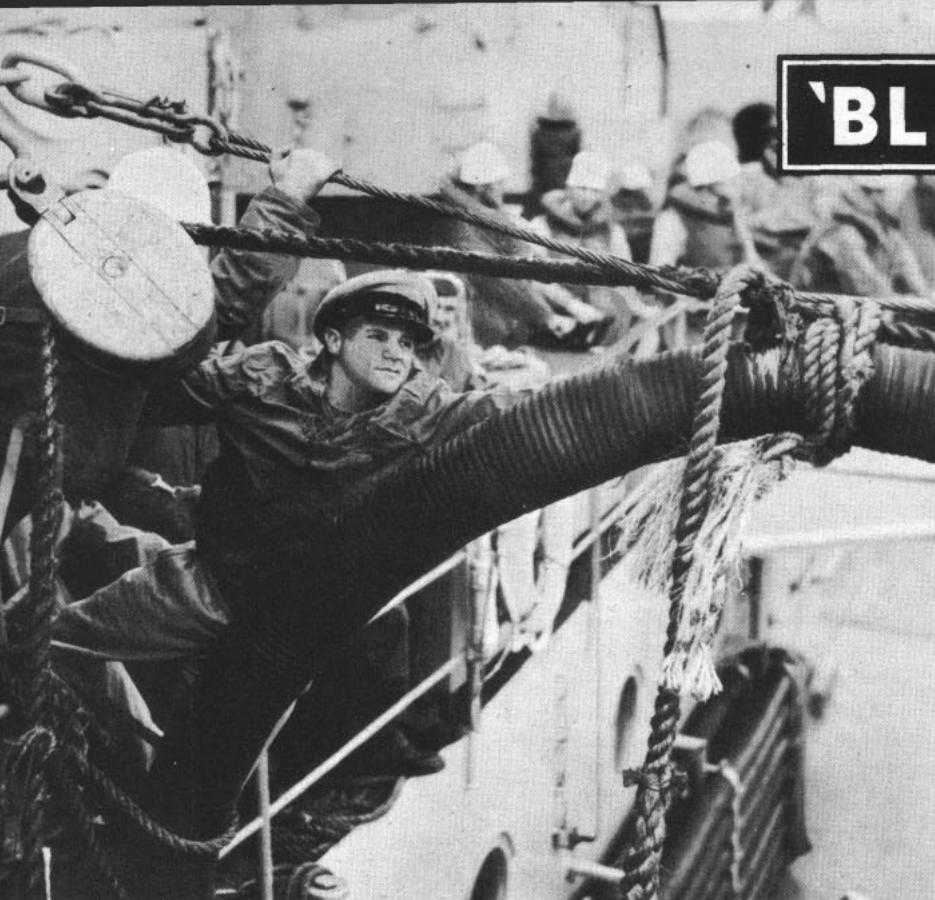
(4) It has a sea-level speed of more than 400 miles an hour and a rate of climb in excess of (a) 5,000 feet per minute (b) 6,000 feet per minute (c) 6,500 feet per minute.



(5) You will recognize this as a floating drydock known in the Navy as (a) LSD (b) FDD (c) ABSD.

(6) It can handle ships (a) up to and including battleships (b) of all types (c) up to and including light cruisers.

# 'BLACK GOLD'



LIFE BLOOD of the Fleet flows through tanker fuel hoses. Duty on board tankers offers liberty in the ports of the seven seas, high morale, good chow.



VALUABLE CARGOES are hauled throughout the world by naval tankers to fill requirements of the Navy, Army, and Air Force under a mutual oil supply plan.

TANKER service in peacetime is classed as some of the best duty in the Navy. A few reasons why sailors who've been around call tankers "good duty" are high morale, plenty of good chow and liberty in ports of the seven seas.

For instance, operational visits to Mediterranean ports have been authorized to provide 48-hour shore leaves on both outward and homeward-bound Persian Gulf voyages for crews of Naval Transportation Service oilers.

At present, only about 49 per cent of total military petroleum shipping requirements can be handled by Navy oilers. Since only a slight increase in this percentage is possible, ships are presently chartered from the Maritime Commission to augment the movement of petroleum products accomplished by the Navy.

Fifty tankers have been broken out of the U.S. Maritime Commission's laid-up fleets for reactivation part by the Navy and part by the Maritime Commission. These tankers are owned by the Navy, but are operated by civilian tanker companies because the Navy lacks personnel to man additional ships at this time.

By mutual agreement between the Army, Navy and Air Force, the Navy is responsible for procuring and operating all tankers required to move military products on a world-wide basis.

The use of privately-owned tankers in more profitable commercial trades and the world wide shortage of such ships renders it certain that military requirements cannot be met by chartering privately-owned vessels.

Since it is unlikely that the Maritime Commission's existing operating authority will be extended beyond 1 Mar 1948, some alternate method of providing this additional shipping had to be found.

At a meeting attended by representatives of the Departments of State, Navy, Interior, Commerce, and of the Maritime Commission, it was agreed that the Navy would recondition for operation 26 Mission-type tankers then in the laid-up fleets and the Maritime Commission would reconvert for operation 24 of the militarized T-2 tankers.

These 50 tankers are public vessels operated by commercial companies under service contracts and known as U.S. Naval Tankers (USNT). They replace the tank-



# ARMADA

ers which were formerly chartered from the Maritime Commission and carry government-owned petroleum products for the Navy, Army and Air Force.

Manned by merchant crews, they are operated by the petroleum and tanker section of CNO through liaison with Bu-SandA which has drawn up the necessary contracts with the commercial operators.

Official designation "Uncle Sugar Naval Tanker" has been prefixed to the ship names, and Navy call signs have been assigned. Use of naval communication facilities for ship to shore traffic is required, except in emergencies when commercial facilities may be used.

The 50 tankers are distinguished from regular Navy AOs by stack marks of blue and gold bands.

In view of the fact that government funds were used to recondition these ships and that they are employed in hauling oil for the account of the military establishment, it was recommended that the manning requirements for these 50 ships be similar to those prescribed in the Merchant Marine Act of 1936.

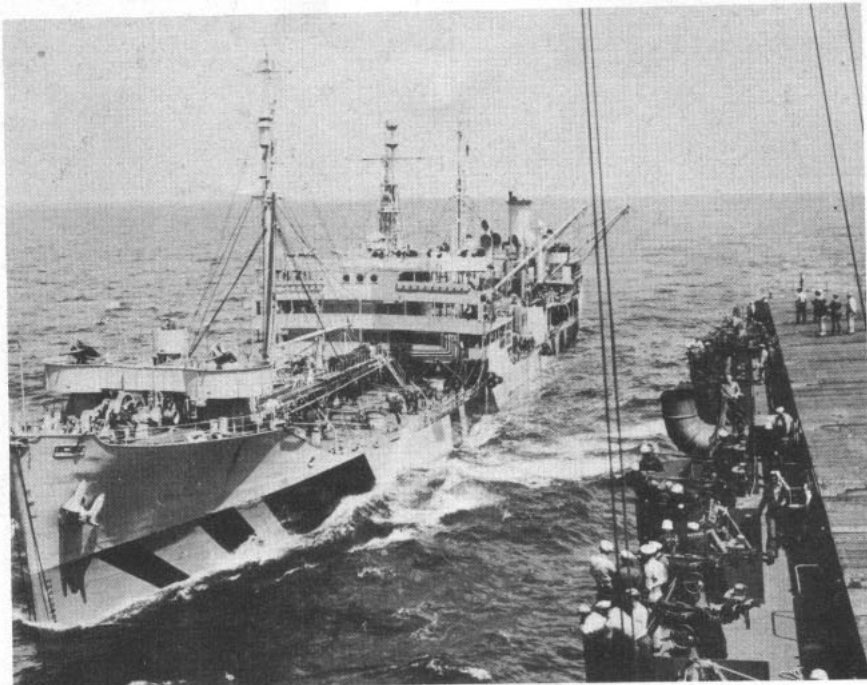
This act provides that all deck and engineering officers, if eligible, are to be members of the Naval Reserve.

Contracts with operators require procurement of all supplies which may be available from Navy sources, including bunkers, provisions, consumable supplies and equipment.

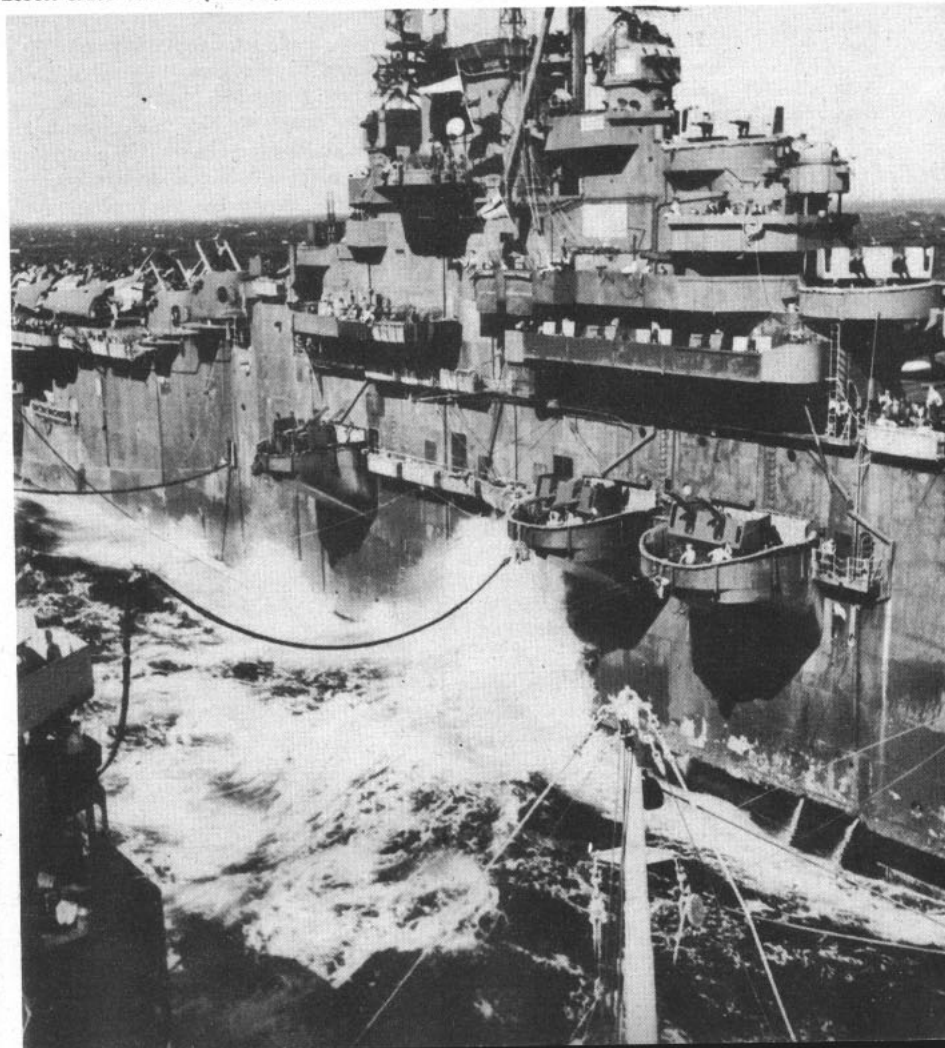
Taking these tankers out of the moth-ball fleet posed an occasional problem. On 9 December the former naval oiler *Ponaganset* broke in two amidships while docked at a Boston pier. The break was believed due to a progressive fracture in the welded construction. In place of this ship the Navy obtained the *Mission Santa Ana* from the Maritime Commission.

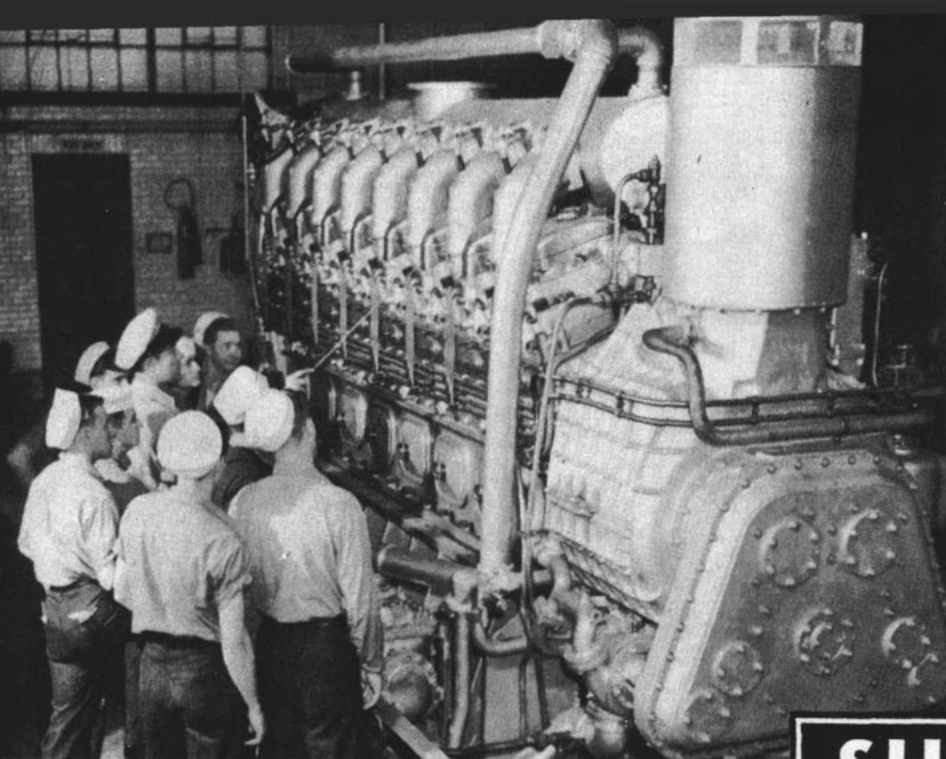
As a result of this casualty all U.S. naval tankers as well as commercial tankers of the T2 type are being seam strapped longitudinally as a means of arresting possible circumferential cracks at these seams.

At the time this material went to press 15 of these tankers were in service. It is expected that all 50 will be in operation by the first week in March. The "Blue and Gold" line naval tankers will be found in all parts of the world carrying petroleum products for the military establishment.



FAMILIAR SIGHT during World War II was the scene (above) which shows an ocean-going 'filling station' coming alongside a baby flat-top far out at sea. Essex-class carrier (below) is fueled in the China Sea during the raids on Japan.





SUBMARINE diesel engine is studied ashore (above) to give an understanding of its operation during underway training.

**R**ENEWING old friendships and skills developed during the war years, thousands of Naval Reservists this year are going back to school—participating in a nationwide program for the training of a standby Reserve force which already totals close to a million men.

Returning to school for the Naval Reservist is not an onerous task. It lasts for two weeks, during which time he draws the full Navy pay of his rank or rating while taking general or highly specialized training and refresher courses.

At the same time it sets up his eligibility for advancement in the peacetime Navy.

The Reserve's shore training program includes courses in sonar, mine warfare, salvage, damage control, combat intelligence, chemical warfare, torpedoes and fleet amphibious training. Specific classes have been set up in photographic interpretation, optical schools, music and naval justice.

Training duty related to civilian jobs is available for the electrician's mate, welder, motor machinist's mate, radio-man, motion picture operator and teletype operator, and general courses have been established for the new recruit in the Naval Reserve.

This Navy shore training, coupled with the weekly one-night drills for Organized

Reservists, and self-help study for the Volunteers, is designed to enable Reservists to keep their hands limber in their old wartime jobs. Supplementing the regular Reserve cruises, the program last year enabled 79,000 Reservist officers and enlisted men to go back to sea for two-weeks training or longer, and take shore training at fleet schools, naval districts and other activities.

A substantial increase in funds, earmarked for a radical intensification of the Volunteer Reserve training program, has been made available to naval districts during this fiscal year. Emphasis is being placed increasingly on shore training to supplement cruising facilities in meeting the needs of the expanding Reserve.

Enlarging on the "summer cruise" training of pre-war years, the Naval Reserve now provides training on a year-round basis, with short courses in all major specialties at shore bases. Cruises, whenever they are available, are then free for those phases of training which can only be adequately performed at sea.

The year-round training schedule considerably augments opportunities for instruction, making maximum use of Navy facilities. Training classes ordinarily convene on the first and third Mondays of each month.

Approximately 50 schools have courses

specifically for the Reservist, while training facilities are also provided by various bureaus and offices of the Navy Department, naval districts, ship yards, ordnance stations and other activities.

Reservists work in classrooms with modern training devices. The latest gunnery and fire control installations are furnished, including projection machines similar to dome trainers to teach actual

**SKILLS** acquired in wartime jobs are renewed by electrician's mates' during a



## SHORE STUDY





## -- SEA SAVVY

TALKER'S voice is recorded (above, left) for later study. Members of Reserve class (right) put gunnery theory into practice.

shooting. Working models of steam and mechanical machinery are available for engineering study, while courses in electricity carry students from fundamental circuits through advanced electronics, utilizing regular Navy radio and sonar gear.

Typical of the schools which provide training is the Mine Warfare School at Yorktown, Va., which has taught over

refresher course given at one of schools established for Reserve shore training.

12,000 students of the Navy and the Reserve since its commissioning on 31 Dec 1940.

Classes cover the various aspects of mines and minesweeping, with elementary, advanced, refresher and general courses adapted to the experience of the trainee. The elementary course includes mine theory, operation and mine-laying doctrine, while more advanced students study mine counter-measures and technique of mine warfare.

Vesels of the DMS, AM, AMS and AMc(U) classes have been made available for the courses so students may see principles and theory put into operation.

Recognition that Reservists have often sacrificed their annual vacations from peacetime jobs is acknowledged, and Navy facilities for varied recreation are provided. At the Mine Warfare School, for example, Reservists during their off-duty hours have a choice of salt water swimming, an indoor pool, tennis courts, billiards, bowling, fishing and softball, while movies are shown every evening.

Reservists on annual training duty are extended the privileges of the ship's service stores, clothing and small stores, and other facilities of the regular Navy.

Indicative of the type of subjects studied by Reservists during annual training is the curriculum of the sonar schools. They

include classes in oceanography, communications, relative motion and plotting, the physics of under water detection, basic electronics pertaining to maintenance of underwater equipment, and the tactics of search and screening.

Advanced courses for sonar officers and enlisted men also include a week of sea training participating in hunter-killer exercises, after a refresher course.

Training for submarine Reservists, designed for members of organized units, is now in progress on a 14-day cycle. The course teaches approach and evasive tactics, escape by the Momsen lung from diving tanks, and devices include a mock-up main propulsion control panel, cut-away and operating shop models of engineering equipment, the Askania device for teaching diving and trimming of submarines. Part of the training period for Organized Reservists is spent aboard an operating submarine.

A continuous year round training program for airship Reserve personnel has been established at the Naval Airship Reserve Training Unit, Lakehurst, N. J.

The training at various activities for Reserve personnel is outlined below.

• **Fleet Schools.** Numerous courses are available at existing fleet training centers in Norfolk, Va., Newport, R. I., San Diego and San Pedro, Calif. CIC team





GRADUATES receive diplomas at school — only one in the Navy. If students look out the window during class it's all right with teacher.

## New School Covers Waterfront Problems

Cargo Handling, Rail and Ocean Traffic is the all-inclusive title for a new school, the only one of its kind in the U.S. Navy.

Located at the naval supply center in Oakland, Calif., the school specializes in all phases of waterfront, rail and traffic problems.

It's one of the few schools in which teacher heartily condones looking out the window, for classroom principles become solid application along the supply center's berthing facilities for 13 ocean-going vessels. Nearby are the many storehouses of the center.

Established in August 1946, the school holds a two weeks' course for Naval Reserve officers on inactive duty and a longer course for Navy supply officers and two representatives of the Marine Corps.

Among Reservists attending the first two weeks course was a steamship company executive who went all out in favor of the school. "This Navy Cargo Handling School is the first formal program undertaking to apply reason and logic to the maritime industry," he said. "It should help bring about the first major improvements in a hundred years in the vestigial loading and discharging methods common to all waterfronts."

A double ceremony was held in January for the graduation on the same day of regular officers of the third class and the first class of Reserve officers.

Classroom work consists of scale models, diagrams, charts, motion pictures and blackboard work covering all

phases of waterfront, rail and traffic operations. Examinations are given at frequent intervals to determine eligibility of the officers for the intensified and specialized program, and graduates receive special certificates of completion.

Specific phases of the school's program include cargo handling, storage of cargo in transit, dunnage and bracing, handling of heavy lifts, rigging of ship's gear, use of cargo handling equipment such as fork trucks, locomotives, gantry cranes and other gear, stowage of inflammable acids and hazardous cargo, planning waterfront operations, safety devices, methods, gear, paper work involved in planning waterfront operations and the coordination of all agencies relating to the loading or discharging of ship's cargo.

Members of steamship or freight companies and stevedoring concerns address the students on problems of management and labor involved in waterfront operations and other fields related to supplying, equipping and feeding a two-ocean fleet.

The Navy's Supply Corps established the unique school to meet the urgent need for trained waterfront officers who may be assigned to waterfront operations on domestic and overseas naval shore establishments.

Regular Navy students consist of two from the Marine Corps and several from the Supply Corps. Applications for assignment to the course may be addressed to BuSandA (OPT), Navy Department, Washington 25, D.C.

training centers are located at Boston and San Diego. Sonar (anti-submarine warfare) schools operate at Key West, Fla. and San Diego. A gunnery and torpedo school is also located at the latter place. Amphibious training units train Reservists at Little Creek, Va. and Coronado, Calif. Submarine personnel are assigned to duty at schools in New London, Conn., San Francisco, and Key West.

• **BuPers Service Schools.** These rate-training units have been set up in San Diego, Great Lakes, Ill. and Norfolk, with short Reservist courses for electrician's mates, electronic technician's mates, fire controlmen, yeomen, storekeepers, machinist's mates, welders, radiomen, teletype and motion picture operators, etc.

• **BuPers Functional Schools.** Training both officer and enlisted personnel in occupational fields, these units maintain a net-training school at Tiburon, Calif., ship salvage school at Bayonne, N. J., harbor defense school at San Francisco, mine warfare center at Yorktown, Va., and Seabee training center at Port Hueneme, Calif.

• **Officer Schools.** A partial list of these training centers includes Schools of Naval Intelligence, Photographic Intelligence and Gunnery, at Anacostia, D. C.; Civil Engineer Corps School and School of Naval Justice, Hueneme, Calif.; Damage Control Center at Treasure Island, San Francisco; Supply Corps School, Bayonne, N. J.; and the Chemical Warfare School, Edgewater, N. J.

• **Naval Reserve Training Facilities.** These activities at Boston, New York, Philadelphia, San Francisco and Pearl Harbor train men in their operational fields in a manner similar to that established by fleet training centers, but on a reduced scale, teaching both general and special courses.

• **Shore Training in Special Units.** Offices and bureaus of the Navy Department, ship yards, ordnance stations, hospitals and district headquarters provide "on the job" training for specialist officers and enlisted ratings. Included in this group are damage control and water-tender training at Philadelphia and instruction at the Naval Torpedo Station, Newport, R. I.

To participate in the Reservist training program Volunteers may request duty directly through their district commandant, while personnel attached to or associated with Organized Reserve units put in their requests through their division or battalion commanders.



# STREAMLINED

**C**ONVERSION of several existing vessels and new construction of others promises a radically different touch in the Navy of the near future.

The new construction program calls for building the following:

- A huge aircraft carrier capable of handling larger, heavier, planes. Characteristics include displacement of between 60,000 to 80,000 tons and a "flush deck" eliminating the conventional deck island.
- A "hunter killer" vessel designed for tracking down faster, more improved submarines.
- Four submarines equipped with latest refinements on techniques enabling long periods below surface. Submerged speed will be much greater than that of existing subs.

According to Secretary of the Navy Sullivan, the construction program is aimed at the naval situation during the next five years.

To provide funds for the construction of the six vessels and conversion of three others, he said that work on the battleship *Kentucky* and the battle cruiser *Hawaii*, being built as guided missiles warships at a cost of 308 million dollars, would be suspended indefinitely and that Congress would be asked to vote 230 million of that amount for the new construction and conversion programs.

'NEW LOOK' of USS *Pomodon* (SS 486) was accomplished through the Navy's construction and conversion program. Three vessels are to be altered, six built.

The three vessels to be converted are:

- An *Essex* class carrier with stronger decks, larger elevators and more powerful catapults.

- Two submarines, one of which will be a submarine tanker capable of carrying fuel supplies.

The construction and conversion programs are in addition to other plans calling for the reclassification of four fleet submarines and four *Gearing* class de-

stroyers and alterations to a number of other submarines.

USS *Requin* becomes SSR 481 and USS *Spinax* becomes SSR 489 in conforming with their new designation as radar picket submarines. USS *Perch* has been redesignated as SSP 313, transport submarine, and USS *Cusk*, now a designated guided missiles submarine, is SSG 348.

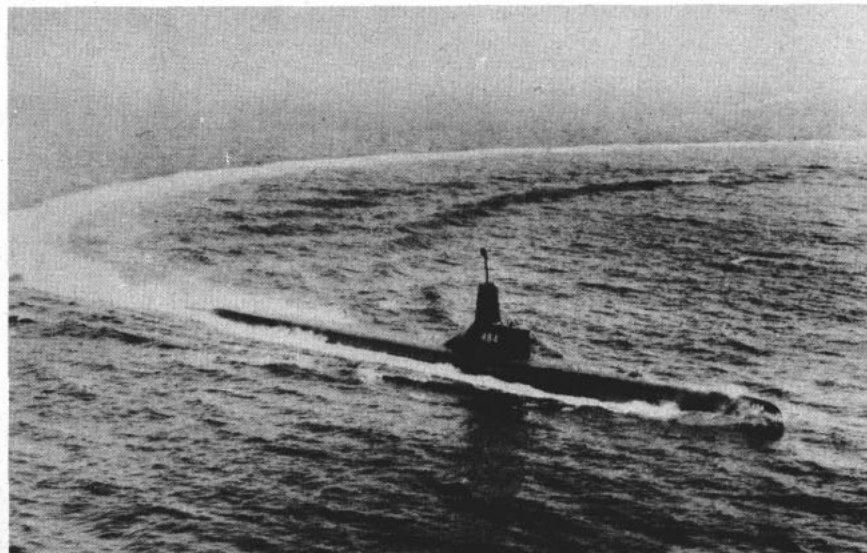
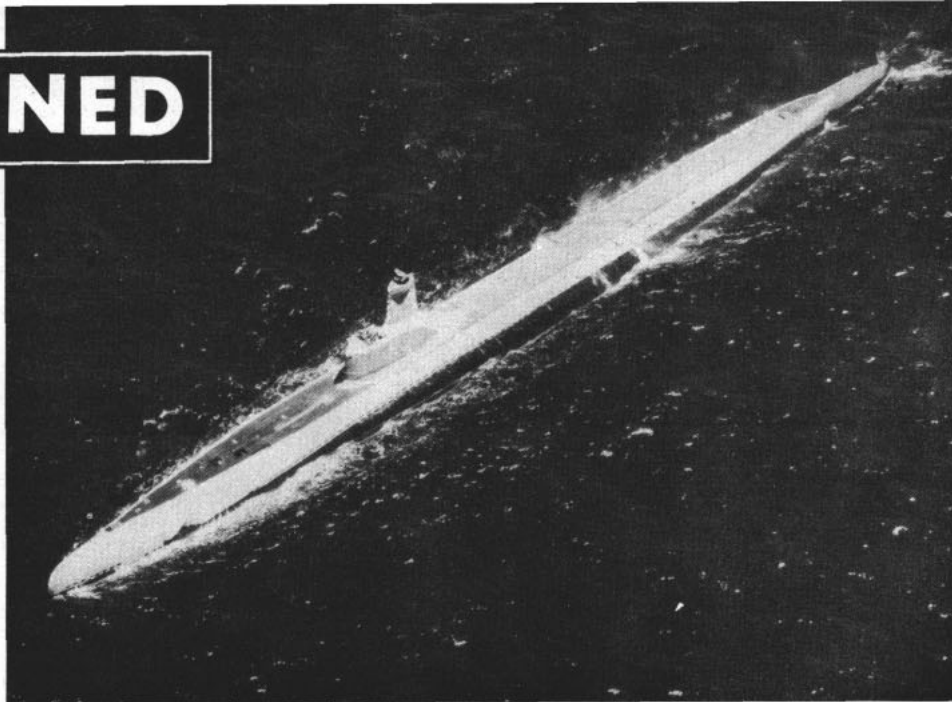
Fitted with special gear for best performance of escort duties, USS *Epperson* and USS *Basilone* are redesignated as DDE 719 and DDE 824.

*Carpenter*, now DDK 825, and *Robert A. Owens*, DDK 827, are hunter killer destroyers.

Trials are being conducted in both Pacific and Atlantic waters on submarines whose contours have been altered to increase submerged speed. Part of the alterations consisted of new breathing tube apparatus.

Called the "Guppy" program, alterations were made on USS *Odax*, USS *Pomodon*, USS *Amberjack* and USS *Corporal*.

*Kentucky* and *Hawaii* will be maintained in their present status at Navy yards. This will entail movement of *Hawaii* from her present location at the New York Shipbuilding Co. yard at Camden, New Jersey. Upon sufficient further development of guided missiles, construction may be completed with future funds as appropriated by Congress.



CUTTING through the water USS *Odax* (SS 484) demonstrates her new streamlining. The underwater speed of vessel has been greatly increased by changes.

# POLAR DUTY

**A**N ice-free area discovered last year in Bunger Bay, Antarctica, apparently was caused by glacier flow "side-tracking." Scientists with the expedition party, embarked in the icebreakers *USS Burton Island* and *USS Edisto*, explained that the glacier flows around instead of over the sector. Islands in the bay consist of metamorphic rock overlain by glacial debris. Moss was discovered growing on the underside of what is described as "translucent rock." The area was found to be almost lifeless.

Later exploration of the Knox Coast found this region to be similar in many respects to the Bunger Bay area, but there was evidence of considerable bird-life.

A Navy mobile radiophoto unit aboard the *Burton Island* established a new world record for regularly scheduled long-range direct radiophoto transmissions. The new record of 10,581 statute miles betters the previous record of 8,952 miles established in 1940.

This is the Navy's first attempt to send weather charts from the Antarctic. They are received daily in the Navy Department, Washington, D. C., and results have been satisfactory. The information transmitted is based on observations made by aerologists with the expedition and on reports received from other vessels and stations in the South Pole region.

Only mishap reported by the expedi-



FOOTBALL, South Pole style, is played by crew members of *USS Burton Island* in 'Ice Bowl' atop the Antarctic Ocean near the Antarctic Circle.

tion was the crash of a helicopter in the Bunger Bay area. Neither the pilot nor passenger was injured. Both men were rescued by weasels (snow tractors).

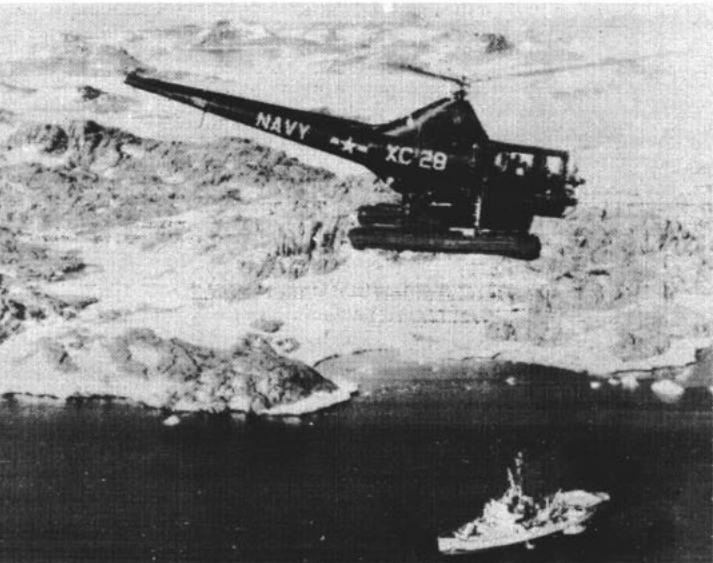
Weather conditions were reported to be ideal, with the sun out and the temperature in the high 20s and low 30s.

Great clouds of steam and smoke were seen erupting from Mount Erebus, the Antarctic's only known active volcano, as the expedition ships plowed their way into McMurdo Sound. The 13,200 foot snow-covered peak was last seen in ac-

tion by the ill-fated Scott expedition in 1911. The first recorded eruption was in January 1841. No lava has ever been observed flowing from the half-mile wide crater.

Beach parties from *USS Edisto* went ashore and visited the isolated board hut once used by the famous British explorer Sir Ernest Shackleton. They found two magazines, a nautical almanac for 1905 and an Australian publication dated 1917.

A note was found that had been left by the master of *ss Aurora*, which evacu-



AIR, SURFACE operations show helicopter in the sky over the Knox Coast (left), *Burton Island* smashing ice pack (right).



ated members of Shackleton's 1915-17 venture. It stated that seven men were found alive, and three had died. The message was signed by the commander of the relief expedition and was as legible as if written the day before.

Moving onward towards Little America, the icebreakers crawled through the narrow opening to the Bay of Whales with the 80-foot high ice shelf towering over them on both sides. The small bay inside was noted to be about the same size as last year, with melted ice comprising about half of this 10-mile wide and 15-mile long inlet of calm water.

While moored alongside ice four to seven feet thick helicopters left the ship to scout the ghost city of Little America. Afterwards weasels (snow tractors) blazed a trail over the ice, crevasses and hilly snow-covered terrain to the abandoned settlement. The deserted Byrd camp was found just as Operation HIGH-JUMP left it last year, with six silver Navy transport planes left behind by the Navy task force a year ago marking the site.

A lone penguin, several killer whales and many seals and skua gulls were the only signs of life.

While moored to ice in the Bay of Whales the icebreakers experienced some tense moments when a large section of the thawing ice to which they were tied up broke loose, leaving a shore party and weasels on the ice. All was under control in a few minutes, however, as the icebreakers backed out of their precarious position, and the loose ice floated out of the bay entrance.

As the ships were moored to safer ice, the men ashore drove the weasels to a safe spot inland. Transportation to the Little America camps is over this ice which was found to be very unsafe in places, with tidal cracks, crevasses and vast pressure ridges a common sight. Veterans of the Antarctic believe that some day this entire expanse of ice will break loose and drift north with the rest of the icebergs in the Ross Sea.

This Navy task force at the bottom of the world experienced unusually mild weather for Antarctica. Arrival at Little America brought the first cold wave in over a month of operations; when the mercury dropped to four above, the lowest temperature recorded since the two ships entered Antarctic waters on Christmas Day.

The men who explored the Little America camps look more like vacation-



GLOBE-TROTTING *Leary* ties up at a quay in Venice, Italy, during a cruise which took the tin can to picturesque Mediterranean areas.

## 'Get Tin Can Duty and See the World'

Tin can duty in wartime was pretty rugged business, but today it's considered very good—choice duty. Dubious? Ask the *Leary* sailors—they know!

Entries made in the log of USS *Leary* (DD 879) read like hotel stickers on a world traveler's suitcase—and why not—the *Leary* is a world traveler.

Leaving picturesque but shivering Newport, R. I., as winter approached, the *Leary* steamed out to take part in the Second Task Fleet Manuevers, then set course for Gibraltar.

At this great fortress near the entrance to the Mediterranean, *Leary* sailors made friends with English soldiers, climbed to the top of the famous Rock, sipped tea and got very confused with English money.

A one-day trip found them across the narrow strait of Gibraltar to Tangiers, Spanish Morocco. Here the destroyer sailors bought many unusual things, swelling their lockers with all sorts of native products ranging from red fezzes to ivory back scratchers.

Next stop-over on *Leary's* trip was Bone in Algeria, where Yankee dollar turned into odd-sized francs, and more local souvenirs made their way into shipboard lockers. The local band played their best music, serenading music-loving sailors in a good will concert conducted in the main square in town. Other sailors, not so musical,

viewed local sights and enjoyed themselves at unique sidewalk cafes.

Following Bone came the beautiful city of Naples, Italy. Here the men learned to improve their spaghetti-eating technique, and further their knowledge of Italian fine arts. Beyond the active volcano, Mt. Vesuvius, overlooking Naples, *Leary* sailors saw how the Romans used to live in the restored city of Pompeii.

Next, the much-traveled *Leary* sailors piled into a bus and went to the big city of Rome. There they were received by the Pope in the Vatican, visited St. Peter's and St. Paul's Cathedrals, the Catacombs and Roman Forum, and of course, the world's most famous amphitheater, Colosseum.

Rounding the heel of Italy, USS *Leary* landed her sightseeing sailors in the international city of Trieste. They found this to be the cleanest and most Americanized city in the Mediterranean. U.S. soldiers stationed in Trieste invited the sailors to visit their clubs and meet their friends.

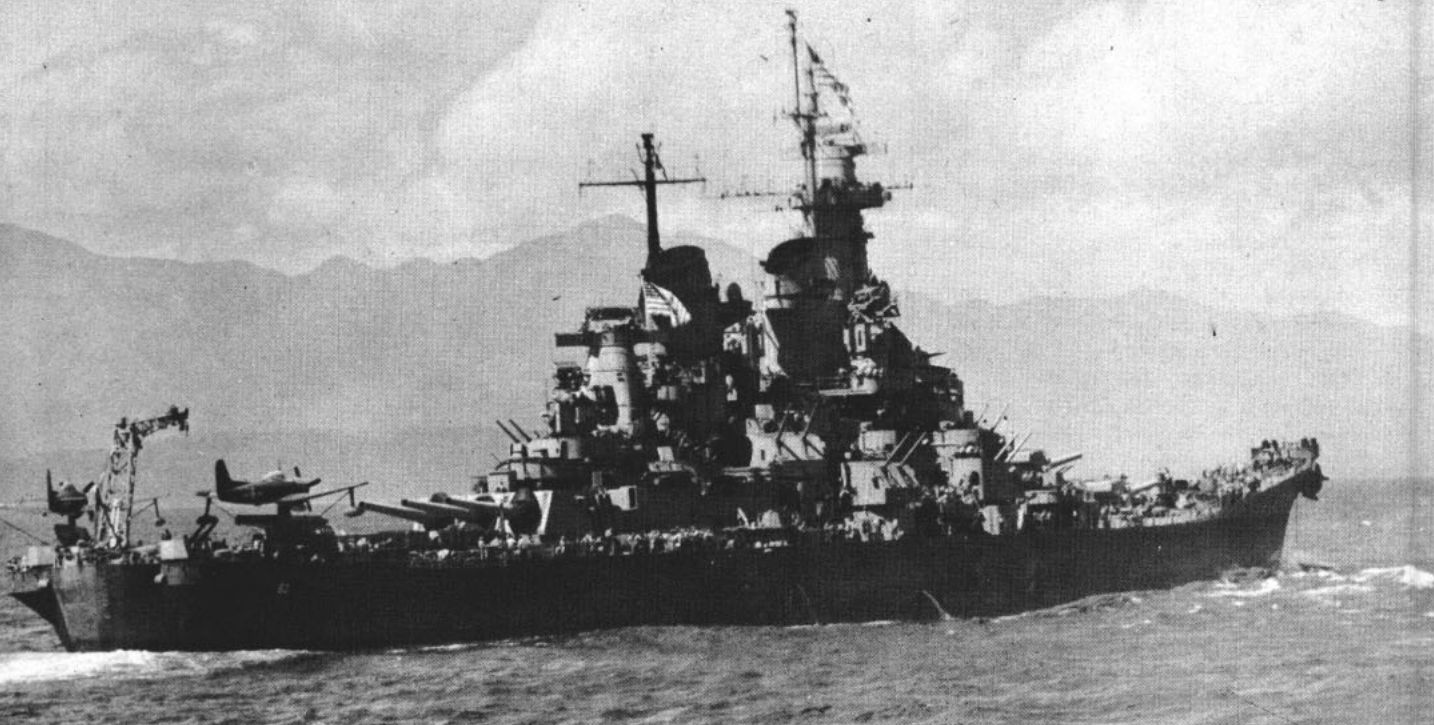
Venice, filled with canals, gondolas, grotesque narrow streets, beautiful shops and impressive historical palaces, was next stop of world-conscious *Leary*. From Venice USS *Leary* moves on to other Mediterranean ports, always spreading the good-will of Uncle Sam and U.S. Navy.

ers who spent the winter months on the beaches of California or Florida. All acquired red, sunburned faces from the Antarctic snow and sun.

Soon this task force will complete operations and head for home. Latest word

indicated the explorers were "wrapping up" operations at Byrd Camps 3 and 4 and shortly this snowed-in city of the South Pole will once again be a ghost town until further expeditions invade the land of the penguins.

# YESTERDAY'S SHIPS TODAY



PROUD VETERAN of WW II, *Missouri* typifies Navy ships whose roles have changed from battle action to peacetime duties.

**W**HERE are they today?—the well known ships of yesterday—the valiant ladies who headlined the news and made naval history in the fateful years of World War II.

Although some, as we know, went down by the deep six, most of them survived enemy attacks and returned home at the end of the conflict.

Here many have been buttoned-up and now help comprise our standby mothball fleet. Others are being used for training purposes, especially in connection with the Naval Reserve program. Some were scrapped, some remain in the active fleet and a few are destined to become showplaces and museums.

Let's run down a few of them; because of space restrictions we can trace only a handful of the scores of outstanding vessels chosen at random.

Beginning with a few of the top-notch carriers, we find *USS Enterprise* (CV 6), which established one of the most astounding records of the war, now in

Bayonne, N. J. There at the Navy Supply Depot she has been placed in a deferred disposal category.

The mighty flat top, which downed 911 Jap planes, sank 71 enemy ships and damaged or probably sank another 192, is tied up to a pier awaiting a decision that may transform her into an historical relic.

Since, in the endearing words of James Forrestal, she is the "one vessel that most nearly symbolizes the history of the Navy in this war," there seems to be a good chance that she will be preserved for posterity.

Two other famous carriers, *USS Franklin* (CV 13) and *USS Wasp* (CV 18), also are at Bayonne. Each has been deactivated and is in a state of preservation as a unit of the mothball fleet.

The Naval Shipyard, Bremerton, Wash., is the present address of a number of other old fighting ladies, including such big names as *USS Lexington* (CV 16), *Bunker Hill* (CV 17), *Essex* (CV 9),

*Yorktown* (CV 10) and *Ticonderoga* (CV 14). They are nested together as integral units of the Pacific Reserve Fleet.

*USS Intrepid* (CV 11), whose planes and guns sank 80 enemy ships and 650 aircraft, is buttoned-up at San Francisco along with *USS Hornet* (CV 12), which carries a box score on her island of 688 planes shot down and 54 ships sunk. Another favorite kamikaze target, *USS Cabot* (CVL 28), is berthed with the Reserve Fleet at Philadelphia.

The heyday of *USS Missouri* (BB 63) was on 2 Sept 1945 when the formal document of Japanese surrender was signed on board her in Tokyo Bay but since then she has done much that has been newsworthy.

Recently she was overhauled at the Naval Shipyard, New York.

The battleship *USS Mississippi* (BB 41), U.S. flagship during the historic night battle of Surigao Strait which highlighted the return of our forces to the Philippines, has a new classification. She



is now AG 128, taking the place of USS *Wyoming* as a training and experimental ship operating in Chesapeake Bay.

*Wyoming* recently was sold for scrap along with *New Mexico* (BB 40) and *Idaho* (BB 42).

USS *Texas* (BB 35) is being held at Baltimore for donation of the state of Texas to buy the 33-year-old battlewagon. The campaign within the state to purchase the ship is gaining momentum, and school children are reported to be collecting pennies to assist in raising the sum asked by the government. If bought, she will be moored at Houston as a museum.

USS *South Dakota* (BB 57), 35,000-ton holder of 15 battle stars, now is being held in reserve at Philadelphia Naval Base. USS *Pennsylvania* (BB 38), the "grand old lady of the fleet" which has probably housed more officers and men in her time than any other ship, participated in Operation Crossroads and has been returned to Puget Sound.

In this same category is USS *Salt Lake City* (CA 25), which conducted 31 engagements against Jap sea, air and land forces in 45 months of warfare. This heavy cruiser was only slightly damaged at Bikini but was made "radiologically hot."

She was towed back from the atomic bomb experiment area to Bremerton, Wash. Here the Navy is conducting a detailed radiological and structural study of the ship, after which she will be disposed of.

Another celebrated heavy cruiser, USS *San Francisco* (CA 38), is in the Reserve Fleet at Philadelphia. USS *Birmingham* (CL 62), which took part in eight star

operations during the war, is in reserve at San Francisco.

USS *Marblehead* (CL 12), the light cruiser that was repeatedly reported sunk in Jap communiques and wrote an exciting page in naval history with her daring exploits in both oceans, was one of the last ships to be broken up by a Navy facility for scrap. She was scrapped at Philadelphia Naval Shipyard in February 1946.

USS *Boise* (CL 47), veteran of 35 months overseas during the war and 14 major invasions and shore bombardments, is at Philadelphia in a standby condition.

Checking on some of our heroic destroyers, we find USS *Laffey* (DD 724), distinguished picket ship with an insatiable appetite for kamikazes, now moored with 97 other destroyers at the Naval Repair Base, San Diego, Calif. All are in the Reserve Fleet.

The courageous *O'Bannon* (DD 450) and the plucky *Erben* (DD 631) are in reserve at Terminal Island Naval Shipyard, San Pedro, Calif.

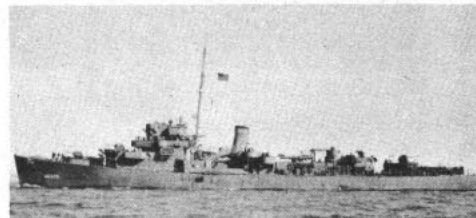
USS *Newcomb* (DD 586), *Evans* (DD 552) and *Hugh W. Hadley* (DD 774), grist for some of the greatest wartime sagas, have been sold for scrap at San Francisco.

USS *England* (DE 635, later APD 41), which sank six Jap submarines in the last two weeks of May 1944, was decommissioned 15 Oct 1945 at Philadelphia Navy Yard. In November 1946, she was sold for scrapping purposes.

One of the better records chalked up by a unit of our submarine fleet belongs to USS *Flasher* (SS 249). She sent more than 154,000 tons of enemy cargo to a watery grave. Her largest victim was a 45,000-



USS EVANS — Ends up on scrap pile.



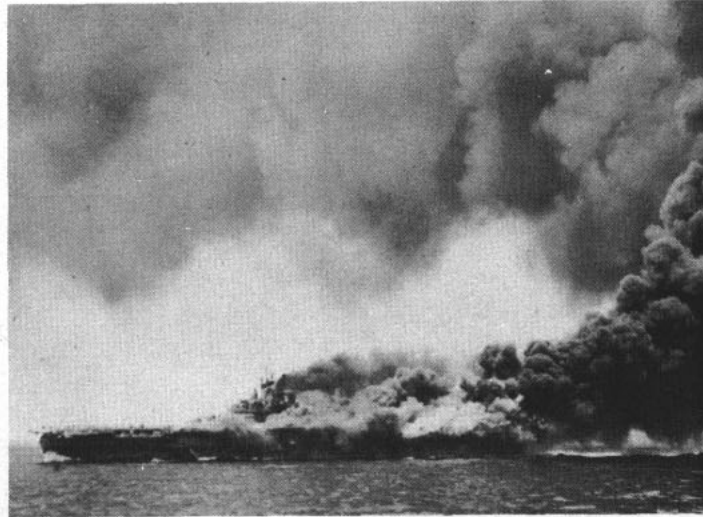
USS ENGLAND — Scrapping her fate.



USS HADLEY—'Scrapper' is scrapped.



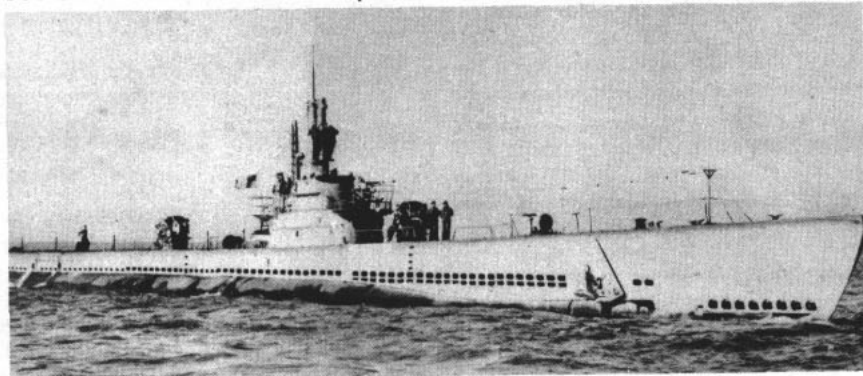
USS O'BANNON—DD hero in reserve.



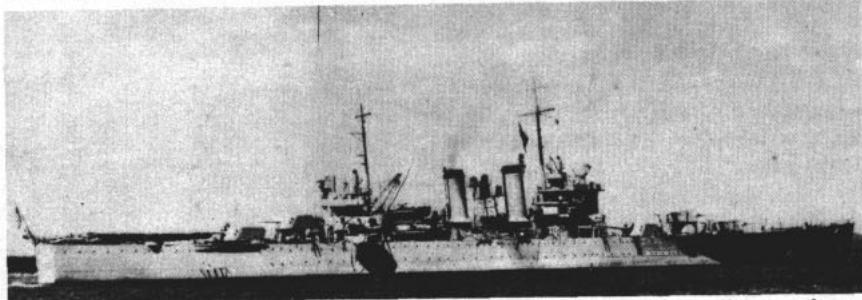
ACTION of Alaska (left) now is just a fond memory. *Bunker Hill* (right) survived roaring fire, joined the 'mothball fleet.'



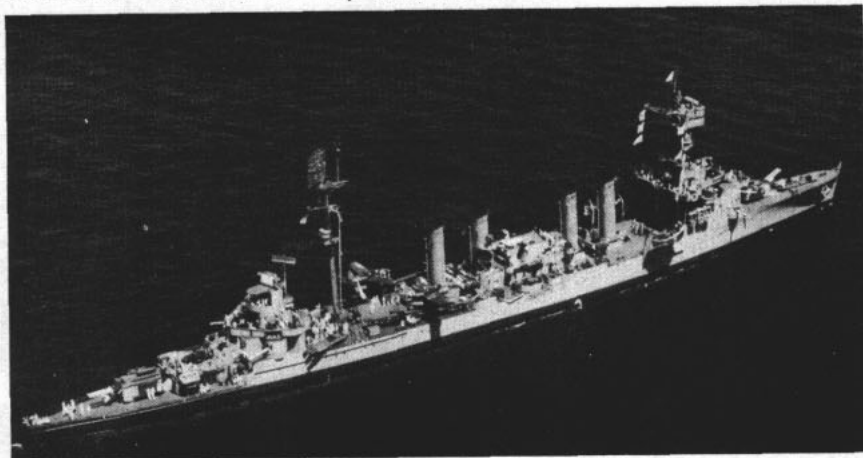
USS SALT LAKE CITY — 'Hot ship' in war, made 'radiologically hot' at Bikini.



USS ARCHER FISH—Brilliant war record has earned for her a well-deserved rest.



USS BOISE — Called a 'one-ship fleet,' this veteran is in a standby condition.



USS MARBLEHEAD—Repeatedly 'sunk' by Japs, she met her end on scrap pile.

ton Jap cruiser. Today *Flasher* is nested with eminent neighbors at the Submarine Base, New London, Conn., as a unit of the Reserve Fleet.

USS *Silversides* (SS 236), which received a Presidential Unit Citation for sinking 24 ships, is based at Chicago where she is being used as a Naval Reserve training vessel. Stout-hearted USS *Tautog* (SS 199) is assigned to similar duty at Cleveland.

USS *Archer Fish* (SS 311) can recall the day when she sank the Jap flat top *Shinano* as she lies among 51 other subs of the Reserve Fleet at Mare Island Naval Shipyard.

USS *Queenfish* (SS 393), credited with sinking 109,000 tons of Nipponese shipping and damaging 7,000 more, remains in the active fleet. She currently is conducting exercises out of Pearl Harbor.

Here are the locations of some other ships of the line not mentioned in the accompanying article:

USS *Tennessee* (BB 43)—Atlantic Reserve Fleet Philadelphia, Pa.

USS *Iowa* (BB 61)—Active Pacific Fleet.

USS *Maryland* (BB 46)—Pacific Reserve Fleet, Bremerton, Wash.

USS *North Carolina* (BB 55)—LantResFlt, New York, N. Y.

USS *New Jersey* (BB 62)—Active Atlantic Fleet.

USS *Wisconsin* (BB 64)—Active Atlantic Fleet.

USS *California* (BB 44)—LantResFlt, Philadelphia.

USS *Indiana* (BB 58)—PacResFlt, Bremerton.

USS *Topeka* (CL 67)—Active Pacific Fleet.

USS *Brooklyn* (CL 40)—LantResFlt, Philadelphia.

USS *San Diego* (CL 53)—PacResFlt, Bremerton.

USS *Spokane* (CL 120)—Active Atlantic Fleet.

USS *Wilkes Barre* (CL 103)—LantResFlt, Philadelphia.

USS *Alaska* (CB 1)—LantResFlt, New York.

USS *Hawaii* (CB 3)—LantResFlt, New York.

USS *Guam* (CB 2)—LantResFlt, New York.

USS *Toledo* (CA 133)—Active Pacific Fleet.

USS *Baltimore* (CA 68)—PacResFlt, Bremerton.

USS *Tuscaloosa* (CA 37)—LantResFlt, Philadelphia.

USS *Randolph* (CV 15)—LantResFlt, Philadelphia.

USS *Boxer* (CV 21)—Active Pacific Fleet.

USS *Leyte* (CV 32)—Active Atlantic Fleet.



USS *Bon Homme Richard* (CV 31)—PacResFlt, Bremerton.  
 USS *Princeton* (CV 37)—Active Pacific Fleet.  
 USS *Shangri La* (CV 38)—PacResFlt, San Francisco.  
 USS *Kearsage* (CV 33)—Active Atlantic Fleet.  
 USS *Valley Forge* (CV 45)—Active Pacific Fleet.  
 USS *Philippine Sea* (CV 47)—Active Atlantic Fleet.  
 USS *Belleau Wood* (CVL 24)—PacResFlt, Alameda, Calif.  
 USS *Saipan* (CVL 48)—Active Atlantic Fleet.  
 USS *Langley* (CVL 27)—LantResFlt, Philadelphia.  
 USS *San Jacinto* (CVL 30)—PacResFlt, Alameda.  
 USS *Cowpens* (CVL 25)—PacResFlt, Alameda.  
 USS *Bogue* (CVE 9)—PacResFlt, Tacoma, Wash.  
 USS *Bairoko* (CVE 115)—Active Pacific Fleet.  
 USS *Corregidor* (CVE 58)—LantResFlt, Norfolk, Va.  
 USS *Block Island* (CVE 106)—LantResFlt, U.S. Naval Academy, Annapolis.  
 USS *Badoeng Strait* (CVE 116)—Active Pacific Fleet.  
 USS *Fletcher* (DD 445)—PacResFlt, San Pedro, Calif.  
 USS *Stanly* (DD 478)—PacResFlt, San Diego, Calif.  
 USS *Gearing* (DD 710)—Active Atlantic Fleet.  
 USS *The Sullivans* (DD 537)—PacResFlt, San Pedro.  
 USS *Wren* (DD 568)—LantResFlt, Charleston, S. C.  
 USS *Mansfield* (DD 728)—Active Pacific Fleet.  
 USS *Frank Knox* (DD 742)—Active Pacific Fleet.  
 USS *Healy* (DD 672)—LantResFlt, Charleston.  
 USS *Stribling* (DD 867)—Active Atlantic Fleet.  
 USS *Leary* (DD 879)—Active Atlantic Fleet.  
 USS *Pope* (DE 134)—LantResFlt, Green Cove Springs, Fla.  
 USS *Foss* (DE 59)—Active Atlantic Fleet.  
 USS *O'Neill* (DE 188)—LantResFlt, Green Cove Springs.  
 USS *Manning* (DE 199)—PacResFlt, San Diego.  
 USS *Hammerhead* (SS 364)—PacResFlt, Mare Island, Calif.  
 USS *Razorback* (SS 394)—Active Pacific Fleet.  
 USS *Bang* (SS 385)—LantResFlt, New London, Conn.  
 USS *Runner* (SS 476)—Active Atlantic Fleet.  
 USS *Hawkbill* (SS 366)—PacResFlt, Mare Island.

## Legislation Affecting Naval Personnel

The following bills of interest to naval personnel were introduced in the second session or the special session of the 80th Congress. Many are now pending before various committees and sub-committees.

For the list of other bills introduced earlier in the first session and the special session, see *ALL HANDS*, September 1947, p. 19 and January 1948, p. 24. Further action by Congress will be reported in future issues.

**Tax Deductions**—S. 2008: Introduced; to allow a deduction for income tax purposes of premiums paid on National Service Life Insurance and U.S. government life insurance.

**National Security**—S. 2009: Introduced; to provide for the security of the United States through the development and construction of air weapons of advanced design and for other purposes.

**Naval Midshipmen**—H.R. 4984: Introduced; to provide for maintaining the corps of cadets at the U.S. Military Academy and the regiment of midshipmen at the U.S. Naval Academy at full strength, and for other purposes.

**Veterans' Promotion**—H.R. 4991: Introduced; relating to the promotion of veterans of World War II in the field service of the Post Office Department.

**Readjustment Insurance**—H.R. 4963: Introduced; to amend the Servicemen's Readjustment Act of 1944 so as to provide readjustment insurance for persons serving in the U.S. armed forces during World War II.

**Insurance Benefits**—H.R. 4969: Introduced; to reduce the age requirements for old-age and survivors insurance benefits from 65 to 60, and in the case of veterans of World War I or II, to further reduce such age requirements according either to their length of service or to whether they served outside the U.S., and for other purposes.

**Separation Pay**—S. 1486: Passed; to provide for payment of salaries covering periods of separation from the government service in the case of persons improperly removed from such service.

**Compensation Increase**—H.R. 4900: Introduced; to increase World War I and II disability and death compensation and pension rates.

**Special Construction**—H.R. 4901 S. 1961: Introduced; to amend the act of 3 Dec 1945, so as to extend the exemption

of Navy or Coast Guard vessels of special construction from the requirements as to the number, position, range or arc of visibility of lights and for other purposes.

**Interest Rates**—H.R. 4905: Introduced; to provide that the rate of interest charged veterans of World War I and II on loans secured by their Government life insurance shall not exceed three per cent.

**Service Disabilities**—H.R. 4914: Introduced; to establish a presumption of service connection for functional disorders of the nervous system and psychoses for certain veterans of World War II.

**Appointment Benefits**—H.R. 4917: Introduced; to provide further benefits for certain employees of the U.S. who are veterans of World War II and lost opportunity for probational Civil Service appointments by reason of their service in the U.S. armed forces, and who, due to service-connected disabilities, are unable to perform the duties of the positions for which examinations were taken.

**Benefit Increases**—H.R. 4866: Introduced; to amend the Social Security Act so as to increase the benefits payable to World War II veterans and their survivors and to remove the three year limitation on survivors' insurance benefits in case of deceased World War II veterans.

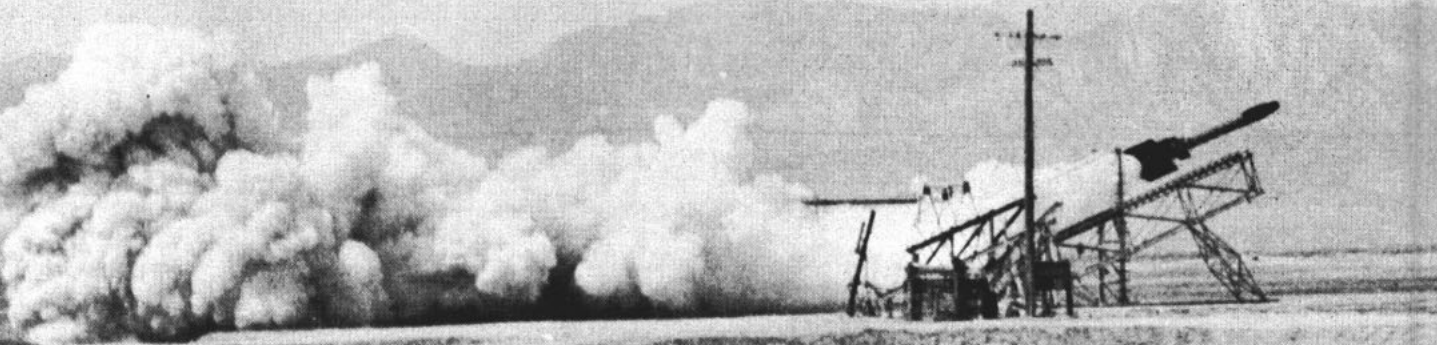
**Insurance Renewal**—H.R. 4842: Introduced; to amend the National Service Life Insurance Act of 1940, as amended, to authorize renewal of level premium term insurance for a second five-year period.

**Employment Preference**—H.R. 4822: Introduced; to amend the Veterans' Preference Act of 1944 to give the wives of totally disabled veterans preference in employment where Federal funds are disbursed.

**Sale Prohibitions**—H.R. 4826: Introduced; to prohibit certain officers and employees of the U.S. from engaging in transactions involving contracts of sale of commodities for future delivery.

**Repair Limits**—S. 1909: Introduced; to remove the statutory limit of appropriation expenditures for repairs or changes to a vessel of the Navy.

**Land Preferences**—H.R. 4812: Introduced; to give war veterans preference on surplus platted lands, one-family and two-family dwellings, ahead of non-using government agencies.



## SUPERSIZE + SUPERSPEED

**A** BIGGER and better Navy ram jet engine has flown far into the supersonic speed range.

BuOrd announced a new and larger version of the original "flying stovepipe" ram jet engine attained a speed far into the supersonic range in its first test flight at Inyokern, Calif.

Pound for pound, the new model de-

livers about 25 times the power available from the best aircraft reciprocating engines. Ram jet engines tested in 1946 weighed 70 pounds. No weight was announced for the new engine, which is capable of developing power superior to that created by the combined horsepower of the largest four-engine airplane.

Objective of the ram jet tests is to

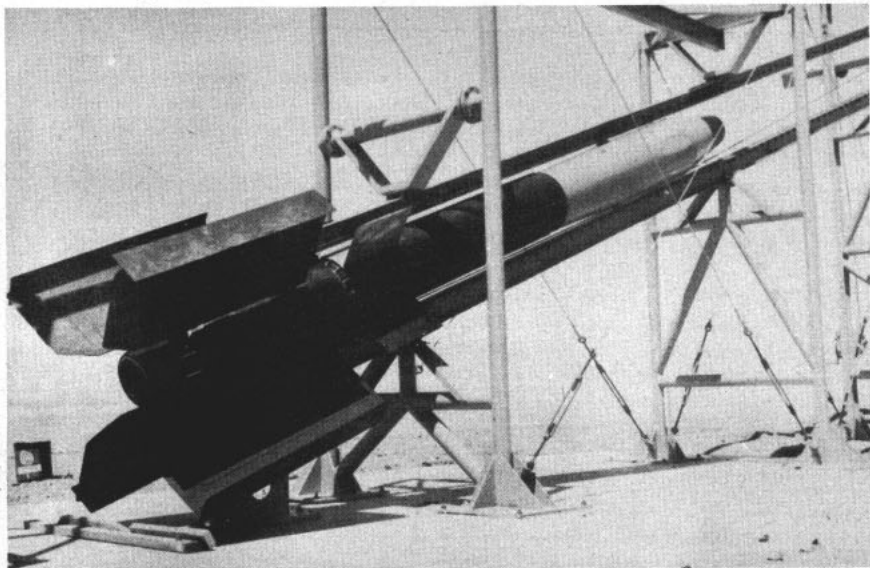
develop a means of propulsion for guided missiles. Because it has no moving parts and can be produced rapidly and cheaply, it is considered especially suitable for expendable missiles.

The "flying stovepipe" consists essentially of an open pipe. Oxygen is scooped into the front opening from the air during flight and compressed by the speed of the jet. Fuel is drawn into a combustion chamber and exhausts are ejected through the rear opening, thus the engine is thrust through the air at supersonic velocity of 1,500 miles per hour or more.

Although economical in use, the ram jet engine has one disadvantage. It must be brought up to a high speed before it can operate efficiently. Therefore it must be launched by catapults or a rocket booster, which will drop off after having given the engine its initial thrust.

Original idea for the ram jet was first discovered by the French engineer René Lorin, who in 1913 suggested that a properly constructed reciprocating engine of rather ordinary type could be made to drive an airplane by jet propulsion instead of with a propeller, if the exhaust ports were so arranged to provide a series of jet nozzles of the right size, shape and output.

The U.S. Navy first entered the ram jet field in January 1945.



**BIGGEST** ram jet rests in launching rack (above), takes off with a swoosh (top of page). This latest version was a joint development of BuOrd and BuAer.



# LETTERS TO THE EDITOR

## Enlistment Extension

SIR: If a man executes an agreement to extend his enlistment to become effective 25 Oct 1947, and is transferred to another station without his service record, can his enlistment be extended upon receipt of his service record a month after the normal date of expiration of enlistment? Is there any ship or aircraft squadron which participated in more major operations or engagements than USS *Morris* (DD 417)?—J. W. R., CY, USN.

• (1) Yes. In accordance with a legal opinion, an extension agreement made prior to expiration of enlistment becomes operative the date following that of expiration of enlistment, and failure to complete the form NavPers 604 does not affect the legality of the extension.

(2) BuPers has an alphabetical file of ships and units credited with engagement stars. It is noted USS *Morris* (DD 417) is entitled to 16 stars; however certain other ships are credited with more.—Ed.

## Ship with Mooring Mast

SIR: Has the Navy ever had a ship equipped with mooring facilities for a dirigible? This subject was the topic of discussion during a bull session, but I think it is strictly scuttlebutt. Any information regarding this would be appreciated.—J. B., S1, USN.

• That is straight dope, Mac. USS *Patoka* (AG 125, ex-AO 9) was equipped with a mooring mast and was used by both the dirigibles *Los Angeles* and *Shenandoah*. The *Patoka* was built at Newport News, Va., and commissioned 13 Oct 1919. She was equipped for fueling and provisioning the dirigibles.

USS *Patoka* was decommissioned 1 July 1946 at Seattle, Wash., and stricken from the list 31 July 1946.—Ed.



USS *PATOKA*—Unusual type ship was equipped to fuel, provision dirigibles.

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.

## Bronze 'A' on Ribbon

SIR: Has the Bronze "A" on the American Defense service ribbon been done away with, or is it still legal to wear?—C. A. M., CY, USN.

• The Bronze "A" is still authorized to be worn on the service ribbon of the American Defense Service Medal by personnel of vessels attached to and operating with the Atlantic Fleet in actual or potential belligerent contact with the Axis forces at any time between 22 June and 7 Dec 1941.—Ed.

## Pennsy Decommissioned in 1946

SIR: In your Letters To The Editor column, November issue, you say USS *Pennsylvania* (BB 38) was decommissioned November 1945. This is an error. I was aboard the *Pennsylvania* when she was decommissioned at Kwajalein Atoll August 1946.—L. D. W., LT, USN.

• Right you are. USS *Pennsylvania* was decommissioned 29 Aug 1946. Naval Vessel Register, 1 July 1947, states she was "to be disposed of November 1945.—Ed.

## Reserve Time Counts

SIR: I enlisted in the Naval Reserve 28 Sept 1942 and served on active duty until discharged 13 Jan 1946. On 4 Feb 1946 I shipped over in the regular Navy. Does the active Reserve time count on 20 years retirement?—H.M.S., BM2, USN.

• Yes. Your active Naval Reserve service counts for transfer to the Fleet Reserve. After transfer, all service, active and inactive, counts towards retirement.—Ed.

## Permanent Rank

SIR: Do five star admirals and generals hold permanent rank or do they revert to four star status when the war has been officially declared over?—T.G., S1, USN.

• Their rank is permanent under Public Law 333, 79th Congress. The Navy has four Fleet Admirals: W. F. Halsey, Ernest J. King, William D. Leahy and Chester W. Nimitz. General of the Army rank is held by Dwight Eisenhower, George C. Marshall, Douglas MacArthur and Henry H. Arnold.—Ed.

## Wants Agreement Cancelled

SIR: I agreed to extend for two years in order to be eligible for a service school. However, after two months at school I was dropped because of "inability" and made available for general detail. May I request that my agreement be set aside?—R. B., Y1, USN.

• You may submit a request to BuPers via your CO to have your agreement cancelled. However, since the government carried out its part of the agreement by transferring you to the school for which you made the agreement, it is not likely that it will be cancelled unless there are other factors such as hardship involved.—Ed.

## Unit Commendation?

SIR: Did the combat demolition teams which made the invasion of France in August 1944 receive the unit commendation?—D.T.K., LT, USN.

• No. To date no unit commendation has been awarded these teams.—Ed.

## About Sierra

SIR: Can you give me the following information on USS *Sierra*? (1) What company built her? (2) When was she launched and commissioned? (3) Did she receive any commendations or citations in the Pacific during 1944-1945?—A. P., CMM, USNR.

• (1) USS *Sierra* (AD18) was built by Tampa Shipbuilding Co. (2) She was launched 23 Feb 1943 and commissioned in the same year. (3) No. She has been awarded no citations or commendations for her Pacific duty, to this date.—Ed.

## Military Duties

SIR: I would appreciate an official interpretation of paragraph 121, Navy Regs. The argument has arisen at this station over the term "military duties." I say that all men in the Navy are military men doing military duties at all times and that hospital corpsmen should not do any duties other than medical.—H. H. W., CPHM, USN.

• Paragraph 121 states that members of the Hospital Corps shall not perform any military duties other than those pertaining to the medical department.

It has been held by the Judge Advocate General that members of the Hospital Corps should not be assigned to duties of a combatant character. Such personnel are neutralized by the terms of the Geneva Convention.—Ed.

## Getting Rate Back

SIR: I received my discharge in May 1946, at which time I was a SKT2. After 10 months duty on the outside I again enlisted in the regular Navy. This time I had to come in as S1, as SKT rates were not open to broken-service reenlistments. I would like to know if it is possible to get my rate back? I am doing storekeeper duties at present but there are no openings for SK3.—W.E.D., S1, USN.

• You are eligible for advancement in your present enlistment in accordance with policies in effect for all personnel. If you think that you should be advanced to SK3 under the authority contained in BuPers Circ. Ltr. 144-47, you have the privilege of submitting an official request via your CO to Chief of Naval Personnel.—Ed.

## Family Allowance

SIR: In April 1946, I shipped over for two years. At that time a man could get family allowance for the duration of his enlistment. If I now extend my current enlistment for four years, would I be entitled to family allowance until the expiration of my enlistment?—O. F. P., CSKV, USN.

• An agreement to extend an enlistment, entered into on or after 1 July 1946, is not effective to continue family allowance benefits under the Servicemen's Dependents Allowance Act, as amended, for the period of such extended enlistment. Continuing entitlement exists under another provision of Public Law 190, 79th Congress for the duration of the war plus six months.—Ed.

## South Dakota Citation

SIR: In the December 1947 issue of ALL HANDS we noticed where USS South Dakota was awarded the NUC. Can you give us the following information? (1) When was the South Dakota awarded her second commendation? (2) Our ship USS Washington was with her at the time. Does that make us eligible for the citation also? (3) Did USS Wyoming receive any commendations during World War II? (4) Did CASU 35 receive Nov 1942. (2) Only personnel serving any commendations?—N.R.C., CY, USN.

• (1) USS South Dakota received only one NUC. This included the Battle of Santa Cruz, 26 Oct 1942 and the Battle of Guadalcanal, for the period 14 and 15 Nov 1942. (2) Only personnel serving on board USS South Dakota on the above dates are eligible for the award. (3) USS Wyoming received no commendation for World War II. (4) CASU 35 received no unit commendations.—Ed.



USS RANGER—First U.S. Navy vessel designed as a carrier, had six stacks.

## Word on Ranger

SIR: An argument has come up as to whether USS Ranger, aircraft carrier, was sunk during World War II. Also, how many stacks does she have? I claim she has six stacks and was not sunk.—L.D.W., PHM2, USN.

• USS Ranger (CV4) was not sunk during World War II. She served in both Atlantic and Pacific areas and was sold as surplus. The Ranger, completed 4 June 1934, was the first U.S. carrier designed as such. She had six stacks, three on each side. The stacks could be raised upright or lowered to a horizontal position.—Ed.

## Retroactive Family Allowance

SIR: I was married in January 1944 and made application for family allowance in February of that year. I waited until April before making a second application and when the allotment arrived in June, it was for the month of May 1944. Is it possible to make a claim for the first four months allowance which we never received? If so, whom do I contact?—E. I. S., CCS, USN.

• Yes. Claims for retroactive family allowance may be submitted via your CO, to the Bureau of Naval Personnel, Attn: Pers 53. All such claims should include a detailed statement of facts. Family allowance benefits are not payable for any month prior to the month in which written application was made. See ALL HANDS, November 1947, p 55.—Ed.

## Waves in Shore Patrol?

SIR: I recently heard a young lady contestant on a well-known radio quiz program identify herself as a former Wave, specialist (S) shore patrol. Twice during the program she made that statement.

I recall reading a BuPers directive stating V-10 personnel were not eligible for the SP rating. Also that V-10 SPSPS was personnel supervisor and not shore patrol. Maybe I'm fouled up so I would appreciate your views.—C. V. M., AMM1, USN.

• Steady as you go. Your memory wasn't playing tricks on you. No Waves have ever held the shore patrol rating. SPSPS are personnel supervisors of Waves' barracks.—Ed.

## Reenlistment Allowance

SIR: ALL HANDS, October 1947, states that a person receives full reenlistment allowance when discharged and reenlisted early for the convenience of the government.

I reenlisted 91 days early for the convenience of the government (Alnav 147). I received full reenlistment allowance upon discharge but the following day was checked for \$50 because I had reenlisted more than 90 days early. What is correct in this case?—J. W., CPHM, USN.

• Checkage in your case was correct. Payment of enlistment allowance is not authorized for early discharge except when discharged within three months prior to normal date of enlistment expiration. Considerable misunderstanding was prevalent in interpreting this phase of Alnav 147-47, which was clarified by Alnav 160-47.—Ed.

## Submit Official Request

SIR: I served on board USS Gato on TAD orders from 20 Sept 1943 to 29 Sept 1943 and participated in a reconnaissance party which made a survey of enemy installations on the east coast of Bougainville. At one time the submarine Gato surfaced in broad daylight in an enemy harbor to rescue us from a rubber boat. Gato was also forced to crash dive five or six times and was attacked with bombs. Do I rate the PUC which was awarded her for the period January 1943 to April 1944?—K. L. R., LT, USN.

• Lists of personnel eligible to participate in a unit award are compiled by BuPers from the cited units' rosters and muster rolls. Each special request for eligibility of personnel not regularly attached to a cited unit must be submitted via their CO to BuPers for individual study as to its merits.—Ed.

## Naval Officers Were Spotters

SIR: In reference to your December article, "Wilco, Out," it is rare indeed, that a naval officer acts as spotter on the front lines. Normally, he is near the battalion commander's post, acting primarily as a liaison officer. He is not a "Roger Charlie." Ships are assigned by the spotter, not selected, to act as fire support. Much time and planning was used in establishing a form for requesting target bombardments. The voice procedure is standard with the armed forces and your example is out of accord. I speak from experience, having been a naval gunfire spotter for almost three years.—C. A. A., 1ST LT, USMC.

• You have the situation well in hand, Lieutenant. We deliberately changed code names and voice procedure for security reasons. However, naval officers did front line spotting at Okinawa, Leyte and in other campaigns.—Ed.



## Broken Service

SIR: I enlisted in the Navy 13 Nov 1923 for four years. On the date of my discharge from the regular Navy, I enlisted in Class F-2. I served in this class until 12 Nov 1931. On 7 Apr 1942 I again enlisted, this time in Class V-6, serving until 18 Sept 1945. In July 1946 I enlisted in the regular Navy for six years. My questions are: (1) How much of the above time counts for longevity on retirement? (2) Does any of this come under the old retirement bill?—A. J. A., SC3, USN.

• (1) Only active Federal Service counts for longevity purposes. However, for transfer of enlisted men of the Fleet Reserve to the retired list of the regular Navy, all service (active and inactive) in the Army, Navy, MarCorps, Coast Guard, Naval Reserve Force, Fleet Naval Reserve, Fleet Reserve, MarCorps Reserve Force, and the Marine Corps Reserve, and on the retired list of the regular Navy, counts in determining date of completion of thirty years.

(2) Since you were serving on active duty in the regular Navy on 1 July 1925,

### 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.

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 North Carolina (BB 55). Address: Commander, New York Group, Atlantic Reserve Fleet, U.S. Naval Supply Depot, Bayonne, N. J. This changes a previous announcement in ALL HANDS, January 1948, that the book is available from the publisher). Price, \$1.00.

• USS Bennion (DD 662). Address: ComDesRon 12, USS Compton (DD 705) C/o FPO New York, New York. All publishing charges have been paid and the funds accrued from new orders will be divided among those ordering the book. Rebates will be mailed to all original subscribers in the near future. Former Bennion men who are unable to furnish the purchase price will be furnished the book without charge as long as the supply lasts. "The Story of the Bennion" is priced at \$5.00, with additional copies for \$2.50 each.

## Transfer to Fleet Reserve

SIR: What is my eligibility for transfer to the Fleet Reserve? I served four years USN, four years V-6 USNR during the war and have been on active duty since September 1946 in V-6. I am an armorykeeper, and wonder whether I can transfer to the Fleet Reserve if I stay on active duty for the rest of my 20 years—J. M. C., CY, USNR.

• To transfer to the Fleet Reserve a person must be a member of the regular Navy with a minimum of 20 years active federal (Army, Navy, Marine Corps, Coast Guard or any component thereof) service, and must be otherwise qualified.—Ed.

Section 203 of Public Law 732, 75th Congress, applies in your case (old bill), and all active Naval service counts towards entitlement for transfer to the Fleet Reserve on the completion of 16 years or more Naval service. You will complete 16 years service for purpose of transfer to the Fleet Reserve on or about 8 Mar 1955, provided there is no change in your status.—Ed.

## Getting a Commission

SIR: In approximately a year and a half I shall have finished the required work towards a master's degree in psychology. What are my chances of obtaining a commission in the regular Navy as a personnel officer?—B.W.

• Contact your nearest Office of Naval Officer Procurement for full information and details.—Ed.

## Extreme Beam

SIR: How is the beam of a naval vessel measured? I contend that the beam of a ship is the widest part of her hull at the water line. I also say this applies to aircraft carriers. My shipmate insists the beam of a ship is the widest part and that if an aircraft carrier's flight deck extends over the hull, the beam would be figured from its widest part.

We have the figures on USS Saratoga when commissioned and her length was 888 feet, while her beam is given at 106 feet. Where does the 106 feet come from?—J. L. P., CSKV, USN.

• Naval Vessels Register gives the following definition of extreme beam: "The extreme beam is the extreme width of the hull of the vessel over plating, fenders, or guards for surface vessels. Maximum width at or below the main deck. For aircraft carriers CV, CVB, CVL, CVE, only, the maximum width at or about flight deck, including any projections such as gun sponsons, at nearby deck levels." USS Saratoga (CV 3) had an extreme beam of 111 feet, nine inches at or below waterline; 130 feet, one inch above main deck.—Ed.

## New Construction Duty

SIR: I would like some information regarding procedure for requesting transfer to new construction. Also what cruisers are presently under construction in the first naval district?—A. L. S., CMM, USNR.

• No official letter or Alnav has been published regarding procedure for requesting transfer to new construction. However, BuPers Circ. Ltr. 141-47 (NDB, 31 July) which gives you an opportunity to select your new duty station upon re-enlisting, might apply in your case. At present nucleus crews are usually selected from general detail of receiving station nearest shipyard where ship will be commissioned. Remaining part of crew is selected as handy, thereby cutting down on transportation expenses.

To date there are two cruisers under construction in 1st ND: USS Des Moines (CA 134) and USS Salem (CA 139).—Ed.

## Pensacola and Zuni

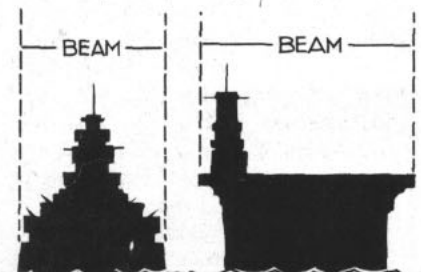
SIR: Did USS Pensacola (CA 24) receive the NUC or PUC for the period 7 Dec 1941 to 1 Dec 1942? I would also like to know if USS Zuni (ATF 95) is still in commission?—F.D.G., BM1, USN.

• USS Pensacola did not receive either of the above commendations. USS Zuni was transferred to the Coast Guard 29 June 1947 and stricken from Navy list 19 July 1947.—Ed.

## Change of Rating

SIR: In the new rating structure does the change of rating, such as from SM to QMS, require a Bureau examination or are personnel required to qualify individually without examination?—R. R. H., CSM, USN.

• Paragraph 6, BuPers Circ Ltr. 189-47 (NDB 30 Sept 1947), states that professional examinations embodying qualifications for post-war ratings of equal pay grade have not been made a prerequisite. Commanding officers are directed to inaugurate within their commands in-service training programs to insure that personnel so changed will be able to serve with the maximum efficiency practicable in their postwar ratings. See p. 42.—Ed.



MEASUREMENT of extreme beam is shown for BB (left) and CV (right).

# BOOKS: NEW BOOKS FEATURE ACTION, NON-FICTION

**H**OIST aboard your mailboat and break out the March dividend from the BuPers book shelf.

After absorbing the word from the captain's yeoman on the Navy's new rating structure (see p. 42), take your pick of the new library books and lay aft to the fantail. Leave a 1614 call with your leading PO and try one of these.

• **Johnny Christmas**, by Forrester Blake; William Morrow and Co., Inc.

The curs set up a yapping in the Texas desert and the Mexicans of Los Vientos, being wise to the *gringo* raiders, stuck close to their adobe of circling the plaza.

This was 1836 and the old Mexican trail town was one of Santa Ana's most northerly war outposts on the Rio Piedra.

The fight shifted and a hidden sniper's rifle cut into the raiders from the church wall.

Johnny Christmas, rawhide wanderer from the Tennessee frontier, found the hidden rifle and the man behind it: a hooded priest at the high spire window who screamed "*Maria sanctissima*" when Johnny's rifle found him.

Shooting the priest-sniper worried

Johnny; he sat around the camp fire at Dripping Spring, heating a pot of Mexican chocolate, and wondered: Was it religion he was seeking in his wanderings from the Tennessee hills?

Forrester Blake traces Johnny's restless search for a way of life during the decades of the 19th century when the Republic of Texas was established. He takes him through a Comanche attack in the Cimarron desert; to Bent's trading post and to Taos, where bitter hatred of Americans smolder; to El Pueblo del los Angeles, and finally as advance scout for the Army of the West to Santa Fe, whose fall in 1846 ended an era.

• **Wind Waves at Sea, Breakers and Surf**, by Henry B. Bigelow and W. T. Edmondson; Hydrographic Office, U. S. Navy.

This is the first book wholly related to the subject which has been published in more than 10 years. Written in simple language, it is an up-to-date compendium of information on waves, breakers and surf.

It describes the formation of these interesting oceanic phenomena, shape of waves, the average and maximum wave and breaker heights reported throughout the world, and many other features interesting to Navy men.

The volume is available for official use and can be requisitioned by activities through the Hydrographic Office.

• **High-Speed Mathematics**, by Lester Meyers; D. Van Nostrand Co., Inc.

Practical mastery of rapid methods and short-cuts for all numerical calculations is the objective of this 554-pager dedicated to the idea: "How to do it fast."

Described are methods of solving such problems as multiplying by four numbers, determining interest, and preparing a schedule for the liquidation of an indebtedness.

• **A Program for National Security**, a Report of the President's Advisory Commission on Universal Training; Superintendent of Documents, United States Government Printing Office.

"Unpreparedness on the part of democratic nations in organizing their manpower and physical equipment for defense played a decisive role in inducing

Hitler to launch his wars of aggression in 1939, instead of waiting for 1943, as originally planned," is an early statement in this report.

Following up this treatment in exploring the value of universal military training, the report handles in detail such topics as the world situation and the preservation of peace, nature of possible future warfare (atomic and push-button warfare), essentials of an integrated national security program, the role of UMT in supporting requirements for national security, and a program for universal training.

• **International Maritime Directory**, by Rene de Kerchove; D. Van Nostrand Co., Inc.

This is a 946-page encyclopedic dictionary of useful maritime terms—from "A #1" to "Zumaca"—presented in illustrated detail with the equivalents in French and German.

The volume includes words and definitions related to seamanship, commercial shipping, maritime and international law, navigation, oceanography and other allied subjects. It also covers a description of native and local craft from all parts of the world.

• **Survival in the Air Age**, a Report by the President's Air Policy Commission; Superintendent of Documents, United States Government Printing Office.

Here is a 166-page report prepared at the President's request for an evaluation of the course the United States should follow to obtain the greatest possible benefits from aviation.

The resulting report treats such subjects as air power and the national security, aircraft manufacturing industry, research and development, civil aviation and government organization.

• **Heritage of Freedom**, by Frank Monaghan; Princeton University Press.

This volume, published in cooperation with the American Heritage Foundation, gives the history and significance of each of the more than 125 documents exhibited on the Freedom Train's year-long run to 300 American cities.

Reproduced in facsimile are the complete texts of such documents as the Declaration of Independence, the Bill of Rights, Gettysburg Address and the Emancipation Proclamation.

The author is historical consultant of the American Heritage Foundation and was in charge of research in connection with collecting and exhibiting documents on the Freedom Train.

## Role of Navy Medicine In WW I Told in Book

A 322-page book entitled *The Medical Department of the U.S. Navy with the Army and Marine Corps in France in World War I* has been published by BuMed.

The story, by Lt. George G. Strott, HC, USN (Ret), is the first official narrative in the history of the Medical Department which tells of that department's role in the first World War. Lieutenant Strott, who served as a chief pharmacist's mate with the Sixth Marines in France until the end of the war, tells of the activities of the Second Division AEF and of the only major unit of the Navy Medical Department to serve as a component of an Army combat division.

Copies of the volume may be purchased for 75c from the Superintendent of Document, Government Printing Office, Washington, D. C.



# DESIGNS, WEARING OF INSIGNIA

**P**RESENTED on these four pages are pictures of the new specialty marks and those which will remain unchanged when the new rating structure goes into effect 2 Apr 1948.

Not since 1913 has there been a major change in insignia, and at that time there were relatively few ratings and special designations authorized for naval personnel.

With the passing of the years, more and more designations were authorized. With no established policy, it was directed that they be placed on the uniform in various positions without apparent regard for consistency and uniformity.

New directives, fitting hand-in-hand with the new rating structure, establish a set policy and bring the enlisted uniform up-to-date as regards wearing and authorization of insignia. The directives are:

- All rating badges will be worn on the left sleeve between the shoulder and elbow.

- All distinguishing marks (gun captain, rangefinder operator, etc.) will be worn on the right sleeve between the shoulder and elbow, except that aviation and submarine qualification awards will continue to be worn on the left breast as presently prescribed.

- Shore patrol, recruiting service and other brassards will be worn on the right sleeve.

- The pay grade and rating group of non-rated men will be indicated by diagonal stripes worn on the upper part of the left sleeve in the same position prescribed for rating badges. These stripes will be three inches long and a quarter of an inch wide. Non-rated men of the fifth pay grade will wear three stripes, those

of the sixth pay grade will wear two stripes and those of the seventh pay grade will wear one stripe.

For non-rated personnel, the stripes are:

- Seamen, hospitalmen, dentalmen and stewardsmen will wear white stripes on blue uniforms, blue on white uniforms. Men in the last three categories will also wear the specialty mark of their rating group immediately above the stripes.

- Firemen will wear red stripes on all uniforms.

- Airmen will wear emerald green stripes on all uniforms.

These changes must be effected throughout the Navy by 2 Apr 1949. Individual personnel will change insignia as they become available.

Pictures of the specialty marks appear on pp. 32-33. Since separate marks have been approved for each rating, none will be shared with men of a different rating.

Persons holding ratings which now exist and which will remain in effect after 2 April (with possible exceptions for name changes) will continue to wear the same specialty mark as at present. Exceptions are specialty marks for radarmen, photographer's mates, hospital corpsmen, patternmakers and molders. New marks have been designed for these ratings and are included on pp. 32-33.

Branch marks are no longer required, being replaced by the new non-rated marks, and cuff marks will be worn only as a decorative feature, with all men wearing three stripes.

Wearing of seaman branch ratings on the right sleeve and others on the left was first established in 1913. The same decision determined that distinguishing

marks were to be worn on the opposite sleeve, between shoulder and elbow or immediately below the rating badge.

During the past year or two, efforts have been made to correct many inconsistencies in regard to wearing insignia. Abolishment, combination or establishment of new ratings in the structure presented an opportune time to simplify and coordinate the manner of wearing various insignia.

The following were considered in the final selection of the various specialty marks:

- The mark must be symbolic of the rating so that it will remain representative of the rating even though changes might be made in the duties or equipment in the future.

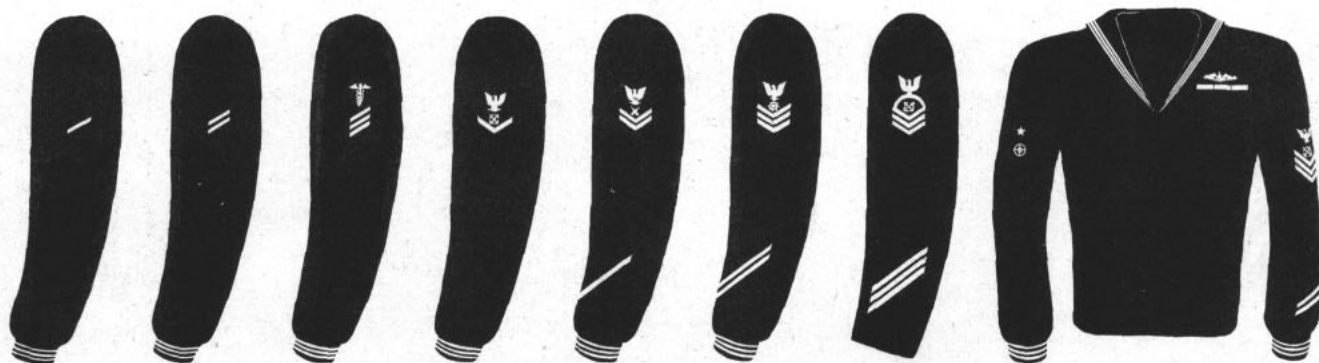
- The device must be simple and easy to embroider.

- When embroidered, it must look well in the limited space on the rating badge.

Many of the recommendations made by interested individuals did not meet the above requirements, most being too complex in design. The greater number of approved specialty marks, however, generally follow designs submitted by naval personnel.

Recommendations received in BuPers were evaluated as their propriety for the ratings they were to represent.

The best marks were then embroidered to test their clearness and simplicity of detail, after which they were shown to naval personnel on duty in BuPers. Those finally approved were held to be the most practical designs.



EXAMPLES of sleeve and breast markings and insignia which accompany the rating structure change are shown here.



BOATSWAIN'S MATE



QUARTERMASTER

## SPECIALTY MARKS OF ENL



TORPEDOMAN'S MATE



MINEMAN



GUNNER'S MATE

FIRE  
CONTROLMANFIRE CONTROL  
TECHNICIANELECTR  
TECHN

YEOMAN



PERSONNEL MAN

MACHINE  
ACCOUNTANT

STOREKEEPER



DISBURSING CLERK



COMMISS



MUSICIAN

PHOTOGRAPHER'S  
MATE

MACHINIST'S MATE



ENGINEMAN



MACHINERY REPAIRMAN



BOILER

UNDERWATER  
MECHANIC

PATTERNMAKER



MOLDER



SURVEYOR

CONSTRUCTION  
ELECTRICIAN'S MATE

DRUM

AVIATION  
MACHINIST'S MATEAVIATION  
ELECTRONICS TECHNICIANAVIATION  
ELECTRONICSMANAVIATION  
ORDNANCEMAN

PARACHUTE RIGGER



AEROGRAPHER'S MATE



AVIATION STOREKEEPER

AIRSHIP  
RIGGERMASTER-AT-ARMS  
(SHORE)PHYSICAL  
TRAINING  
INSTRUCTORFIRE  
FIGHTER

INSTRUCTOR

CHEMICAL  
WARFAREMANPHOTOGRAMMETRY  
ASSISTANT

## EXCLUSIVE EMERGEN



# LISTED NAVAL PERSONNEL



RADARMAN



SONARMAN



ONICS  
ICIAN



INSTRUMENTMAN



OPTICALMAN



TELEMAN



RADIOMAN



COMMUNICATIONS  
TECHNICIAN



SHIP'S  
SERVICEMAN



SHIP'S SERVICEMAN



JOURNALIST



PRINTER



LITHOGRAPHER



DRAFTSMAN



ELECTRICIAN'S  
MATE



ELECTRICIAN'S MATE



I. C. ELECTRICIAN



METALSMITH



PIPE FITTER



DAMAGE  
CONTROLMAN



MECHANIC



MECHANIC



BUILDER



STEELWORKER



UTILITIES MAN



TRADESMAN



AIR CONTROLMAN



AVIATION  
BOATSWAIN'S MATE



AVIATION  
ELECTRICIAN'S MATE



AVIATION  
STRUCTURAL MECHANIC



AVIATION  
PHOTOGRAPHER'S MATE



HOSPITAL  
CORPSMAN



DENTAL  
TECHNICIAN



STEWARD

## NAVY SERVICE RATINGS



TRANSPORTATION  
MAN



SHORE  
PATROLMAN



TRANSPORT  
AIRMAN



BOOKER



AVIATION PILOT



WELFARE AND  
RECREATION  
LEADER



SPECIALIST

# DISTINGUISHING MARKS WORN ON RIGHT ARM



AIRCRAFT MACHINE GUNNER,  
FIRST CLASS



AIRCRAFT MACHINE GUNNER,  
SECOND CLASS



AIRSHIP



AVIATION UTILITY



BOMBSIGHT  
MECHANIC



MASTER DIVER



SALVAGE DIVER



DIVER, FIRST CLASS



DIVER, SECOND CLASS



GUN CAPTAIN



EXPERT LOOKOUT



GUN DIRECTOR  
POINTER,  
FIRST CLASS



GUN DIRECTOR  
POINTER,  
SECOND CLASS



GUN POINTER,  
FIRST CLASS



GUN POINTER,  
SECOND CLASS



GUN RANGEFINDER  
OPERATOR



MASTER  
HORIZONTAL BOMBER



MINE WARFARE



ORDNANCE  
BATTALION



NAVY E



RIFLE  
SHARPSHOOTER



SEAMAN GUNNER

# DISTINGUISHING MARKS WORN ON LEFT BREAST



NAVAL AVIATION PILOT



BALLOON PILOT



COMBAT AIRCREW INSIGNIA



PARACHUTIST INSIGNIA



SUBMARINE INSIGNIA  
(Embroidered)



SUBMARINE COMBAT  
PATROL INSIGNIA



## All-Navy Boxing Tourney

Annual All-Navy boxing competition will swing into its second postwar year during the week of 2 May in San Diego's Balboa Stadium, home of last year's naval fistic feud.

Eight crowns will be on the line for the battling Navy and Marine Corps men, as well as possible Olympic bids. The competitors will be chosen through much the same type of elimination system as utilized last year. In 1948, however, the four top men in each weight class will leave San Diego for the Naval Academy at Annapolis, Md., where they will undergo conditioning training in preparation for the Olympic finals.

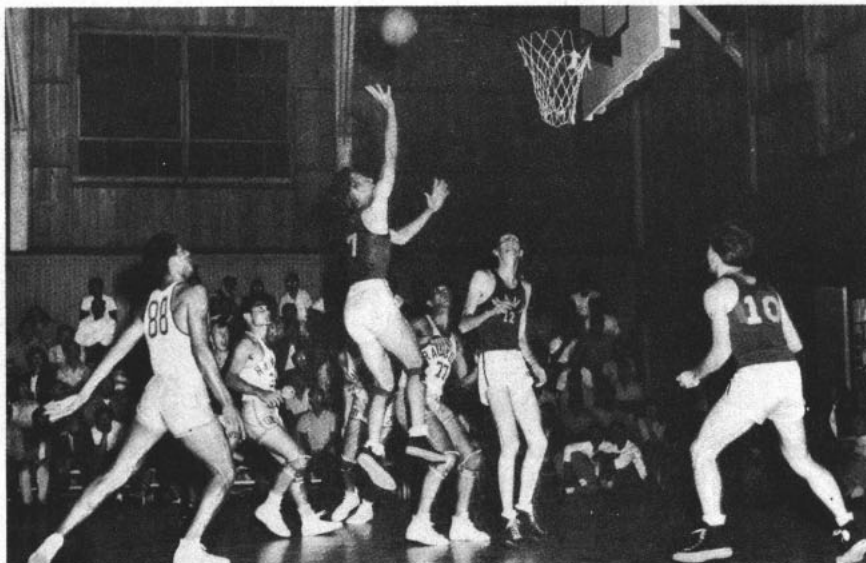
At the Academy, the Navy's crack sluggers will train under "Spike" Webb, four-time U.S. Olympic Boxing coach, who will choose the eight men to enter the Olympic finals in Boston on 12 July.

## Large Sports Theater

When the men aboard USS LST 1146 crave a little recreation, they don't give a moment's thought to where to look for an athletic field.

The tank deck of their ship has been remodeled and converted into a snappy, smart athletic field, complete with a motion picture theater, boxing ring, punching bags, volleyball and basketball courts and conditioning equipment such as dumbbells and chest-pulls.

The ingenious conversion was accomplished by filling the wells with sand and then covering them with a one-half-inch layer of concrete. When need arises for use of the deck-wells, a few taps with a



UP GOES member of 14th Naval District hoop squad to score basket in game won by University of Hawaii, 58-36. Navy quintet previously won four straight.

chipping hammer and the sand may be carried away. When the recreation area is needed for cargo space, the gear may be easily removed to storage lockers.

## Coco Solo Wins

NAS Coco Solo, C. Z., sailors clashed with Army Ground Forces and Air Force boxers in eight championship bouts at Balboa Stadium, C. Z., emerging with four titles—the heavyweight, middleweight, junior welterweight and lightweight crowns.

Highlighting the fight card were the heavyweight and middleweight contests, with Navy's Bob Gantt decisioning Air Forces' Bob Smith after five action-packed rounds in the heavyweight melee. Sailor Freddie Townsend had to go an additional round to get the nod over Army opponent Eddie Turley in the middleweight thriller.

Coco Solo's Joe Stanton staged a game battle against Army's Carl Fransen in the junior lightweight bout, pounding his opponent viciously in the last rounds, but Fransen won a split decision because of his aggressiveness.

## New Academy Coach

Naval Academy footballers will operate under the tutelage of a civilian coach for the first time in 15 years in the 1948 campaign.

Academy officials have announced the hiring of George Sauer, former Navy lieutenant (junior grade) and athletic training officer, as the man to head the football team. Sauer replaces Captain

Tom Hamilton, USN, who moves up to the position of Naval Academy athletic director. Sauer has been at University of Kansas for the past two seasons. In two years there, he led his Jayhawkers to two conference titles and a trip to the Orange Bowl.

The revision in Navy athletic policies came after study by an eight-man panel of former Annapolis athletic "greats." The findings of the panel called for discontinuance of the practice of having a "graduate coach"—an officer who had graduated from Annapolis return to head the team.

Sauer, All-America from University of Nebraska from 1931-1933, served on board USS *Enterprise* (CV 6) under Captain Hamilton. He will take two of his Kansas assistants to Navy coaching posts with him—Vic Bradford, backfield coach, and Bob Ingalls, line coach.

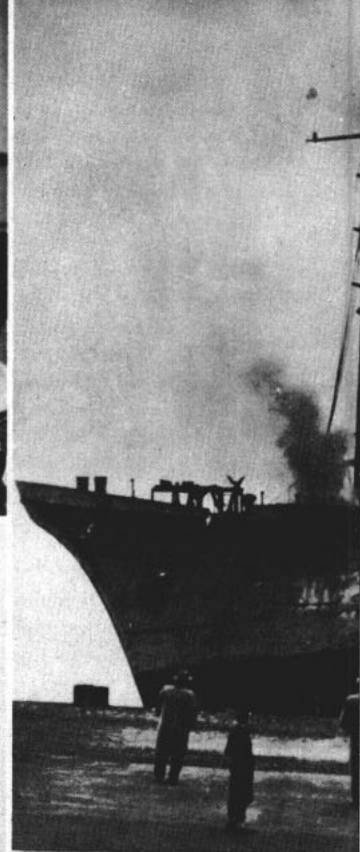
The former Navy head line coach, E. E. "Rip" Miller, moves up to the position of assistant director of athletics.

## 12 Members of Football Team Join Naval Reserve

Twelve members of the St. Paul's High School 1947 football team were included in the 16 men who volunteered for the Naval Reserve in Meggett, S. C. Two of the men were not eligible since they lacked a few months of the required 17 years age minimum.



VISIT to the Naval Academy is made by the Chinese junk Mon Lei, owned by Robert 'Believe It Or Not' Ripley.



OLD WARRIOR BURNS as salvage workers at Seattle put torch to *Moonlight Maid* (upper right), said to have fired first shot in Battle of Manila Bay. Upper left: FltWeaCent basketball team receives trophy at Manila. Left center: New model Bell helicopter, of which Navy has ordered 12, features 'split canopy,' which permits removal of doors and upper half of cockpit. Lower left: New members of Naval Reserve, who 'shipped over' immediately after discharge in Seattle, do share for March of Dimes campaign. Lower right: Pretty-Norwegian visitor to Naval Academy smiles as she perches atop Halsey's saddle at Academy museum.



# TODAY'S NAVY

## 16,000 Personnel Get Training, Experience In Caribbean, Western Atlantic Maneuvers

### Liberty in Foreign Ports

Six weeks of maneuvers in Caribbean and western Atlantic waters will wind up on 19 March when Atlantic Fleet vessels split up for various assignments.

Spearheaded by the carriers *Leyte* and *Philippine Sea*, the force swept into southern waters to land elements of the 2d MarDiv in the Vieques-Culebra area.

In addition to carrier-based operations, Navy aircraft participated in exercises from land bases at Atlantic City; San Juan; Bermuda, Roosevelt Roads and Borinquen, P. R.; Coco Solo, C. Z.; and Trinidad.

Cruisers, destroyers, submarines and auxiliaries joined with land-based aircraft and carriers for intertype exercises conducted independently prior to landing operations.

Liberty for more than 16,000 personnel was divided into two periods. Following amphibious exercises, the force was scheduled to split by sending vessels to Trinidad, Martinique, Guadeloupe, St. Thomas, St. Croix, Puerto Rico and the Dominican Republic for the first liberty period.

Other vessels were scheduled to proceed to the Virgin Islands, Puerto Rico, Haiti, Dominican Republic, Panama, Jamaica and eastern Cuba for the second liberty period.

The three light cruisers participating

in the exercises were *Dayton*, *Fresno* and *Manchester*.

Destroyers were *E. G. Small*, *Power*, *Glennon*, *Cone*, *O'Hare*, *Meredith*, *Stribling*, *Brownson*, *R. H. McCord*, *S. B. Roberts*, *C. H. Roan*, *J. P. Kennedy, Jr.*, *W. R. Rush*, *Johnston* and *Fiske*.

Submarines were *Grouper*, *Finback* and *Spinax*.

CincLant's flag flew from *USS Pocono*. Other amphibious force flagships were *Mount Olympus* and *Taconic*.

*Fremont*, *Bexar* and *New Kent* constituted the attack transport force, with AKAs *Vermillion* and *Whitley*.

Fueling exercises were conducted from *Elokomin*, *Allagash* and *Chukawan*.

### Plastic 'Bones'

Plastic "bones" have been developed in research sponsored by the Navy. The new temporary plastic-substance is believed to be a satisfactory replacement for human bone.

Captain C. W. Shilling, MC, USN, chief of the medical sciences program of the Office of Naval Research, reported on some of the developments in American research institutions on projects aided by Navy funds.

The captain said that a successful method has been devised for replacing diseased bones with inactive plastic substances.

### LAST APRIL



USS Salem launched at Quincy shipyard with complete airconditioning. XSN2J-1, experimental intermediate trainer, is ordered by the Navy. USS Missouri is honored by Turkey in a series of stamps commemorating ship's visit.

### APRIL 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	



VISITORS on board USS *Steinaker* during the DD's visit to Leghorn, Italy, these Italian war orphans and their Red Cross nurse enjoyed a shipboard party.

## First NROTC Cruise

Two groups of Naval Reserve Force midshipmen enrolled at St. John's College, Annapolis, Md., in 1924 and 1925 participated in summer cruises with Naval Academy midshipmen.

An *ALL HANDS* article (September 1947, p. 14) stated that the Task Force 81 Midshipman Summer Practice Cruise to northern Europe was the first time NROTC midshipman had been included with Academy midshipmen on the cruise.

The St. John's unit, forerunner of the NROTC, was instructed in naval science by Academy officers. As Naval Reserve Force midshipmen, graduates successfully completing the four-year course were commissioned in the Naval Reserve.

## Join Zipper Fleet

Two of the Navy's most famous battleships—USS *New Jersey* and USS *Wisconsin*—have been retired from active service.

The two 45,000-ton sisterships have joined the Atlantic Reserve Fleet for inactivation, thus leaving only two battleships active in the Fleet. Remaining on active duty are USS *Iowa* and USS *Missouri*, assigned to the Pacific and Atlantic Fleet respectively.

*New Jersey* and *Wisconsin* wrote glorious naval history during World War II. A member of the famous Task Force 38 and flagship of the 5th Fleet, *New Jersey* participated in raids against the Japanese in the Marshalls, Truk, Carolinas, New Guinea, Marianas, Philippines, Okinawa

and the Tokyo area.

*Wisconsin* joined the 3rd Fleet and gave support to carriers units striking against Luzon. Together with *New Jersey* she participated also in the climactic stages of the Pacific war.

Launched on 7 Dec 1942, *New Jersey* was built at the Philadelphia Naval Shipyard. She hoisted her commissioning pennant on 23 May 1943.

Also built at the Philadelphia shipyard, *Wisconsin* was launched 7 Dec 1943. She was commissioned 16 April 1944.

In joining the "Zipper Fleet," *New Jersey* will be berthed at Bayonne, N. J., while *Wisconsin* will rest at Norfolk, Va.

## Cars for Amputees

Applications of 18,400 disabled World War II veterans for automotive vehicles have been approved by the Veterans Administration. The program provides a \$1,600 automobile or other conveyance for certain amputees.

## LantFleet Staff Drops Hook at Norfolk, Va.

The heretofore seagoing staff of the Atlantic Fleet has dropped the hook in Norfolk, Va.

On 1 March Admiral W. H. P. Blandy, USN, CincLant, transferred his command from USS *Pocono* (AGC 16) to the inactivated Norfolk Naval Hospital. The hospital was decommissioned in May 1947.

## Duncan Heads 2d Task Fleet

Vice Admiral Donald B. Duncan, USN, former Deputy Chief of Naval Operations (Air), was appointed as Commander, Second Task Fleet, succeeding Vice Admiral Arthur W. Radford, now Vice Chief of Naval Operations.

Admiral Duncan has played a major role in developing the Navy's aircraft carrier forces, and was commanding officer of USS *Long Island* (CVE 1) the first ship to be converted to an aircraft carrier escort vessel.

Vice Admiral John D. Price, USN, was designated Deputy Chief of Naval Operations (Air).

## Marine Corps Promotions

Promotion of three Marine Corps brigadier generals, all of whom participated in extensive war campaigns, was approved by the President following nomination by selection board.

Brigadier General Oliver P. Smith, USMC, was a 1st MarDiv regimental commander in the Talasea phase of operations on Cape Gloucester and assistant division commander during the Peleliu invasion. During the Okinawa operation, he served as Marine deputy chief of staff of the 10th Army. He is now acting commanding general of the Marine Barracks and commandant of the Marine Corps school in Quantico, Va.

Commander of the fleet landing force at Tokyo Bay in the occupation of Japan, Brigadier General William T. Clement, USMC, is at present director of the Division of Reserve and president of the Naval Retiring Board. He served on Bataan and Corregidor early in the war and participated in the Okinawa campaign later in the war.

Brigadier General John T. Walker, USMC, assistant division commander of 1st MarDiv, commanded the 22d Marine Regiment (Reinforced) during the assault and capture of Eniwetok Atoll in the Marshall Islands during February 1944. In the invasion and recapture of Guam, he served as chief of staff of the 1st Provisional Marine Brigade.

The President also approved the promotion to brigadier general for temporary service of five colonels.

The officers selected for promotion were John Halla, John Taylor Selden, Harry Bluett Liversedge, Walter William Wensinger and Clayton Charles Jerome. The announcement was made in Alnav 12-48 (NDB, 15 February).

## NATS and ATS Form MATS

The Naval Air Transport Service (NATS) will be consolidated with the Air Transport Service (ATS) to form a new unit which will be known as Military Air Transport Service (MATS).

MATS will be responsible for the maintenance of all air transport required by the armed forces and the national military establishment. Servicing of all fixed and regularly operated trunk routes, foreign and domestic, is to be the particular responsibility of MATS.

Giving consideration to the Navy's extensive operation of seaplane transports, that one activity may remain under naval jurisdiction. Also, the Navy will retain responsibility for air transport such as may be considered essential to naval operations. The Air Force will not conduct any scheduled air transport under the unification, but may maintain miscellaneous air transport as may be organic to its service.

MATS will have the authority to administer, control and dispose of the ATS personnel, facilities and property. The present property and facilities of the Navy will be handled in the same manner. Exceptions will be made where the property and facilities are essential to naval aviation. The Navy will have the opportunity to reclaim from NATS any property prior to MATS' disposal action.

Naval aviation may retain initially required personnel for air transport with all remaining operating personnel being turned over to MATS. Disposition of naval maintenance personnel and supporting organizations will be worked out by the commander of MATS.

The unexpended balances of 1948 appropriations for the three departments, Army, Navy and Air Force, are to be made available to MATS, with the 1949 appropriations being treated likewise.

## Leave to Be Granted To Observe Passover

Men of Jewish faith will be granted leave, if practicable, for the observance of Passover, sunset Friday, 23 April, to sunset Saturday, 1 May.

BuPers Circ. Ltr. 7-48 (NDB, 31 January) announced that the National Jewish Welfare Board will furnish special prayer books for the services and unleavened bread. COs were directed to cooperate in facilitating distribution of these supplies to men of Jewish faith under their command.

Again, exceptions will be made where such funds are vital to the operation of naval air service.

The pay, allowances and subsistence of Army and Navy personnel attached to MATS will continue to be a responsibility of the Department of the Army and the Department of the Navy.

A three-man board, consisting of one member from the Army, one from the Navy, and one from the Air Force, will be set up for the purpose of settling disputes that may arise in connection with MATS. They will also act in an advisory capacity to the MATS commander.

In order to show the degree of efficiency and economy attained by the consolidation, records and statistics dealing with the utilization of funds, personnel and materiel will be kept.

Major General Laurence S. Kuter, USAF, was named as commander of MATS, with Rear Admiral John P. Whitney, USN, as deputy commander.

Rear Admiral Whitney served as chief of staff to Rear Admiral John W. Reeves, Jr., director of NATS. He later was assigned duty as a member of the General Board.

## ComNavForWesPac

New commander of U.S. naval forces in the western Pacific is Rear Admiral Oscar C. Badger, USN, who relieves Admiral Charles M. Cooke, Jr., USN.

Among other war assignments, Rear Admiral Badger commanded BatDiv 7 and other combined forces in strikes against Iwo Jima and Japanese home islands. Task Force 31, under Rear Admiral Badger, occupied the Yokosuka area in Tokyo Bay following the capitulation of the Japanese.

As commander of the Pacific fleet service force, Rear Admiral Badger took over two of the major tasks confronting the Navy—transportation of veterans to the U.S. for discharge and the salvage or rolling up of Pacific bases.

Rear Admiral Badger left his duties as Com 11 to become ComNavForWesPac.

## Saipan to Venezuela

USS *Saipan*, accompanied by the destroyer *Witek*, steamed into La Guaira, principal port of Venezuela, for the inauguration of that country's president-elect in Caracas.

Planes from the carrier were scheduled for an aerial parade during the celebration, and a band and parade detachment were sent ashore from the two vessels.

## Heat From the Fleet

The winter fuel shortage was somewhat alleviated when the Navy granted loans of fuel oil to eastern states for the relief of hospitals, orphanages and other institutions.

The oil was delivered for distribution by commercial concerns, which have scheduled its return to the Navy by 30 June 1948.

## Texas to Texas

Scrap-gouging torches will not slice tractor hubs from the tired old hull of USS *Texas* (BB 35), the five-turreted veteran whose salvos opened the Normandy invasion.

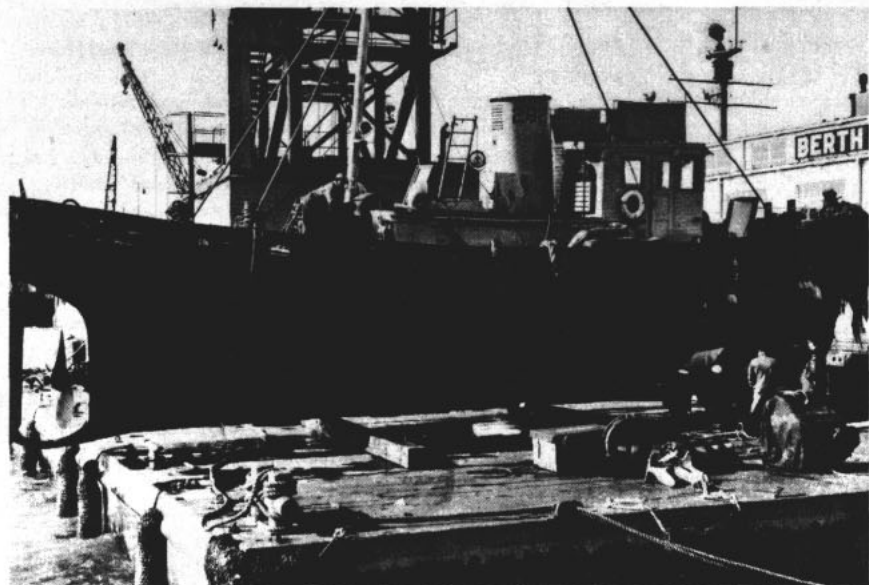
Unlike other battered old battleships sold for scrap, *Texas* will be towed to the Gulf and enshrined as an historical monument in San Jacinto Battlefield Park. She is the first Navy vessel purchased by a state for use as a memorial.

A bombardment veteran of two wars, 34-year-old *Texas* carried ten 14-inch guns in five turrets. During World War II, she participated in both Atlantic and Pacific operations.



VETERAN of two wars, *Texas* heads for Texas where she will be enshrined as historical monument. Here is view of the BB as she was in her prewar prime.





**FAST ACTION** by crane crew gets the damaged YTL 292 clear of the water before sinking. Tug was flooding fast from a large hole below the waterline.

## Thinking Halts Sinking

Quick action on the part of personnel at the Naval Supply Center, Norfolk, Va., saved a rapidly sinking Navy tugboat.

The tug, YTL 292, had a foot square hole in its hull and was sinking. It was ordered alongside a derrick barge. Immediately, pennant lines were swung under the tug and the derrick lifted it out of the water sufficiently to reduce the strain. At this point the Naval Station Fire Department siphoned water from the hold to relieve the extra weight so the tug could be lifted completely out of the water for repairs.

The vessel was damaged when, out of control, it rammed into the propeller of a large oil tanker, USS *Canisteo*. The tanker was not damaged.

## Combat Landing Course

Latest amphibious landing techniques are being taught 54 Marine officers and enlisted men during a nine weeks' course of instruction in the Transport Quartermaster School at U.S. Naval Amphibious Base, Coronado, Calif.

The graduates, all carefully selected for the course, are taught the latest combat landing methods for all types of naval vessels and aircraft. The instruction includes actual loading of various ships in San Diego Harbor.

Instructed by seasoned veterans of war-time amphibious operations, the students will return to their home base where they

may assume such transport quartermaster duties as may arise within their units.

LTCOL Charles O. Bierman, USMC, a veteran of five Pacific campaigns, is OinC of the school, a unit within the Pacific Fleet Amphibious Training Command.

## New Civilian Award

Outstanding contributions to the Navy by non-Navy employees will be recognized by presentation of a new civilian award.

Designated the Navy Distinguished Public Service Award, it will rank above Navy Bureau certificates and letters of commendation, but below the President's Medal for Merit and Certificate of Merit. The new award will be presented only to individuals who are not employees of the Navy, or who were not employees during the period for which they were cited.

The award consists of a certificate signed by SecNav and a lapel pin bearing the inscription, "Distinguished Public Service, United States Navy." The pin is blue and gold, and the inscription borders a fouled anchor.

## Navy Helps Coast Guard

During cold weather in January and February Navy vessels augmented the Coast Guard to keep northeastern U.S. waterways open for essential traffic.



## Flag Rank Orders

Flag rank orders last month were as follows:

Admiral DeWitt C. Ramsey, USN, was detached as Vice CNO and reported as CincPac.

Vice Admiral Arthur W. Radford, USN, was detached as Com2dTaskFlt and reported as Vice CNO.

Vice Admiral John D. Price, USN, was detached as ComAirPac and reported as DCNO(Air).

Vice Admiral Donald B. Duncan, USN, was ordered detached as DCNO(Air) and ordered to duty as Com2dTaskFlt.

Vice Admiral Harold B. Sallada, USN, was detached as Deputy CincPac and reported for duty as ComAirPac.

Read Admiral Oscar C. Badger, USN, was detached as Com 11 and ordered to duty as ComNavForWesPac.

Rear Admiral Howard H. Good, USN, was ordered to duty as Com 13.

Read Admiral George H. Fort, USN, was ordered to duty as senior member, Naval Sentence Review and Clemency Board, Navy Department.

Rear Admiral Frank D. Wagner, USN, assumed additional duty as Chief Nav-AirBasicTra, Pensacola, Fla.

Rear Admiral Ralph W. Christie, USN, was ordered to duty as ComNavForPhil.

Rear Admiral Russell S. Berkey, USN, was ordered to duty as ComSupGrpNav-ForFE.

Rear Admiral Marshall R. Greer, USN, assumed duty as ComCarDiv 3.

Rear Admiral Albert M. Bledsoe, USN, was ordered to duty as ComNavBase, Bremerton, Wash.

Rear Admiral Thomas H. Robbins Jr., USN, was ordered to duty as ComCarDiv 17.

Rear Admiral John H. Carson, USN, was detached as ComCruDiv 15 and ordered to nearest naval district in the U.S. for further assignment.

Rear Admiral James H. Foskett, USN, was detached as naval aide to the President and ordered to duty as ComCruDiv 12.

Rear Admiral Edward C. Ewen, USN, was detached as Chief, NavAirResTra., Glenview, Ill., and ordered to duty as Director of Public Relations, Navy Dept.

Rear Admiral William D. Johnson, USN, was detached as chief of staff and aide to CincLantFlt and assumed duty as Com-FairWing 2.

Rear Admiral John M. Hoskins, USN, was ordered as chief of staff to ComAir-Pac.

Rear Admiral James H. Doyle, USN, was ordered detached as inspector-instructor, Naval Reserve 13th ND, and ordered to duty as ComPhibTraPac.

Rear Admiral Francis X. McInerney, USN, was ordered detached as CORecSta, T.I., San Francisco, Calif., and ordered to duty as ComCruDiv 15.

Rear Admiral John P. Womble Jr., USN, was detached as CO NavSta, San Diego, Calif., and assumed duty as ComNavTraCen, San Diego, Calif.

Rear Admiral Hugh H. Goodwin, USN, was detached as assistant chief of staff for plans, CincLant, and assumed duty as chief of staff, CincLantFlt.

Rear Admiral Edgar A. Cruise, USN, was detached as ComNavAirBases, 5th ND, with additional duty as CO NAS Norfolk, Va., and reported to CNO for duty.

## White House Naval Aide

Captain Robert L. Dennison, USN, has been named to relieve Rear Admiral James H. Foscett as naval aide at the White House. At the time of his appointment Captain Dennison was commanding officer of USS *Missouri* (BB 63).

Captain Dennison was awarded the Legion of Merit as chief of staff to the commander of an amphibious force during the seizure and occupation of Attu and Kiska islands.

Rear Admiral Foscett was ordered to duty as ComCruDiv 12.

## Ordnance Research

Better ordnance research by the armed forces is the order of the day.

To reach this goal a Committee on Ordnance has been formed. Announced by Secretary of Defense Forrestal, this committee will evaluate the research and development programs of ordnance weapons and counter-measures of the three military departments. It will make such recommendations which will insure that major research effort is placed on the most urgent and important phases.

The committee, a unit within the Research and Development Board, will seek to assure the availability of technical personnel, research facilities and equipment, and prevent undesirable duplication, if such should exist.

Atomic energy will not be included in the committee's interest, but will include research programs in such fields as explosives, land or water mines, ammunition, bombs, rockets and projectiles, but

## Kodiak, Adak Duty Increasingly Popular

The 344 Navy dependents in Kodiak and 166 in Adak comprise a major share of the reasons accounting for the increased popularity of the two stations, according to Alaskan command administrative officials.

Present tour of duty is 18 months in Kodiak and one year at Adak, and there are many requests for extension of tours. Other personnel have returned to the Alaskan bases for additional tours.

"This is building up within the Navy a fine group of Alaskan enthusiasts," officials say, "and what is more important, a body of men well trained and experienced in flying, navigating and surviving in an area that only a few years ago was relatively unknown to the vast majority of people in the Navy."

The bases have many miles of all weather roads which are kept open — mostly gravel, with some paving — and

not guided missiles. Also included will be launching devices and equipment, conventional torpedoes and tubes, depth charges and projectors, armor, guns and gun mounts, fire control systems, ballistics, chemical weapons, pyrotechnics, and other equipments and material identified in the field of ordnance.

The committee is composed of civilians and ordnance experts of the armed forces.

## Former SecNav Dies

One of the most colorful men ever to hold the position of Secretary of Navy, Josephus Daniels died at his home at Raleigh, N. C. He was 85.

Appointed to the Navy cabinet post by President Wilson in 1913, Mr. Daniels had progressive career with the Navy Department. His administration advocated democratic theories, and his firm policies paved the way for naval preparedness when the United States entered the first world war.

Much opposition was given Mr. Daniels when he ordered the establishment of service schools aboard ships and stations for both

even sending autos there is recommended, with a reminder however that there are few ships available which can carry them and some delay may be involved.

School books are supplied by the Territory of Alaska and libraries at both Kodiak and Adak are available to naval personnel and dependents at no cost.

Commissary department stocks are handled by the ship's service in Adak, and Kodiak has its own complete commissary. Fresh fruits and vegetables are imported by air and while the store lays no claim to luxury item stocks, adequate staple stores are maintained. Fresh milk is available and — on a "catch them yourself" basis — fresh fish and other sea food products are plentiful.

Trout, according to reports from Kodiak, average around 14 inches and some as long as 24 inches have been caught.

officers and men. Today, these schools are an essential part of naval education and training.

Another great wave of ridicule and praise met Josephus Daniels when, in 1914, he issued an order forbidding the use of alcoholic liquor in the Navy. "Naval vessels," poked the *Wall Street Journal*, "will now have no port side."

When war came and the Navy needed clerical workers, he exclaimed: "Is there any law that says a yeoman must be a man? Then enroll women!" Result: Yeomanettes, elder sisters to the present day Waves.

## Air Group Transfers

Bearcats, Avengers and Helldivers of Air Group 5 took off from San Diego to land at NAS Seattle in the first major transfer to that station of a regular fleet flying unit since World War II.

Pilots and aircrewmembers of the 68 planes were scheduled for a two months' visit for extensive flight operations at the Seattle station.

Last year the air group was stationed on board USS *Shangri La*, part of whose cruise in Pacific waters included a two weeks' visit to Sydney, Australia.

One of the air group's four squadrons, Fighting Five, is currently flying and evaluating the Navy's new jet fighter FJ-1 for carrier operation.



Josephus Daniels... one of most colorful men to head Navy.



# THE BULLETIN BOARD

## Navy's New Enlisted Rating Structure Goes into Effect 2 April

The new rating structure, accomplishing one of the most comprehensive personnel changes in Navy history, swings into effect on 2 April.

Culminating more than two years of planning by Navy officials, the new enlisted and warrant structure is designed to produce more broadly qualified, versatile personnel who can be advanced to higher positions of authority and responsibility in time of emergency.

The plan calls for free rotation in duty within naval activities and between naval activities to provide maximum experience and training. Great flexibility of the structure will permit expansion from the broader peacetime general service ratings to narrower emergency service ratings within the same occupational grouping.

In-service training programs were directed to be inaugurated by command-

ing officers, insuring that personnel changed to new or revised ratings become fully qualified for their postwar ratings. Training publications available for this purpose at present are listed in BuPers Circ. Ltr. 6-48 (NDB, 15 January). Preparation of new and revised courses is underway but will not be available for distribution for another year or so.

Additional information is available also from USAFI courses, a listing of which is being forwarded to all ships and stations, and other publications listed in the directive.

A complete set of specialty marks and insignia accompanying the change is pictured on pages 32-33. Changeover to the new marks and insignia will be made by all personnel upon distribution to the various commands.

Qualifications for advancement in rat-

ing of enlisted personnel have been revised completely for the new ratings and printed in a separate manual which will be distributed in the near future.

While the regular Navy will switch to general service ratings covering a broad occupational field, members of the Organized Reserve will hold emergency service ratings for training on emergency active duty basis.

Volunteer Reservists, Fleet Reservists and retired personnel will be placed in emergency service or exclusive emergency service ratings except for members of the Volunteer Reserve serving on active duty as ship-keepers or station-keepers, who will be carried in general service ratings and then only while serving in active-duty billets.

The new structure calls for division of personnel into 12 rating groups—deck, ordnance, electronics, precision equipment, administrative and clerical, miscellaneous, engineering and hull, construction, aviation, medical, dental and steward. A table showing the entire structure starts on page 50.

Broadening of personnel duties under the new system is shown in comparative numbers of ratings. For example, the work formerly allotted to 18 deck ratings will be performed by four ratings, and that of 46 different administrative and clerical ratings will be assigned to 11 under the new structure.

Facilitating easier methods of personnel accounting, each rating abbreviation will consist of only two letters. A suffixed "C" stands for chief petty officer and numbers designate other classes of petty officers. Non-rated abbreviations consist of the two letters alone, such as SA for seaman apprentice, the new rating to which S2s will change.

Personnel allowances for the various commands are in the process of being distributed. Because the present allowances for ships and stations are based on needs, the new rating structure will not result in large scale transfers to meet the new allowance plan.

The plan establishes grouping of personnel in broad occupational fields dur-

## Duties, Qualifications Determine New Rate

Depending largely on your present duties and qualifications, your CO will determine the new rating to which you will change in cases where two or more possibilities exist.

Explanation of the significance of your new general service rating may be found in column 4 of the table on page 50. While this is not a job description, it does define the general duties of personnel holding the new ratings, and it may help in finding your new rating.

Current ratings which may be changed to one of two or more possible general service ratings are:

- Radioman may remain the same (RM) or become teleman (TE) or communications technician (CT).

- Radarman may retain the same rating title with new abbreviation as RD or be changed to air controlman (AC).

- Shipfitters, molders and metal-smiths may become pipe fitter (FP), or metalsmith (ME).

- Aviation fire controlman to aviation ordnanceman (AO) or aviation electronics technician (AT).

- Printer to lithographer (LI) or printer (PI).

- Yeoman to personnel man (PN), teleman (TE) or yeoman (YN).

- Motor machinist's mate to engine-man (EN) or mechanic (CM).

- Electrician's mate to I.C. electrician (IC) or electrician's mate (EM).

- Machinist's mate (construction battalion) to mechanic (CM) or driver (CD).

- Specialist (V) (transport airman) to aviation machinist's mate (AD) or air controlman (AC).

- Specialist (P) (photographic specialist) to lithographer (LI) or photographer (PH).

- Photographer's mate to aviation photographer (AF) or photographer (PH).

- Specialist (P) (photogrammetry) to aviation photographer (AF), photographer (PH) or draftsman (DM).

- Seaman first class to seaman (SN) or airman (AN).

- Seaman second class to seaman apprentice (SA), airman apprentice (AA) or fireman apprentice (FA).



ing peacetime and prepares for quick transition at the outset of an emergency.

Here's the way it would work:

From the general service ratings to which personnel will change on 2 April, switch-over to emergency service ratings would be effected by active duty personnel should a national emergency develop.

Organized Reserve personnel, holding emergency service ratings for peacetime training, would be called to active duty as well as Volunteer Reservists, Fleet Reservists and retired personnel, most of whom would hold emergency service ratings throughout. Some would enter active duty with exclusive emergency service ratings for certain specialized assignments and duties.

During the emergency, both regular and Reserve personnel would be on an equal footing for advancement competition in the narrow occupational fields.

At the end of the emergency, Reservists and retired personnel would be returned to inactive duty and Regulars and those Reservists desiring to enlist in the Regular Navy would be required to qualify for general service ratings in order to be retained on active duty.

If men of the exclusive emergency service ratings wanted to be retained on active duty following the emergency, they would have to qualify for general service ratings. In order to be retained in the Organized Reserve, they will be required to qualify for an emergency service rating.

Functions of the exclusive emergency service ratings are considered too specialized to be retained in the peacetime organization of the Regular Navy and must be performed as collateral duty of other ratings or by civilians at shore activities. They are too specialized for training in the Organized Reserve and will be retained only by certain personnel of the inactive Naval Reserve and a few Fleet Reservists (or retired personnel).

Specialists listed under ESX will be indicated under "ESX" plus the Navy job code number to indicate the specialty, with the title as shown in column 4 of the table.

Specialist (X) (unclassified) has not been included in the tables, since it is expected that future changes in equipment or techniques may require general service, emergency service or exclusive emergency service which may include these and other functions.

## 4 Old-Time PO Rates Also Scrapped

Venerable coxswain and carpenter's mate ratings, Navy standbys for 151 years, pass out of existence along with several others with long service when the new rating structure becomes effective 2 Apr 1948.

The change calls for absorption of 198 current ratings into 77 under the new system, forcing out some and creating others.

Coxswain and carpenter's mate ratings were first used back in 1797, although rating marks did not appear until 69 years later. In 1837 ship's cooks replaced the general rating of cooks and in 1846 the painter rating came into existence. These are the four oldest petty officer ratings which will be eliminated in the new structure.

Among other well known rates which will disappear are bugler, which originated in 1871, water tender in 1884, ship fitter in 1902 and signalman in 1921.

Seaman ratings date back to 1797 and fireman appeared first in 1842. Under the new system, apprentice seaman becomes seaman recruit (SR), seaman second class becomes seaman apprentice (SA) and seaman first class becomes seaman (SN). The new system changes fireman first class to fireman (FN) and fireman second class to fireman apprentice (FA).

Non-rated men in the medical, dental and steward branches will change their ratings to pertain specifically to the branch.

A number of totally new petty officer ratings, covering broader occupational fields, will come into use for the first time. Among the list are such ratings as engineman (EN), damage controlman (DC), underwater mechanic (UM), mechanic (CM), air controlman (AC), disbursing clerk (DK), commissary man (CS), machine accountant (MA), pipe fitter (FP) and boilerman (BT).

## Warrant Officers Assigned Numeric Code Designators

All commissioned warrant and warrant officers on active duty have been assigned numeric code designators which will become effective with the new rating structure on 2 Apr 1948.

A listing of the officers and their new designators was given as an enclosure to BuPers Circ. Ltr. 8-48 (NDB, 31 January). The designators previously were of an alphabetic-numeric type.

Assignment of the new designators was made on the basis of an analysis of BuPers personnel qualifications records. In cases where errors have occurred, request for reconsideration may be made by letter to the Chief of Naval Personnel (Attn: Pers 313). However, the officers must be reported by the designators assigned until notification of a change has been received from the Bureau.

The letter announced that on 2 Apr 1948 the personnel accounting machine installation will automatically add the designators to commissioned warrant and warrant officers listed in the enclosure. COs were instructed to carry out the following procedure on 2 Apr 1948:

- Notify officers under their command who are listed in the enclosure of the

assigned designators and make a memorandum entry in the qualification jackets of these officers.

- Correct the Personnel Accounting Card (NavPers 500), parts 1 and 3. (No diary entry will be required.)

- If a change of designator is received prior to 2 April (in cases where errors have occurred), submit a "CDES" diary entry in the 2 Apr 1948 diary. If a change of designator is received after 2 April, make a normal "CDES" entry upon receipt.



Philadelphia Naval Shipyard Beacon

"Murphy, shipfitter striker reporting for duty, sir."

## Some Personnel Offered Options to Cover Minus Leave Upon Reenlisting

Personnel discharged prior to expiration of normal enlistment for the convenience of the government will be offered two options upon reenlistment if they have a minus leave credit, a BuPers letter of 12 Jan 1948 states.

Minus leave credit must have resulted from taking a full 30 days leave authorized for each year's service and then being discharged without serving out the time necessary to be entitled to the leave.

Personnel in this category have two choices upon reenlistment:

- Elect to carry over the minus leave credit in the same way a plus leave credit may be carried over on a continuous service basis. The amount of reenlistment leave which may be granted is 30 days in advance of accrual less the minus leave credit, provided the amount is sufficient to travel to the stated leave address and return.

- Elect to have pay deducted making up for advance leave. Reenlistment leave may then be 30 days in advance of accrual.

Personnel with a minus leave credit resulting from taking excess leave during their period of service must have pay deductions made at the time of discharge.

The policy was initiated so as not to penalize personnel unduly upon reenlistment if leave had been anticipated according to the amount normally due for the entire period of enlistment.

## Course Highlights Medical Aspects of Radioactivity

The medical aspects of radioactivity was the theme of the course presented by BuMed in conjunction with the American College of Physicians at the Naval Medical School, Bethesda, Md.

Lectures were devoted to discussions in physics and related sciences, including the process of making the atomic bomb explode, methods of detection of radiological hazards, clinical effects of radiation and hematology.

The international aspects of the atomic bomb were touched upon briefly, and other subjects including isotope studies were of particular interest.

## Form of Application For Nurses' Transfer

Application forms for transfer of former nurses and Reserve nurses now on active duty to the Nurse Corps of the U.S. Navy are contained in BuPers Circ. Ltr. 3-48 (NDB, 15 January).

Applications should be submitted in accordance with Alnav 271-45 and the new directive.

## Chance to Take Academy Entrance Exam Offered

The competitive examination for entrance to the Naval Academy under SecNav's quota will be given 21 Apr 1948 at only the Academy and College Preparatory School, Bainbridge, Md.

By Alnav 10-48 (NDB, 31 January) an opportunity to compete in the examination was given all outstandingly well-qualified and interested enlisted men who were unable to attend the full course of instruction at the preparatory school.

The alnav announced that the Chief of Naval Personnel will accept nominations of these men to be ordered to the school for such preliminary instruction as time will permit, and in time to take the examination.

## Complaints Show Personnel Not Familiar With Rules

Commands have been directed to familiarize all hands with regulations covering duty-free entry of bona fide gift parcels mailed by service personnel.

Alnav 1-48 (NDB, 15 January) pointed out that Public Law 384 (80th Congress) permits duty-free entry of so much of any bona fide gift parcel as does not exceed \$50 in value.

The directive said that complaints received indicate a lack of familiarity of service personnel with provisions of the public law. COs were instructed to promulgate again to all hands the contents of item 47-734 (NDB, 15 Aug 1947).

Personnel who mail parcels from points outside the customs territory of the U.S. will be informed that if the packages are mailed without completed certification, they will be subject to customs inspection and assessment of duty. In this event, the duty would have to be paid by the addressee prior to delivery of the parcel by the local postmaster.

## Duty in Atlantic, Pacific Reserve Fleets to Become Shore Duty 1 July 1948

Duty in the Atlantic and Pacific Reserve Fleets will be considered shore duty for all purposes on 1 July 1948, a change from the previous effective date of 1 Apr 1948.

The following information was given in BuPers Circ. Ltr. 13-48 (which made the change in effective date) and in Circ. Ltr. 14-48 (both NDB, 31 January):

- Shore duty in the Reserve Fleets will be fleet administered, and will be in the category of fleet activities based on shore.

- Personnel regularly assigned to duty in the Reserve Fleets will be considered to be on shore duty for all purposes.

- Personnel attached to and serving in ships reporting from the Active Fleets for

### WHAT'S IN A NAME?

#### Grog

In the days of iron men and wooden ships, sailors sang this ditty:

*For grog is our starboard, our  
larboard,  
Our mainmast, our mizen,  
our log—*

*At sea, or ashore, or when  
harbour'd,*

*The mariner's compass is grog.*

Grog received its name from the famous English Admiral, Edward Vernon, who was nicknamed "Old



"Grog" by his men because of his habit of wearing a coat of grogram which is a coarse kind of taffeta material.

Thus, when he issued the order in 1740 to water the rum ration, his men naturally called it "grog," and grog it is to this day.



inactivation will continue in a sea duty status until the date of inactivation of the ship to which attached.

- Percentage increase of pay for sea duty will in all cases be governed by current directives (these are listed in BuPers Circ. Ltr. 13-48).

- Personnel in the Reserve Fleets who are on shore duty should be accorded the same privileges in regard to housing and other advantages as other personnel on shore duty.

- Enlisted personnel who have been placed on the Bureau's shore duty eligibility list—and who desire duty in the Reserve Fleets—will submit request to ComServLant or ComServPac, as appropriate, via the Chief of Naval Personnel (Attn: Pers 6302). Such requests will be forwarded to the proper fleet commanders by the Chief of Naval Personnel, who will inform the commanders that the personnel have been removed from the shore duty eligibility list.

- Enlisted personnel who have not requested placement on the shore duty eligibility list will submit their requests direct to ComServLant or ComServPac.

## Veterans Now in School Under GI Bill Set Record

A new record has been established in the number of veterans taking advantage of educational opportunities offered under the G.I. Bill and Public Law 16, 78th Congress.

On 1 January the number of veterans in educational institutions and on-the-job training establishments reached a new high of 2,801,687. Of these, 6,055 were studying in 422 schools and colleges in 44 different countries.

The largest group of ex-servicemen studying overseas are found in the Philippine Islands, where 2,741, mostly Filipino veterans, are enrolled in educational institutions.

Veterans Administration figures also showed that 228,000 veterans were enrolled in on-the-farm training.

Training benefits of the GI Bill end 25 July 1956, except for enlistees under the Armed Forces Voluntary Recruitment Act of 1945 who have until nine years from the date of discharge to complete their training. Other veterans must start their training within four years of 25 July 1947, or date of discharge, whichever is later.



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## Sea and Foreign Service Pay Regulations Amended

Provisions for sea duty pay have been modified to include additional naval personnel.

A SecNav letter of 14 January changed sea and foreign service pay regulations to make the following eligible:

- Personnel performing service in a commissioned LCT squadron or in a commissioned MTB squadron, which is a tactical component of an operating fleet in an active status and which, therefore, is subject to movement with such fleet as an integral unit thereof: such service to constitute sea duty for pay purposes, effective 1 Dec 1947.

Also clarified was the status of personnel attached to or serving in a vessel in reduced commission active status. These men are entitled to the percentage increase of pay for sea duty at all times while so serving.

## Veterans Filing Monetary Claims Exempt from Fees

Payment of attorney or agent fees is not required by veterans who file monetary claims against the Veterans Administration.

Such fees, VA announced, are payable only by the agency itself and are deducted from the monetary benefit due the veteran at the time such claim is allowed.

VA stated further that fees are fixed by statute at \$10 for an original claim and \$2 for a claim to obtain increased benefits.

## Medal of Honor Winners Given Free Air Travel On Armed Forces Planes

The Navy is issuing passes for free government air transportation to all living members of the Navy and Marine Corps who are recipients of the Medal of Honor.

Transportation will be provided without charge on armed services aircraft when space is available on regularly scheduled flights within the continental U.S. The cards must be renewed by BuPers on or after 1 May 1949 by a new letter of authorization. Passes do not permit commanders of armed services air stations to set up special flights, nor do they permit the privilege of transportation to be extended to persons other than the Medal of Honor winner.

Pointing out that Medal of Honor awardees are often requested to make public appearances and speeches at patriotic rallies with normally small remuneration, an Army officer acting as liaison between the Congressional Medal of Honor Society and governmental agencies received an endorsement for the plan from President Truman.

The authorization extends free transportation on regular flights on all aircraft of the armed services to both discharged Medal of Honor awardees and those on active duty.

## Modified Rules Permit More Women to Transfer

Plans for transfer of Women's Reserve officers to the Regular Navy, to be put into effect upon passage of a measure in Congress, were modified to include applicants not meeting educational requirements.

Personnel whose educational backgrounds do not meet requirements may apply for transfer to commissioned officer grade, commissioned warrant grade or warrant grade. Prior to final selection, these applicants will be given a test to demonstrate mental capacity and educational background equivalent to the basic minimum requirement.

The modification was contained in BuPers Circ Ltr. 5-48 (NDB, 15 January). The deadline for all applications was 28 Feb 1948.



# Requirements Listed for Navy Occupation, China Service Medals

Upon receiving a BuPers list of Navy and Marine Corps units whose personnel may be eligible for the Navy Occupation Service Medal and the China Service Medal as extended, commanding officers will authorize wearing of the appropriate ribbons.

BuPers is now working on the list, which is expected to include approximately 3,500 Navy and Marine Corps units. Only the ribbons will be authorized for wear upon receipt of the list.

The medals, now being designed, will be ready for distribution at a later date. Personnel are enjoined not to write to BuPers applying for the medals or requesting authority to wear the ribbons; official directives and ALL HANDS will promulgate further information.

Referring to the list of units and the dates of eligibility, commanding officers will check the records and authorize personnel to wear the ribbons of the pertinent medal and clasp (Europe or Asia) if their active service meets the requirements and if they were attached to a unit included in the list for any part of the period of occupation.

**Navy Occupation Service Medal—** Awarded to commemorate the services of Navy, Marine Corps and Coast Guard personnel in the occupation of certain territories of the enemies of the U.S. during World War II.

Occupation duty in the European-Afri-

## Return Asked of Excess Defense Medals, Clasps

All ships and stations have been directed to return American Defense Service Medals and clasps in excess of a 60-day supply to the office from which they were requisitioned.

BuPers Circ. Ltr. 9-48 (NDB, 31 January) said this is necessary because transfers of personnel and backlogs existing at certain stations have created a maldistribution.

Excess medals and clasps should be returned to the district publications and printing office from which they were drawn.

can-Middle Eastern area will be credited to units for duty performed on and subsequent to 8 May 1945 ashore in such parts of Germany, Austria and Italy and in parts of other territories sovereign to those countries under the governmental control of the U.S. or its allies. Also to be credited is service on ships operating in such home or territorial waters or contiguous ocean areas in direct support of occupation or in aircraft based upon and operating from the territories or ships.

Service in the European-African-Middle Eastern area between 9 May 1945 and 8 Nov 1945 will not be credited toward individual eligibility for the medal unless the individual is already eligible for the European-African Middle Eastern campaign medal for service prior to 8 May 1945.

Occupation duty in the Asiatic-Pacific area will be credited to organizations for duty performed on or after 2 Sept 1945 ashore in such parts of Japan and territories recognized as sovereign to Japan, and in such parts of Korea and adjacent islands recognized to be Korean but exclusive of all former Japanese mandated territories. These territories must be recognized as under the governmental control of the U.S. or an ally. Also to be credited is service on board ships operating in the home or territorial waters or

contiguous ocean areas in direct support of occupation or in aircraft based upon and operating from the territories or ships.

Asiatic-Pacific area service between 3 Sept 1945 and 2 Mar 1946 will not be credited toward eligibility for the Navy Occupation Service Medal unless the individual is already eligible for the Asiatic-Pacific campaign medal for service prior to 2 Sept 1945.

Not more than one Navy Occupation Service Medal will be awarded to an individual regardless of whether service has been performed in different areas or places at different periods. Clasps marked "Europe" and "Asia" have been authorized for attachment to the ribbon of the medal denoting European or Asiatic service. *No distinctive device denoting possession of the above clasps is authorized for wear on the service ribbon.*

Naval personnel who have been or may be awarded the Army of Occupation Service Medal by the War Department and who are to become eligible for the Navy Occupation Service Medal will not be entitled to both medals. These personnel may elect which medal to accept.

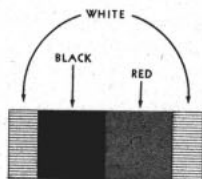
Navy and Navy Departments have agreed, however, to award their occupation medals only to their own personnel. Navy men who will qualify for the Army of Occupation Service Medal but will not be awarded it as a result of the agreement may submit application via official channels for the Navy award to BuPers.

The Navy Occupation Service Medal is a silk ribbon 1 3/8 inches in width consisting of two white stripes, each 3/16 inch in width at the ends of half-inch bands of black and red.

**China Service Medal—** Commemorative purposes for which the China Service Medal was established and authorized by a 1942 directive were extended to include services by Navy, Marine Corps and Coast Guard personnel during operations in China subsequent to 2 Sept 1945 until a terminating date yet to be designated.

The medal may be awarded also to Army or other armed forces personnel for service consistent with that for which the award will be made to naval personnel.

The medal will be awarded to personnel attached to, present and serving on permanent duty with a Navy unit credited with



Navy Occupation

## Vets May Wear China, Occupation Ribbons

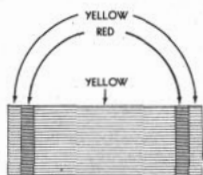
Until the Navy Occupation Service Medal and the China Service Medal as extended are ready for distribution, inactive and discharged personnel are authorized to wear the corresponding ribbons if their active service meets the requirements as described in this ALL HANDS article and if they were attached to and serving with a unit included in the published list for any part of the period indicated.

Commands where Navy veterans may consult the lists are: recruiting and sub-recruiting stations, Naval Reserve armories and various Navy offices under the administration of district commandants.

having participated in China operations. Services performed in the Asiatic-Pacific area between 3 Sept 1945 and 2 Mar 1946 will not be credited toward individual eligibility for the China Service Medal unless the individual is already eligible for the Asiatic-Pacific campaign medal for service prior to 2 Sept 1945.

Organizations will be credited with qualifying requirements for service performed on shore in China and such adjacent islands and territories recognized to be Chinese or in ships operating in Chinese territorial waters and contiguous oceans areas. Service in aircraft based upon and operating from such territories and ships will be credited also.

Not more than one China Service Medal will be awarded to an individual



China Service

and no clasps, distinguishing devices or other insignia are authorized for wear on the corresponding service ribbon. An exception to this is that persons to whom the medal has been or may be awarded for service prior to the extension of the eligibility date will be authorized to wear a bronze star if they are eligible also for the China Service Medal as awarded for service after 2 Sept 1945.

The ribbon of the China Service Medal is of silk  $1\frac{1}{8}$  inches in width. The color is Spanish yellow with a  $\frac{1}{8}$  inch stripe of red  $\frac{1}{8}$  inch from each edge. The ribbon is identical to that for service prior to the extension of eligibility date.

**Eligibility for both medals**—A list of units credited as eligible for both the Navy Occupation Service Medal and the China Service Medal for the indicated periods in which they were performing shuttle service between Japanese, Korean and Chinese areas will be issued by BuPers. To be eligible for both medals, an individual attached to and serving in a unit listed must definitely qualify for each medal by meeting all requirements.

**General instructions**—Subject medals or bronze stars in lieu of the second China Service Medal will not be awarded to personnel for service in a passenger status or as an observer, visitor, courier, escort, inspector or other similar status not permanently attached to accredited units with qualifying service.

Initial lists of accredited units issued

by BuPers will not be complete, and amendments will be issued at a later date. Requests by individual ships for corrections and additions to the published lists should be made to the Chief of Naval Operations. These requests are invited but will not be acknowledged. Inaccuracies should also be reported to CNO.

Terminal dates of eligibility for units present in the area at the time data was compiled were established administratively and will be extended as appropriate on future lists.

Pending issuance of the instructions and publication of separate credited lists, no applications for the subject medals or requests for authorization for wearing the ribbons will be accepted.

Official directives relating to the medals and ribbons are: Alnavs 25-47 (NDB, 31 January) and 59-47 (NDB, 15 March), and Navy Department General Order No. 255 dated 28 Jan 1948.

## Assignments to Schools Will Be Correlated

Assignment of officer students to the National War College, Naval War College, Industrial College of the Armed Forces and Armed Forces Staff College will be correlated with rotation between types of sea duty which provide similar training for command and staff billets.

Policy for selection of students was outlined in BuPers Circ. Ltr. 15-48 (NDB, 15 February), as follows:

- Convening dates and eligibility requirements for the various colleges will be announced by BuPers as occasion demands.

- Formal applications will not be solicited but eligible officers may submit requests at any time. BuPers will not acknowledge requests. They may be filed with fitness reports for record only. Preferences for a particular college may be indicated on fitness reports and annual officers data cards. (NavPers-340, Rev. 7-46).

- Students will be selected by a panel of officers convening in the Washington area.

- Final selection will not necessarily be limited to officers submitting applications. Other things being equal, however, preference will be given to officers who specifically indicate a certain college by formal application or on fitness reports or data cards.

## Some Officers Serving Abroad Made Eligible For Rental Allowance

Officers without dependents who are serving on foreign-based shore duty in countries other than Japan, Germany, Korea and Austria no longer are considered as serving on "field duty" for purposes of determining entitlement to rental allowance.

Only while serving in those four countries, considered as occupied enemy territory or similar to occupied enemy territory, are officers without dependents ineligible for rental allowance because of their "field duty" status.

In a decision by the Comptroller General dated 30 Oct 1942, an officer without dependents serving with troops either inside or outside the U.S. after 7 Dec 1941 was considered on "field duty" and not entitled to rental allowance.

Field duty inside the U.S. terminated on 1 Jan 1947 for the purpose of determining entitlement to rental allowance, and on 1 Jan 1948 for duty outside the U.S. other than in Japan, Germany, Korea and Austria.

The term "field duty" is construed to mean service, under orders, with troops operating against an enemy, actual or potential.

## 2-Months-Early Release Closes on 30 Apr 1948

Two-month-early discharges for enlisted personnel under Alnav 197-47 (NDB, 15 September) will end on 30 Apr 1948.

Alnav 8-48 (NDB, 31 January) announced that regular Navy enlisted personnel whose normal dates of expiration of enlistment occur on or after 1 July 1948 are excluded from provisions of Alnav 197-47. The earlier directive will be cancelled on 1 July.

Meanwhile, Almar 1-48 authorized immediate discharge of those regular MarCorps enlisted personnel whose normal expiration of enlistment dates occur between 1-31 July 1948, inclusive, and who desire to be discharged.

The MarCorps directive said that no further similar large scale reduction in personnel will be forthcoming.

## Changes in Ship's Store Operation Listed

Two changes have been made in the operation of ship's stores.

These were covered in a joint BuPers-BuSanda letter of 20 January, which modifies regulations for the postwar operation of ship's stores laid down in Alnav 18-47 (NDB, 31 Jan 1947; see ALL HANDS, March 1947, p. 54).

The changes provide that:

- On board vessels operating a laundry, the CO at his discretion may authorize the collection of charges for services to cover cost of materials used. When authorized, the charges will be on a monthly basis, according to the following schedule:

Officers .....	\$1
Midshipmen, cadets .....	50 cents
Chief petty officers.....	50 cents
All other enlisted men.....	25 cents

These charges also cover tailor, barber and cobbler service. However, soles, heels, ribbon, gold lace, rating badges and like materials will be paid for by individual patrons.

- Effective 1 Jan 1948, the entire amount available at the end of the month on line "R" of the Ship's Store Balance Sheet and Operating Statement (Nav Sunda form 234) is to be disbursed between the 1st and 15th of the subsequent month to the CO for the local recreation fund. Effective 1 Jan 1948, COs are to transfer to the Chief of Naval Personnel, semi-annually on 30 June and 31 Decem-

ber, 10 per cent of that portion of the local recreation fund which was derived from profits generated in ship's stores during the semi-annual period.

This does not alter the amount of money available for the ship's recreation fund, but reduces the frequency of reports to the Bureau.

A letter of transmittal will accompany the funds transferred to the Chief of Naval Personnel, showing the total amount of profits transferred to the CO during the semi-annual period and the amount being forwarded.

The joint letter emphasized that the modifications are not applicable to ship's service stores. Portions of BuSanda Manual which are affected by the letter will be modified in a forthcoming change to that publication.

## 1,350 Reservists Make 12 Training Cruises

With 12 training cruises completed during the first month, the Naval Reserve 1948 program got underway. Boarding ships of the Atlantic and Pacific fleet, 1,350 members of the Reserve went on training cruises of two weeks duration or longer.

Reservists from 1st and 3d ND boarded the light cruisers *Manchester* and *Dayton* at Boston. Other Reservists embarked on USS *Rochester* at Philadelphia. The three ships conducted a two-week training cruise which included shore bombardment in Chesapeake Bay.

In the Norfolk area Reserve personnel engaged in individual ship exercises aboard the destroyers *Small*, *Power* and *Glennon*. This group was from 9th ND. Two other ships departed from Norfolk during January on Reserve training cruises running into 35 days. These Reservists, aboard the heavy cruiser *Albany* and the destroyer *Mackenzie*, visited Argentina with a five-day visit in Buenos Aires. USS *Pocono* carried 135 Reservists on a 40-day cruise to inspect facilities in the Atlantic, Gulf and Caribbean areas.

On the west coast USS *Toledo* departed from San Francisco with Reservists from 12th ND for two weeks shipboard training, and Reserve personnel of 13th ND embarked aboard two destroyers, *Rogers* and *Duncan*, in addition to USS *Cavalier*, for operation in the San Diego area.

## Active Duty Personnel May Wear Ruptured Duck On Civilian Clothing

Honorable service lapel buttons, often called "ruptured ducks," formerly issued only at time of discharge, now may be worn on the civilian clothes of active duty personnel.

The Navy has not authorized wearing of lapel buttons denoting award of the World War II Victory medal or the American Defense service medal.

Emblematic of honorable service during World War II, the lapel button authorized by the Navy may be awarded to personnel eligible for either or both the World War II Victory medal or the American Defense service medal. Authorization is contained in BuPers Circ. Ltr. 16-48 (NDB, 15 February).

Eligibility is determined as follows:

- Personnel who honorably served on active duty for any continuous period between 9 Sept 1939 and 31 Dec 1946 inclusive are entitled to receive the honorable service lapel button.

- Issuance of the lapel buttons to personnel eligible for either or both the American Defense Service Medal or the World War II Victory medal is authorized and personnel who have not already received those medals will receive the lapel button at the same time.

- Personnel who entered on active duty on or after 1 Jan 1947 are not entitled to receive the lapel button.

Eligible personnel who were separated without having received the lapel buttons at time of discharge may obtain them from district commandants by presenting, either in person or by mail, necessary documentary evidence indicating service.

## 8th ND Competes First All-Armory Radio Network

The 8th ND has completed an all-armory network of 50 radio stations, the first complete armory network in operation in the Naval Reserve.

The new Reserve Electronic Warfare program, which is setting up radio/radar stations in each of more than 300 armories in naval districts throughout the country, serves a dual purpose. In addition to being a training aid for members of the Naval Reserve, the stations will serve the communities in which they are located in times of emergency and disaster.

## 6,272 Enlist; 8,037 Ship Over in December

For the fourth consecutive month Navy enlistments and reenlistments have been more than 95 per cent of the quota.

During December, a month traditionally the worst for recruiting, new enlistments were 6,272 and reenlistments were 8,037. In September, October and November new enlistments and reenlistments came within two per cent or less of the figure sought during those months.

In the first half of the fiscal year 83,389 were recruited or reenlisted. This figure represents over 92 per cent of the cumulative quota for this six months period.



# Regulations Outlined for Navy Mail Clerk Designation and Duties

Regulations and directives concerning designation and duties of Navy mail clerks and assistants should be studied more closely, BuPers has pointed out in noting discrepancies in their application.

Instructions are given in BuPers Manual, Arts. D-5305 through D-5311; the manual, *Instruction for the Guidance of Navy Mail Clerks and Assistant Navy Mail Clerks*; Alnav 642-46; and BuPers Circ. Ltrs. 9-47, 222-47 and 250-47.

BuPers emphasizes that the rating of mailman or seaman (mailman) does not in itself authorize that person to perform postal duties. The appropriate designation must come from the Post Office Department.

A Navy mail clerk is designated for a specific Navy post office, but an assistant Navy mail clerk is designated for duty in any Navy post office.

The designation as Navy mail clerk does not permit employment in other naval post offices for any reason without a change of designation.

But as the designation assistant Navy mail clerk implies, these persons may perform their duties in any Navy post office without further reference to BuPers.

There is one exception to the rule that no person may perform duties in a Navy post office without being properly designated. An assistant Navy mail clerk may perform duties of the Navy mail clerk in the temporary absence of the Navy mail clerk while he is on leave, liberty and other absence, or until the designation of the selected nominee for Navy mail clerk has been approved by the Post Office Department.

Since every nomination must be accompanied by oath, BuPers reminds commands that nomination as Navy mail clerk or assistant Navy mail clerk should not be made by dispatch. However, revocation of designation may be made by dispatch if conditions warrant.

Upon reporting for duty, records of mailman ratings and seaman (mailman) should be checked for an entry on page 9 or a letter from the Post Office Department show designation as assistant Navy mail clerk.

If his record contains this designation, the person may immediately begin postal duties as assistant Navy mail clerk without further reference to BuPers. If he is

to be assigned as Navy mail clerk and has the proper designation as assistant, he may temporarily perform the duties of Navy mail clerk until the Post Office Department issues his designation as Navy mail clerk.

If the Navy mail clerk is transferred, COs should insure that BuPers is notified, ascertaining that complete information required by the instructions is included in the letter.

Bonds no longer are required. In effect, the designation is a bond and the Post Office Department can be reimbursed for losses.

When nominations are received in BuPers for designation as Navy mail clerk or assistant Navy mail clerk, BuPers forwards its recommendation to the Post Office Department, which then returns a letter of designation to BuPers. This letter is forwarded by BuPers form letter to the CO with the request that it be filed in the man's record and an appropriate entry made on page 9.

The same procedure is followed when BuPers receives a request for revocation of designation. Since the revocation may

be dependent upon transfer to new duty station or discharge, the notification by the Post Office Department may not reach the man concerned or his CO for some time because of the transient status. Therefore, an appropriate entry should be made on page 9, enabling the new CO to realize the man's designation is being revoked. If doubt exists as to the proper designation in effect, BuPers should be requested to advise the correct status.

The requirement that a mailman rating must be employed strictly in postal duties is given in Art. D-5310, BuPers Manual. If a command does not have an established Navy post office, mailman ratings—including seaman (mailman)—must be nominated and designated as assistant Navy mail clerks. BuPers reminds COs that these persons may not be designated as Navy mail clerks, because the command does not have an established Navy post office.

Information as stated above pertains also to persons in ratings other than mailman and seaman (mailman) if they are currently designated Navy mail clerks or assistant Navy mail clerks.

## Military, Civilian Group Probes Scientific Fields

Problems in the fields of physics, chemistry, fluid dynamics, metallurgy and mathematics will be studied by a new committee established within the Research and Development Board.

The basic physical sciences will be probed especially for their relevance to research and development activities in the national military establishment.

Two members each from the Army, Navy and Air Force will comprise the committee, along with two civilian members and a civilian chairman, Dr. W. V. Houston, president of Rice Institute, who contributed to wartime activities of the Office of Scientific Research and Development.

Limitations that high temperatures impose upon metals and alloys will merit special inquiry by the new committee. This subject is related to the perfection of jet engines for aircraft, the propulsion of guided missiles and applications of atomic energy sources for power.

Developments in rapid computers uti-

lizing electronic principles also will be studied by the committee. Improvements in machines such as the electronic numerical integrator and computer, the committee believes, will result in greater numbers of mechanisms applicable to national defense and will speed up general research.

## QUIZ ANSWERS

### Answers to Quiz on Page 13

1. (c) Backing out slugs during a dummy firing run on board a heavy cruiser.
2. (c) They are part of the gun crew.
3. (c) F8F Bearcat, built by Grumman Aircraft Engineering Corp.
4. (a) It has a sea-level speed of more than 400 miles an hour and a rate of climb in excess of 5,000 feet per minute.
5. (c) ABSD (Advance Base Sectional Docks).
6. (a) It can handle ships up to and including battleships. ABSDs were developed by BuDocks. They are built in sections, towed to their destination and welded together.

# Here's a Complete List of Rating Changes Effective 2 Apr 1948

Here is the new rating structure, divided into 12 occupational groups without regard to military precedence.

To find what your new rating will be when the system becomes effective on 2 Apr 1948, look up your present rating in column 1, making sure that you find the correct horizontal section by checking the list of duties in column 4 which most closely resembles your present billet. (For instance, a Y may become a TE, YN or PN, depending on the duties for which he has trained.)

In column 3 is your new rating, and column 2 lists the range in which your pay grade will fall. Non-rated men become seamen (SNs), seamen apprentices (SAs), firemen (FNs), firemen apprentices (FAs), airmen (ANs) airmen apprentices (AAs) dentalmen (DN), dental apprentices (DA), hospitalmen (HN), hospital apprentices (HA), stewardsmen (TN) or steward apprentices (TA).

Column 4 contains a brief explanation of the significance of the general service

ratings listed in column 3. More detailed rating definitions will be included in the qualifications for advancement in rating. (Current definitions are contained in NavPers 16484.)

Emergency service ratings are contained in column 5, where you will find the rating to which you will change during a national emergency, enabling promotion in a narrower field on a comparable basis with Reservists who will be mobilized.

Column 6 lists exclusive emergency service ratings which will be used by persons called into service during a national emergency only. Specialists listed under ESX will be identified by a Navy job classification code.

Current warrant title, code and significance of the horizontal section appears in column 7, which indicates present warrant titles to be supplemented by a code designator indicating the classification area. The relationship of enlisted ratings to warrant classifications is indicated by the horizontal lines cutting across all columns.

Single horizontal lines separate individual ratings and indicate advancement to warrant classifications; double lines separate occupational groupings; triple lines separate ratings into which men in pay grades 5 and 6 advance; and quadruple lines separate ratings into which men in pay grade 7 advance.

The occupational grouping correlates in some cases with the activity having primary interest in the training and performance of certain ratings—such as aerographer's mate—causing them to be placed under the aviation group. This grouping is not intended to indicate a limitation of assignment of these ratings to aviation activities only. The exception to this rule is found in the construction group ratings, which are expected to be assigned only to construction battalion activities.

The new warrant code designators, changed from alpha-numeric codes by BuPers Circ. Ltr. 8-48 (NDB, 31 January), appear with the information in columns 7.

## ENLISTED RATING AND WARRANT STRUCTURES

(To become effective on or about 2 April 1948)

RATING STRUCTURE						WARRANT STRUCTURE
CURRENT RATINGS WHOSE FUNCTIONS HAVE BEEN ABSORBED	PAY GRADES	GENERAL SERVICE RATINGS (and abbreviations)	SIGNIFICANCES	EMERGENCY SERVICE RATINGS (abbreviations and significances)	EXCLUSIVE EMERGENCY SERVICE RATINGS	CURRENT WARRANT TITLES, CODES AND SIGNIFICANCES
(1)	(2)	(3)	(4)	(5)	(6)	(7)
GROUP I. DECK						
BM BMCBB BMCBS BMSRR BMSRC BMSRS and Coxswain for each of above ratings.	4-1	BOATSWAIN'S MATE (BM) (Note: The rate of COXSWAIN has been absorbed; it will be Boatswain's Mate third class.)	Combines functions of present BM and Coxswain ratings, with exception of BMM.	(BMG) Shipboard Boatswain's Mate (BMB)CB Boatswain's Mate (BMS) Stevedore (BMK) Canvasman (BMR) Rigger	None	BOATSWAIN 7131 Boatswain (Asst. First Lieutenant, Asst. Damage Control Officer, etc.)
QM SM BGMSTR (Partial)	4-1	QUARTERMASTER (QM)	Combines functions of present QM and SM ratings, and includes supervisory function of Buglemaster rating.	(QMQ) Quartermaster (QMS) Signalmán	None	BOATSWAIN 7132 Ship Controlman (Asst. Navigator, C.I.C. Officer, A/S Warfare Officer, etc.)
RDM (Partial)	4-1	RADARMAN (RD)	Operate and perform upkeep on search radar, electronic recognition and identification, controlled approach, electronic aids to navigation, and radar counter-measures equipment. Stand watch in C. I. C.	Same as General Service.	None	
SOM SOMH	4-1	SONARMAN (SO)	Manipulate underwater detection and attack apparatus; obtain and interpret information therefrom for tactical uses. Perform upkeep to underwater sound detection equipment, also electronic and magnetic harbor defense equipment.	(SOG) Sonarman (SOH) Harbor Defense Man	None	

RATING STRUCTURE						WARRANT STRUCTURE
CURRENT RATINGS WHOSE FUNCTIONS HAVE BEEN ABSORBED	PAY GRADES	GENERAL SERVICE RATINGS (and abbreviations)	SIGNIFICANCES	EMERGENCY SERVICE RATINGS (abbreviations and significances)	EXCLUSIVE EMER- GENCY SERVICE RATINGS	CURRENT WARRANT TITLES, CODES AND SIGNIFICANCES
(1)	(2)	(3)	(4)	(5)	(6)	(7)

#### GROUP II. ORDNANCE

TM TME TMV	4-1	TORPEDOMAN'S MATE (TM)	Perform upkeep and repair of torpedoes, and ASW ordnance.	(TMT) Torpedoman Mechanical (TME) Torpedoman Electrical (TMS) Torpedoman Special	None	TORPEDOMAN 7351 <i>Underwater Ordnance Technician</i> (assigned to torpedo and mine warfare activities.)
MN	4-1	MINEMAN (MN)	Perform upkeep and repair of mines and ASW ordnance.	Same as General Service.	None	
GM TC GMCBG GMCBP (Partial)	4-1	GUNNER'S MATE (GM)	Perform upkeep and repair of mounts, turrets, rockets, missile launchers and small arms, and handle ammunition and explosives. May function as armorer and powderman at CB activities.	(GMM) Mounts (GMT) Turrets (GMA) Armorers	None	GUNNER 7251 <i>Surface Ordnance Technician</i> (Assistant Gunnery Officer aboard ship and at repair activities.)
FC (Partial) FCO FCS	4-1	FIRE CONTROLMAN (FC)	Operate and perform upkeep of directors, computers, stable elements, F. C. switchboards, optics, and F. C. radars.	(FCS) Surface Weapons (FCU) Underwater Weapons	None	GUNNER 7252 <i>Control Ordnance Technician</i> , assigned primarily to auxiliary ships and repair activities.
FCT	4-1	FIRE CONTROL TECHNICIAN (FT)	Perform major repair and overhaul of fire control systems (including F. C. radar).	Same as General Service.	None	
SPXBL	4-1	None	Ballistics Test Analyst Navy Job Code 73600	None	(ESX) Specialist	To be developed.
SPXOP	4-1	None	Ordnance Projects Technician Navy Job Codes 87100-87199	None		
GMCBP (Partial)	4-1	None	Powderman Navy Job Codes 46300-46399	None		

#### GROUP III. ELECTRONICS

ETM	4-1	ELECTRONICS TECHNICIAN (ET)	Maintain, repair, and overhaul all electronic equipment.	Same as General Service.	None	RADIO ELECTRICIAN 7661 <i>Electronics Technician</i> (Asst. Electronics Officer, ashore and afloat.)
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#### GROUP IV. PRECISION EQUIPMENT

SAI SAITR SAIWR SPQTE (Partial)	4-1	INSTRUMENTMAN (IM)	Combine functions of present SAI ratings.	(IMW) Watch and Clock Repairman (IMO) Office Machine Repairman (IMI) Instrument Repairman	None	MACHINIST 7442 <i>Instrument technician</i> assigned to repair and overhaul shops aboard auxiliary vessels and at repair activities.
SAO	4-1	OPTICALMAN (OM)	Same as present rating.	Same as General Service.	None	
SPXCG	4-1	None	Crystal Grinder Navy Job Code 86200	None	(ESX) Specialist	To be developed.
SPXGU		None	Gage Specialist Navy Job Codes 41121-41122	None		

#### GROUP V. ADMINISTRATIVE & CLERICAL

RM (Partial) T (Partial) SPQRP MAM Y (Partial)	4-1	TELEMAN (TE)	Perform communications, clerical, and coding board duties. Operate voice radios and teletypewriters. Perform functions of Navy Mail Clerk at naval post offices afloat and ashore. Operate and perform upkeep on electric cipher machines.	(TEM) Mailman (TEL) Communications Clerk (TEP) Registered Publications Clerk (TEQ) Cryptographer (TET) Teletypist	None	RADIO ELECTRICIAN 7621 <i>Communications Supervisor</i> (Asst. Communications Officer Communications W. O., in Communications offices afloat and ashore.)
RM (Partial) T (Partial)	4-1	RADIOMAN (RM)	Operate and perform upkeep on voice and CW radio, radio direction finder, and teletypewriter equipment.	(RMN) Radioman (RMT) Telegrapher	None	



RATING STRUCTURE						WARRANT STRUCTURE
CURRENT RATINGS WHOSE FUNCTIONS HAVE BEEN ABSORBED	PAY GRADES	GENERAL SERVICE RATINGS (and abbreviations)	SIGNIFICANCES	EMERGENCY SERVICE RATINGS (abbreviations and significances)	EXCLUSIVE EMER- GENCY SERVICE RATINGS	CURRENT WARRANT TTLES, CODES AND SIGNIFICANCES
(1)	(2)	(3)	(4)	(5)	(6)	(7)
GROUP V. ADMINISTRATIVE & CLERICAL (Cont.)						
SPQCR SPQIN SPQTE (Partial) RM (Partial)	4-1	COMMUNICATIONS TECHNICIAN (CT)	Perform, under CNO, special communications duties of a confidential nature.	(CTY) Clerk (CTI) Intercept Radioman (CTS) Special Devices Operator and Technician	None	RADIO ELECTRICIAN 7622 <i>Communications Technician</i> (See column (4).)
Y (Partial)	4-1	YEOMAN (YN)	Perform clerical and secretarial duties, including stenography, filing, typing, etc. Keep records, prepare reports, and handle correspondence.	(YNT) Clerk-Typist (YNS) Steographer	None	SHIP'S CLERK 7821 <i>Ship's Clerk</i> (Same as present, with additional emphasis on personnel functions.)
(Y) (Partial) SPC SPW SPT (Partial) SPXPC SPR SPXDI SPSPS	4-1	PERSONNEL MAN (PN)	Assist personnel, classification, training, and welfare officers and chaplains in interviewing, classifying, and training enlisted personnel. Assist in job billet, and position classification.	(PNI) Classification Interviewer (PNT) Training Assistant (PNW) Chaplains' Assistant (PNR) Recruiter (PNS) Personnel Supervisor (Women's Reserve)	None	SHIP'S CLERK 7821 <i>Ship's clerk</i> (Same as present, with additional emphasis on personnel functions.)
SPI SPXKP	4-1	MACHINE ACCOUNTANT (MA)	Operate, maintain, and make minor repairs to punched card accounting machines and key punching equipment.	Same as General Service.	None	SHIP'S CLERK 7825 <i>Machine Accountant</i> (Asst. O-in-C, large accounting installations.)
SK SKT SKCB	4-1	STOREKEEPER (SK)	Perform clerical and manual duties in supply department in procurement, stowage, preservation, packaging, and issuance of supplies of all kinds.	(SKG) General Storekeeper (SKT) Technical Storekeeper	None	PAY CLERK 7981 <i>Supply Clerk</i> (Same as present pay clerk, with additional emphasis on commissary and ship's service functions.)
SKD	4-1	DISBURSING CLERK (DK)	Perform clerical duties in disbursing branch of supply department.	Same as General Service.	None	(Note: This classification may be further subdivided in the future.)
CCS SC SCB BKR	4-1	COMMISSARYMAN (CS)	Combines functions of ratings of cook, butcher, baker, and chief commissary steward. Specialize as cooks or bakers in pay grades 4-2 inclusive.	(CSG) Ship's Cooks (CSB) Butchers (CSR) Bakers	None	
SSMB SSMC SSML SSMT	4-1	SHIP'S SERVICEMAN (SH)	Combines functions of present ship's service ratings, sales clerks, and ship's service management. Specialize as barbers, cobblers, laundrymen, tailors, or store clerks in pay grades 3 and 4.	Same as General Service.	None	
SPXJO SPXNC SPXPR	4-1	JOURNALIST (JO)	Perform news reporting, copy reading, editing, and related functions for the dissemination of stories on naval subjects through such media as newspapers, periodicals, and radio.	Same as General Service.	None	SHIP'S CLERK 7826 <i>Journalist</i> (Asst. Public Information or Public Relation Officer.)
SPA	4-1	None	Same as present rating.	None	(ESE) Physical Training Instructor	To be developed.
SPT (Partial)	4-1	None	Instruct in a variety of non-technical subjects, such as citizenship and literacy. Conduct instructor training and may assist school staff officers.	None	(ESI) Instructor (Miscellaneous)	To be developed.
SPF (Partial)	4-1	None	Supervise fire fighting and instruct fire fighters ashore.	None	(ESF) Fire Fighters	To be developed.
SPXRT	4-1	None	Same as present rating.	None	(ESR) Transportation Man	To be developed.
BMM	4-1	do	Same as present rating.	None	(ESB) Master at Arms (Shore)	
SPS	4-1	do	Same as present rating.	None	(ESS) Shore Patrolman	
SPERW	4-1	do	Same as present rating.	None	(ESW) Welfare and Recreation Leader	
SPEPS	4-1	do	Same as present rating.	None	(ESU) Booker	

RATING STRUCTURE						WARRANT STRUCTURE
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(1)	(2)	(3)	(4)	(5)	(6)	(7)

GROUP V. ADMINISTRATIVE & CLERICAL (Cont.)

SPXAC	4-1	None	CODED AREAS FOR SPECIAL- IST RATING Archivist Navy Job Code 73700	None	(ESX) Specialist	To be developed.
SPXCC	4-1	do	Cable Censor Navy Job Code 75600	None		
SPXQM (Partial)	4-1	do	Chart Clerk, etc. Navy Job Codes 73910-73912	None		
SPXFP	4-1	do	Fingerprint Expert Navy Job Code 87300	None		
None	4-1	do	Librarian Navy Job Code 73920	None		
SPXIR	4-1	do	Linguist Navy Job Codes 87900-87999	None		
SPPMP (Partial)	4-1	do	Motion Picture Technician Navy Job Codes 82500-82599	None		
SPXID	4-1	do	Naval Intelligence Specialist Navy Job Code 75500	None		
SPXRS	4-1	do	Radio Broadcasting Technician Navy Job Codes 82400-82499	None		

GROUP VI. MISCELLANEOUS

PRTR (Partial)	4-1	PRINTER (PI)	Same as present rating	Same as General Service.	None	SHIP'S CLERK 7822
PRTRL PRTR (Partial) SPP (Partial) PRTRM	4-1	LITHOGRAPHER (LI)	Perform all functions incident to offset lithographic work in the Navy.	(LIP) Pressman (LIT) Cameraman and Platemaker	None	Printer (Asst. O-in-C large printing or graphic arts ac- tivities.)
CMCBD EMCBD SFCBM SPXED SPXTD SPXCT SPPPG (Partial)	4-1	DRAFTSMAN (DM)	Prepare various technical drawings, plans, sketches, tracings, illustra- tions, maps, and charts. Prepare specifications, material estimates, and bills of material.	(DME) Electrical (DMI) Illustrator (DML) Lithographic (DMM) Mechanical (DMS) Structural (DMT) Topographic	None	CARPENTER 7743 Drafting Technician (Asst. Engineering and Construc- tion Officer aboard auxilia- ries, at repair, CB, and technical research and plan- ning activities ashore.)
MUS	4-1	MUSICIAN (MU)	Perform functions of present Musi- cian rating with addition of recrea- tion functions in higher pay grades.	Same as General Service.	None	SHIP'S CLERK 7823 Bandmaster, in charge of fleet music and recreation activities; assist in direction of music schools.
PHOM (Partial) SPPPG (Partial) SPPLB (Partial) SPPVM (Partial) SPPMP (Partial) SPP (Partial)	4-1	PHOTOGRAPHER'S MATE (PH)	Perform all phases of camera and laboratory work for general pho- tography.	(PHG) Cameraman (PHL) Laboratory Technician (PHR) Camera Repairman (PHM) Microfilm Photographer	None	PHOTOGRAPHER 8311 Photographer (Same as present.)
SPPPG (Partial)	4-1	None	Assist photogrammetrists afloat and ashore.	None	(ESP) Photogram- metry Assistant	To be developed.
None	4-1	do	Agriculture worker Navy Job Code 49100	None	(ESX) Specialist	To be developed.
SPXAR	4-1	do	Artist Navy Job Code 83450	None		
None	4-1	do	Fisherman Navy Job Code 49300	None		
SPO	4-1	do	Inspector of Naval Material Navy Job Codes 86100-86199	None		
SPXRL	4-1	do	Laboratory Technician (Miscel- laneous) Navy Job Codes 81300-81399	None		
SPXVA	4-1	do	Model Maker Navy Job Codes 83300-83399	None		

RATING STRUCTURE						WARRANT STRUCTURE
CURRENT RATINGS WHOSE FUNCTIONS HAVE BEEN ABSORBED	PAY GRADES	GENERAL SERVICE RATINGS (and abbreviations)	SIGNIFICANCES	EMERGENCY SERVICE RATINGS (abbreviations and significances)	EXCLUSIVE EMER- GENCY SERVICE RATINGS	CURRENT WARRANT TITLES, CODES AND SIGNIFICANCES
(1)	(2)	(3)	(4)	(5)	(6)	(7)

## GROUP VI. MISCELLANEOUS (Cont.)

SPXST	4-1	None	Special Projects (O. S. S.) Navy Job Code 87120	None	(ESX) Specialist	To be developed.
None	4-1	do	Petroleum Production Man Navy Job Code 49400	None		
SPXPPI	4-1	do	Pigeon Trainer Navy Job Code 87200	None		
SPXPL	4-1	do	Plastics Expert Navy Job Code 81320	None		
SPXSB	4-1	do	Switchboard Operator Navy Job Codes 73300-73399	None		
S1 (Partial) BUG1	5	SEAMAN (SN)	Combines functions of present Sea- man first and Bugler first ratings.  (Note: Buglers will be Seamen, earmarked by Navy Job Classifi- cation code, and primarily will be strickers for Quartermaster.) (See Quartermaster rating.)	Same as General Service. Normal path of advancement to ratings in DECK, ORD- NANCE, ELECTRONICS, PRECISION EQUIPMENT, ADMINISTRATIVE AND CLERICAL, and MISCEL- LANEOUS groups.	None	Not applicable.
S2 (Partial) BUG2	6	SEAMAN APPRENTICE (SA)	Same as present Seaman second rating.	Same as General Service. Normal path of advancement to (SEAMAN SN).	None	Not applicable.

## GROUP VII. ENGINEERING & HULL

MM MMG MMR MMSRO	4-1	MACHINIST'S MATE (MM)	Combines functions of present MM and MMR ratings.	(MMG) Industrial Gas Gene- rating Mechanic (MML) General Machinist's Mate (MMR) Refrigeration Mechanic	None	MACHINIST 7441 Machinist (Asst. Engineer- ing Officer for vessels and repair activities.)
MOMM (Partial) MOSRG MOSRD	4-1	ENGINEMAN (EN)	Operate, maintain, and repair both Diesel and high-powered gasoline main propulsion engines and auxil- iaries.	(END) Diesel Engineman (ENG) Gasoline Engineman	None	
MMS	4-1	MACHINERY REPAIRMAN (MR)	Function as shop machinist, using precision machine and hand tools. Operate, maintain and repair auxil- iary machinery.	Same as General Service.	None	
WT B BSR	4-1	BOILERMAN (BT)	Operate and repair all types of ma- rine boilers and associated equip- ment.	(BTG) Shipboard Boilerman (BTR) Boiler Repairman	None	MACHINIST 7441 Machinist (Asst. Engineer- ing Officer for vessels and repair activities.)
EM (Partial) EMSRG EMSRS	4-1	ELECTRICIAN'S MATE (EM)	Maintain and repair power and lighting circuits, distribution switch- boards, generators, motors, etc.	(EMP) Power and Light Elec- trician (EMS) Shop Electrician	None	ELECTRICIAN 7541 Electrician (Asst. Engineer- ing Officer, I. C. Officer, aboard ship and at repair activities.)
EMSRT EM (Partial)	4-1	I. C. ELECTRICIAN (IC)	Maintain and repair shipboard in- terior communications systems, gy- ros, etc.	Same as General Service.	None	
SF (Partial) M (Partial) MSRB MSRS SFSRR SFSRW SFCBW SFCBB	4-1	METALSMITH (ME)	Perform metal work, including welding, soldering, forging, and metal shaping in Engineering and C & R maintenance and repair.	(MEG) Shipboard Metalsmith (MES) Sheet Metal Worker (MEB) Blacksmith (MEW) Welder	None	CARPENTER 7741 Ship Repair Technician (Asst. Engineering Officer, Asst. First Lieutenant, Asst. Damage Control Of- ficer, Asst. Repair Officer, Asst. Construction Officer (CB), etc.)
SF (Partial) M (Partial) SFSRP SFCBP MSRC	4-1	PIPE FITTER (FP)	Perform duties of a steamfitter, pipe fitter, plumber, and coppersmith in Engineering and C & R maintenance and repair.	(FPG) Shipboard Pipe Fitter (FPP) Plumber (FPB) Coppersmith (FPS) Steamfitter	None	
SPF (Partial) CM CMSRJ CMSRB PTR	4-1	DAMAGE CONTROLMAN (DC)	Serve as technical assistant, instruc- tor, and inspector for fire preven- tion, fire fighting, damage control, and chemical warfare. In addition, perform functions of current Carpen- ter's Mate and Painter ratings.	(DCG) Shipboard Damage Controlman (DCW) Carpenter (DCP) Painter	None	



RATING STRUCTURE						WARRANT STRUCTURE
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(1)	(2)	(3)	(4)	(5)	(6)	(7)

GROUP VII. ENGINEERING & HULL (Cont.)

Diving Details (Partial) (Note: Diving will also be performed as collateral duty of other ratings.)	4-1	UNDERWATER MECHANIC (UM)	Perform diving and surface duties for rescue, ship salvage, harbor clearance, repair of vessels, and under- water installations.	Same as General Service.	None	
PM	4-1	PATTERNMAKER (PM)	Same as present rating.	Same as General Service.	None	CARPENTER 7742 Foundryman (Asst. Engi- neering Officer, Asst. Repair Officer.)
ML	4-1	MOLDER (ML)	Same as present rating.	Same as General Service.	None	
None	4-1	None	Chemical warfare instructor and technician.	None	(ESK) Chemical Warfareman	To be developed.

GROUP VIII. CONSTRUCTION

CMCBS	4-1	SURVEYOR (SV)	Make reconnaissance, preliminary, and final location surveys for roads, airfields, pipe lines, ditches, build- ings, etc.	Same as General Service.	None	CARPENTER 7743 Drafting Technician
EMCBG EMCBG EMCBG	4-1	CONSTRUCTION ELECTRICIAN'S MATE (CE)	Install, maintain, and repair all types of electrical equipment and communication systems.	(CEG) General Construction Electrician (CEP) Power Lineman (CEL) Communications Lineman	None	ELECTRICIAN 7591 Construction Electrician (Asst. Electrical Engineer in charge of design and con- struction of electrical instal- lations for CB activities.)
MMCBE (Partial)	4-1	DRIVER (CD)	Operate and maintain automotive and heavy construction equipment such as trucks, tractors, tounapulls, bulldozers, and shovels.	Same as General Service.	None	MACHINIST 7491 Equipment Foreman (in charge of operation and re- pair of all transportation and construction equip- ment.)
MMCBE (Partial) MOMM (Partial)	4-1	MECHANIC (CM)	Maintain, repair, and overhaul auto- motive and heavy construction equipment, such as trucks, tractors, tounapulls, bulldozers, and shovels.	(CMG) Gasoline Engine Mechanic (CMD) Diesel Engine Mechanic	None	
CMCBB	4-1	BUILDER (BU)	Construct, maintain, and repair wood and concrete structures.	(BUL) Light Construction (BUH) Heavy Construction	None	CARPENTER 7791 Building Foreman (Supervisor of building and miscellaneous structural work.)
SFCBS SFCBR	4-1	STEELWORKER (SW)	Erect or dismantle steel bridges, buildings, and other assemblies used in heavy construction.	(SWS) Structural Steel worker (SWR) Construction Rigger	None	
WTCB	4-1	UTILITIES MAN (UT)	Install, operate, maintain, and re- pair heating, water, power generat- ing, and sewage disposal equipment.	Same as General Service.	None	MACHINIST 7492 Utilities Technician (Operating engineer in charge of CB utilities.)
CMCBE	4-1	None	Excavation Foreman Navy Job Code 45110	None	(ESX) Specialist	To be developed.
F1	5	FIREMAN (FN)	Same as present Fireman first class rating.	Same as General Service. Normal path of advancement to ratings in ENGINEERING & HULL, and CONSTRUC- TION groups.	None	Not applicable.
S2 (Partial) F2	6	FIREMAN APPRENTICE (FA)	Same as present Fireman second class rating.	Same as General Service. Normal path of advancement to FIREMAN (FN).	None	Not applicable.

GROUP IX. AVIATION

AMM AMMF AMMC AMMP AMMT SPV (Partial)	4-1	AVIATION MACHINIST'S MATE (AD)	Maintain, repair, and overhaul air- craft engines and engine accessories. Maintain complete aircraft struc- tures and accessories. Perform duties of flight engineer.	(ADE) Engine Mechanic (ADF) Flight Engineer (ADP) Propeller Mechanic (ADG) Carburetor Mechanic	None	MACHINIST 7411 Aviation Machinist (Asst. Engineering Officer, power plants and accessories.)
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## RATING STRUCTURE

## WARRANT STRUCTURE

CURRENT RATINGS WHOSE FUNCTIONS HAVE BEEN ABSORBED	PAY GRADES	GENERAL SERVICE RATINGS (and abbreviations)	SIGNIFICANCES	EMERGENCY SERVICE RATINGS (abbreviations and significances)	EXCLUSIVE EMER- GENCY SERVICE RATINGS	CURRENT WARRANT TITLES, CODES AND SIGNIFICANCES
(1)	(2)	(3)	(4)	(5)	(6)	(7)
GROUP IX. AVIATION (Cont.)						
AETM AFC (Partial)	4-1	AVIATION ELEC- TRONICS TECH- NICIAN (AT)	Maintain, repair, and overhaul air- craft electronics equipment.	Same as General Service.	None	RADIO ELECTRICIAN 7611 <i>Aviation Electronics Tech- nician (Asst. Electronics Officer.)</i>
ARM	4-1	AVIATION ELECTRONICSMAN (AL)	Operate electronic equipment in flight and perform upkeep for radio, radar, Loran, ERI, RCM, radio altimeter, and other electronic equip- ment installed in naval aircraft (less fire control electronics equipment). Act as aircraft communicator. Are familiar with radio, radar, and visual communication procedures.	Same as General Service.	None	
AOM AOMT AFC (Partial)	4-1	AVIATION ORDNANCEMAN (AO)	Operate, install, repair, and service all aviation ordnance equipment, including turrets and fire control equipment (including operation of fire control electronic equipment.)	(AOU) Utility (AOT) Turrets (AOF) Fire Controlman	None	GUNNER 7211 <i>Aviation Ordnance Techni- cian (Asst. Ordnance Officer, Asst. Gunnery Officer.)</i>
SPV RDM (Partial) SPXTS SPXQM (Partial) SPV (Partial)	4-1	AIR CONTROLMAN (AC)	Stand watch in air station control tower and air operations offices fleet and ashore.	Same as General Service.	None	BOATSWAIN 7111 <i>Flight Controller (Asst. Air Officer.)</i>
ABMAG ABMCP ABMGA ABMPH	4-1	AVIATION BOATSWAIN'S MATE (AB)	Combines functions of present ABM ratings.	(ABU) Utility (ABG) Gasoline Handlers	None	BOATSWAIN 7112 <i>Aviation Boatswain (Asst. Air Officer, Asst. Personnel Officer, Asst. Flight and/or Hangar Deck Officer.)</i>
AEM AMMI	4-1	AVIATION ELECTRICIAN'S MATE (AE)	Combines functions of AEM and AMMI.	(AEM) Electrician (AEI) Instrument Repairman	None	ELECTRICIAN 7511 <i>Aviation Electrician (Asst. Engineering Officer, Electri- cal division.)</i>
AM AMMH PTRV	4-1	AVIATION STRUCTURAL MECHANIC (AM)	Maintain, repair, and overhaul air- craft structures and hydraulic equip- ment.	(AMS) Structural Mechanic (AMH) Hydraulic Mechanic	None	CARPENTER 7711 <i>Aviation Structural Techni- cian (Asst. Engineering Offi- cer, Structural division.)</i>
PR	4-1	PARACHUTE RIGGER (PR)	Same as present rating, with more emphasis on maintenance and repair of survival equipment and flight clothing.	Same as General Service.	None	CARPENTER 7712 <i>Aviation Survival Techni- cian (Asst. Material Officer in charge of aviation safety and survival equipment and flight clothing.)</i>
AERM	4-1	AEROGRAPHER'S MATE (AG)	Same as present rating.	Same as General Service.	None	AEROGRAPHER 8211 <i>Aerographer (Same as present.)</i>
SAD SPG SPT (Partial) SPTLT	4-1	TRADESMAN (TD)	Combines functions of Training De- vices Repairman and Instructors.	(TDR) Repairman (Non- Aviation) (TDI) Instructor (Non-Aviation) (TDV) Repairman (Aviation) (TDU) Instructor (Aviation)	None	RADIO ELECTRICIAN 7612 <i>Training Devices Technician</i>
SKV SPV (Partial)	4-1	AVIATION STOREKEEPER (AK)	Same as present rating.	Same as General Service.	None	PAY CLERK 7981 <i>Supply Clerk</i>
PHOM (Partial) SPPG (Partial) SPPLB (Partial) SPPVM (Partial) SPPMF (Partial) SPP (Partial)	4-1	AVIATION PHOTOGRAPHER'S MATE (AP)	Perform all phases of camera and laboratory work for aerial photog- raphy.	Same as General Service.	None	PHOTOGRAPHER 8311 <i>Photographer (Same as present.)</i>
AR	4-1	None	Same as present rating.	None	(ESA) Airship Rigger	To be developed.
SPV (Partial)	4-1	None	Same as present rating.	None	(EST) Transport Airman	To be developed.
AP APLA	4-1	do	Same as present rating.	None	(ESV) Aviation Pilot	To be developed.

RATING STRUCTURE						WARRANT STRUCTURE
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(1)	(2)	(3)	(4):	(5)	(6)	(7):

GROUP IX. AVIATION (Cont.)

S1 (Partial)	5	AIRMAN (AN)	Absorbs function of Seaman first class rating for aviation group.	Same as General Service. Normal path of advancement to ratings in AVIATION group.	None	Not applicable.
S2 (Partial)	6	AIRMAN APPRENTICE (AA)	Absorbs function of Seaman second class rating assigned to aviation group.	Same as General Service. Normal path of advancement to AIRMAN (AN).	None	Not applicable.

GROUP X. MEDICAL

PHM (Partial)	4-1	HOSPITAL CORPSMAN (HM)	Same as present. Pharmacist's Mate rating.	Same as General Service.	None	WARRANT OFFICER, HOSPITAL CORPS 8171 (Same as present pharmacist.)
HA1 (Partial)	5	HOSPITALMAN (HN)	Same as present Hospital Apprentice first rating.	Same as General Service. Normal path of advancement to rating of HOSPITAL CORPSMAN (HM).	None	Not applicable.
HA2 (Partial)	6	HOSPITAL APPRENTICE (HA)	Same as present Hospital Apprentice second rating.	Same as General Service. Normal path of advancement to HOSPITALMAN (HN).	None	Not applicable.

GROUP XI. DENTAL

PHM (Partial) PHMDP	4-1	DENTAL TECHNICIAN (DT)	Perform dental services, clerical duties, and office routines for dental officers.	(DTG) General Technician (DTP) Prosthetic Technician (DTR) Repair Technician	None	WARRANT OFFICER, HOSPITAL CORPS 8171 (Same as present pharmacist.)
HA1 (Partial)	5	DENTALMAN (DN)	Absorbs function of Hospital Apprentice first rating for dental activities.	Same as General Service. Normal path of advancement to rating of DENTAL TECHNICIAN (DT).	None	Not applicable.
HA2 (Partial)	6	DENTAL APPRENTICE (DA)	Absorbs functions of Hospital Apprentice second rating assigned to dental activities.	Same as General Service. Normal path of advancement to DENTALMAN (DN).	None	Not applicable.
AS	7	SEAMAN RECRUIT (SR)	Same as present Apprentice Seaman rating.	Same as General Service. Normal path of advancement to SEAMAN APPRENTICE, FIREMAN APPRENTICE, AIRMAN APPRENTICE, and HOSPITAL APPRENTICE.	None	Not applicable.

GROUP XII. STEWARD

CK ST	4-1	STEWARD (SD)	Combines functions of present Cook and Steward ratings.	(SDG) Cook (SDS) Stateroom Steward	None	PAY CLERK 7981
STM1	5	STEWARDSMAN (TN)	Same as present Steward's Mate first rating.	Same as General Service. Normal path of advancement to rating of STEWARD (SD).	None	Not applicable.
STM2	6	STEWARD APPRENTICE (TA)	Same as present Steward's Mate second rating.	Same as General Service. Normal path of advancement to STEWARDSMAN (TN)	None	Not applicable.
STM3	7	STEWARD RECRUIT (TR)	Same as present Steward's Mate third rating.	Same as General Service. Normal path of advancement to STEWARD APPRENTICE (TA)	None	Not applicable.



SUMMARY BY GROUPS

Group	RATING STRUCTURE				WARRANT STRUCTURE
	Number of Current Ratings Whose Functions Have Been Absorbed (From Column (1))	Number of General Service Ratings (From Column (3))	Number of Emergency Service Ratings (From Column (5))	Number of Exclusive Emergency Service Ratings (From Column (6))	Number of Coded Warrant Classifications (From Column (7))
I—DECK.....	18	4	10	0	2
II—ORDNANCE.....	14	5	10	1	3
III—ELECTRONICS.....	1	1	1	0	1
IV—PRECISION EQUIPMENT.....	7	2	4	0	1
V—ADMINISTRATIVE AND CLERICAL.....	46	11	26	8	6
VI—MISCELLANEOUS.....	23	5	14	1	4
VII—ENGINEERING AND HULL.....	32	12	25	1	4
VIII—CONSTRUCTION.....	10	7	12	0	4
IX—AVIATION.....	31	13	24	3	10
X—MEDICAL.....	1	1	1	0	1
XI—DENTAL.....	1	1	3	0	0
XII—STEWARDS.....	2	1	2	0	0
VARIOUS—NON-PETTY-OFFICER RATES INCLUDED IN GROUPS.....	12	14	14	0	Not applicable
TOTALS.....	198	77	146	14	36

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

### Alnavs

No. 1—Emphasizes provisions of Public Law 384 (80th Congress) allowing duty-free entry of a certain amount of gift parcels. (See page 44.)

No. 2—Announces the completion of the determination of the authorized number of officers on active duty in the various ranks of the Navy.

No. 3—Indicates certain changes in Naval Courts and Boards.

No. 4—Gives additional information for applicants for the New York state bonus. (See page 13.)

No. 5—Announces the death of the Honorable Josephus Daniels, SecNav during the period of World War I.

No. 6—Announces the President's approval of the promotion of certain MarCorps officers to the grade of Major General. (See page 38.)

No. 7—Gives instructions to those officers who failed to have annual physical at the proper time.

No. 8—Excludes certain enlisted personnel from the two-month-early discharge provisions of an earlier alnav. (See page 47.)

No. 9—Announces Alnav 8-47 cancelled upon receipt General Orders 249 and 252.

No. 10—Gives additional information on competitive exams for Academy entrance under SecNav quota. (See page 44.)

No. 11—States that personnel plans for fiscal 1949 are based on the continued voluntary retention throughout that year of Reserve and temporary officers and warrant officers now on active duty who applied for and were retained for fiscal 1948.

No. 12—Announces the President's approval of the promotion of certain MarCorps officers to the grade of brigadier general. (See page 38.)

### Navacts

No. 1—Establishes operational and supply procedures for certain tankers.

No. 2—Calls attention to Bupers Circ. Ltr. 214-47 and requests commands concerned to expedite compliance.

### BuPers Circular Letters

No. 1—Notes failure accurately and meticulously to record leave of naval personnel in accordance with the existing directives.

No. 2—Change No. 5 for Instructions for the Navy Personnel Accounting System.

No. 3—Presents application forms for transfer of former nurses and Reserve nurses now on active duty to the Nurse Corps. (See page 44.)

No. 4—Announces the award of the Presidential Unit Citation to the First MarDiv (Reinforced) and the Navy Unit Commendation to the 11th MarReg.

No. 5—Modifies plans for transfer of Wave officers to regular Navy for the benefit of officers not meeting the educational requirements. (See page 45.)

No. 6—Lists training publications available for the postwar enlisted rating structure. (See page 42.)

No. 7—Instructs COs to grant leave to men of the Jewish faith for the observance of Passover, if practicable.

No. 8—Assigns designators to commissioned warrant and warrant officers on active duty. (See page 43.)

No. 9—Gives instructions for the turning in of excess American Defense Service Medals and clasps. (See page 46.)

No. 10—Outlines reports control program whereby all reports required by the Bureau will be identified by a report symbol to serve as a control medium.

No. 11—Lists rating abbreviations and designators used on Authorized Enlisted Allowance form.

No. 12—Announces revocations of appointments in the line and staff corps of the Navy of certain temporary and Naval Reserve officers.

No. 13—Outlines policy authorizing duty in the Pacific and Atlantic Reserve Fleets to be counted as shore duty. (See page 44.)

## 'BATTLE REPORT'



## KOGA'S LAST STAND

Admiral Mineichi Koga, Japanese commander of the Combined Imperial Fleet, and his chief of staff, Vice Admiral Fukudome, were big fishes in the Pacific until they were overcome by it. The disappearance of Koga and the capture by guerillas of a valuable briefcase and Admiral Fukudome, together with the reason why the admiral had to be freed, makes fine reading in volume four of *Battle Report*.

ALL HANDS presents chapter 12 as an experimental book supplement; the magazine's editors would appreciate your comments. The newest volume of *Battle Report* (Rinehart and Company) by Captain Walter Karig, USNR, Lieutenant Commander Russell L. Harris, USNR, and Lieutenant Commander Frank A. Manson, USN, will appear on the bookstands in May. The book is published at the lowest possible price; profits and royalties are returned to the public by distribution to the Navy's public welfare agencies.

William Stoddy

## 'BATTLE REPORT'

**S**URROUNDED by dangerous reefs which in peaceful years had caused steamers to give them a wide margin, the jungle-covered western Carolines were considered by the Japanese to be out of range of Admiral Mitscher's dreaded and deadly Task Force 58.

That was before 30 Mar 1944.

A glance at the chart will show that the eastern Carolines flank New Guinea from the north. Before MacArthur could make his scheduled assault on Hollandia in April, the stinger in the Carolines' tail would have to be drawn. Palau was that stinger.

The astonishing thing about the raid on Palau and the other island groups on the westernmost perimeter of Carolines was not so much the conquest of the enemy as it was the conquest of geography. Palau was 1,176 miles west of Truk. It was much farther west than Tokyo itself, and from Palau the Japanese had staged their original assaults on the Philippines and New Guinea.

If it had always been a stronghold, the keystone of Japan's inner defense zone, Palau was now headquarters for the Combined Imperial Fleet, Admiral Mineichi Koga commanding. After the invasion of the Marshalls, it will be recalled Admiral Koga decided that Truk was no longer either a safe fleet anchorage or a desirable headquarters for himself. So he ordered Admiral Kurita to take the Second Fleet to the fancied security of Palau, and sent Admiral Ozawa's carrier fleet to Singapore.

Koga, having visited Tokyo on 17 February to convince the Imperial Command that the Marianas and the western Carolines were the last possible barrier to defeat, went to Palau aboard his flagship *Musashi* to die there if necessary, in holding the line. The battleship and Admiral Kurita's shrunken fleet of one cruiser and four destroyers nestled in the lagoon, surrounded by some 50 auxiliaries, while the Japanese debated means of making a debacle of any Allied attempt to pierce the stronghold that summer.

Koga's plan was founded on the hope that the Allied forces would have to spend a few months consolidating their phenomenal gains. By that time Ozawa's carriers would be reequipped with new planes and trained crews and Kurita's surface forces would be augmented for what the Japanese naval leader planned to be the showdown. His fleets would be fighting in familiar waters, close to their bases of supply and reinforcement. The Americans would not only be at the end of their logistical tether, but would be forced to operate in treacherous seas of whose reefs and shoals they knew nothing.

The cogitations of the Japanese were disturbed, and that violently, by MacArthur's B-24s. During March the land-based high-level bombers cost the defenders of Palau, Yap, Truk, and Woleai many a sleepless night, besides costly damage to airfields and stabled aircraft.

When, however, a lone Liberator soared over Palau on 28 March on what was most obviously a photographic mission, Koga's unmerry men wondered acutely whether the visit might not mean more than curiosity about damage done—might not, instead, be an evangel of worse to come, in the shape of a naval raid.

They did not know that Admiral Mitscher knew

nothing of the Army's snapshotter, but before the 28th they knew that Mitscher was headed in their direction. For the sake of either confirming or allaying their worst fears, the Japanese sent forth their reconnaissance planes with orders to come back fast if they saw anything, and never mind dying for the Emperor just yet. Time for that later, and plenty of opportunity, no doubt.

The news laid before Commander Chikataka Nakajima, intelligence and planning officer on Koga's Staff, was sickening.

The Americans were indeed on their way, and in force such as no aerial scout had seen before. By Jimmu, the ocean was solid with aircraft carriers!

2

Admiral Mitscher knew what ships his adversary had up his kimono sleeve, and Admiral Mitscher was determined that Koga wouldn't even have the sleeve, presently.

So he led his task force along the equator, well south of Truk, on as deceptive a course as could be devised. Mitscher wanted to wipe out Kurita's impoverished little fleet, and he knew that, now that ships were more precious to the Nipponese than prestige, Kurita would run rather than fight.

Task Force 58 was built around 11 carriers: the tireless veteran *Enterprise* and the *Belleau Wood*, *Cowpens*, *Bunker Hill*, *Cabot*, *Hornet*, *Monterey*, *Yorktown*, *Lexington*, *Princeton*, and *Langley*, with customary battleship, cruiser, and destroyer support. For maximum success, everything depended on surprise—but because the Japanese understood the Liberator's visit, the surprise party was spoiled. Koga peeked, and saw the uninvited guests arriving, and saw what they were bringing with them.

The plan was similar to the one executed at Truk: first the carrier fighters would go in at dawn to gain control of the air and clear the way for the dive bombers and torpedo planes. Their targets would be, in order of priority, enemy warships, cargo shipping, aviation facilities and installations, and fleet-servicing facilities. The objective—to immobilize Palau for at least a month, so that MacArthur's Hollandia operation would not be hampered unduly by reinforcements for the enemy. To make the raid effective beyond the time the task force could linger—two days was the limit—the harbor was to be heavily mined. That operation had never before been tried with carrier-based planes, although the Navy had mined Truk with bombers land-based on Eniwetok. Lugging a mine off a carrier's deck was not considered to be a holiday chore, especially if the Japanese fliers and submarines were trying to hamper the experiment.

3

Admiral Koga blinked his small black eyes at his hastily summoned staff while Commander Nakajima tersely interpreted the data collected by the reconnaissance.

"Very well," said the Admiral. "We will fight, of course."

Without subscribing in their hearts to the "of course," everybody nodded impassive agreement.

"This is the way I believe we should meet the enemy"

The conference droned on, as the dead-pan officers bent



over charts and tables. Then came an interruption, a most welcome one, an interception to be toasted later with sake or good Kirin beer for the lower echelons.

"The Yankees are retiring. It was all a big bluff!"

No doubt about it. The reports checked from all sources. A bluff, indeed. Banzai!

"In that case," said Koga, turning to Kurita, "it will be well to retire with the fleet northward, and to disperse the merchant shipping." In short, let's get the hell out of here while we have the time.

Palau has only three deep-draft channels from the lagoon to the sea, and all are narrow. The exiting ships had to negotiate them in single column, and that slowly and cautiously. The precious warships and the larger, speedier cargo ships went first.

(Next day, as Task Force 58 once more bore down on Palau, this time not fooling, Admiral Mitscher received a message from Commander J. A. Scott, skipper of the submarine *Tunny*. A 19-ship enemy convoy of warships and merchantmen had been seen high-tailing it to the north, too far and too fast to attack. In that flotilla were the *Musashi*, the cruiser and two of the four destroyers.)

When Admiral Koga heard that the American task force was again headed his way, he knew—as he probably had really believed all the time—that the enemy was not bluffing. Anyhow, the better elements of his combat ships were out of harm's way. Two destroyers remained, for antiaircraft defense and whatever else they could offer. It was too great a risk to send any more cargo ships to sea; if one or more were sunk in the reef's channels, the lagoon would be a dead sea.

On Palau, the jungle comes down to the water's edge, so as many vessels as could be brought close to shore were moored and camouflaged with palm-tops spread on netting. Others were moved into shallow water. They would probably be hit, but they could sink only a few feet and thus remain salvagable.

All that night the Japanese toiled. Before they could see the dawn to which the high-flying American aviators had their backs turned, Task Force 58's harbingers were upon them.

4

The combat results of the Palau strike can be summed up quickly. In two days, with nearly 1,000 U.S. Navy aircraft shuttling between task force and target, the two enemy destroyers were sunk (one at sea after a dash through the reef); 4 escort vessels and 20 auxiliaries and merchantmen, totaling 104,000 tons were destroyed; 150 enemy aircraft were forever eliminated, and shore establishments, fuel stores, barracks, and supply facilities were bombed and burned.

The American losses were 25 airplanes. Of the 44 men downed in the carrier planes, 26 were saved by air-submarine rescue teams.

Palau was left in just exactly the condition MacArthur's plans required it to be, and for that the pioneering aerial minelayers deserve the greater credit.

Aerial minelaying differs radically from ordinary bombing or torpedo dropping, and merits special description. A bomb or torpedo falls free, but a mine has a parachute attached and even a not very strong wind can cancel the drop as effectively as a shell burst. A pilot can put his

sights on the target with bombs and torpedoes, but not so with mines, in whose accurate placement timing is all-important. The target is located at the intersection of lines computed from two geographic reference points, or, if only one reference point is known, the planes fly a compass heading from that point. Each plane has to fly an exact course at an exact rate of speed, and drop its burden at the exactly calculated spot with immediate corrections for wind and weather. The whole business is something akin to counting the stitches in a baseball in flight.

The tactical solution at Palau demanded that the channels be mined immediately after the attack commenced, since all the ships that had sufficient steam up would try to escape. Consequently, all the mines were dropped in daylight despite enemy fighters and antiaircraft defenses.

The mining of Palau constituted the largest tactical use of mines ever made by U.S. forces. Torpedo planes from *Lexington*, *Bunker Hill*, and *Hornet*, escorted by fighters from these carriers, carried out the mission. At this time several outbound Jap ships were in or approaching the channel trying to seek safety in the open sea. Severe strafing turned all but two ships back into the lagoon and those escaping were later sunk. Sixteen mines were laid in the main channel alone, and the Japs were cornered. In all 78 mines were laid although only about 10 per cent of the effort of the carrier raid was used on these missions.

The effective result of the mining was summed up in a report by Commander Nakajima: "For a period of 20 days all channels were closed to navigation; the whole harbor was closed. Since the New Guinea campaign was looking more and more unfavorable, it was decided that Palau was no longer an effective naval base, so it was no longer used as a base. We thought that the southwest channel was not mined. The hospital ship *Takasago Maru* was directed to come through, and after negotiating almost all that channel it hit a mine; the ship was beached to save from sinking."

Submarines did a lion's share of the rescue work. The *Tunny*, mistaken by one of our own pilots for an enemy ship, received a 2,000-pounder close aboard. The explosion of the bomb buckled several plates and caused considerable damage. Submarines when furnished fighter cover proved much more successful. They could surface and locate downed pilots through reports from the planes.

As approaching dusk on the evening of March 30 heralded the close of the Palau mission, Admiral Reeves's Task Group 58.1 pulled away from the main force and by dawn was 100 miles southwest of Yap. Throughout the next day the group flew strikes against Ulithi and Yap, strategically important islands facing the Philippines. The fliers found little to shoot at; a few buildings and small craft were destroyed. On 1 April the group rejoined the task force



## 'BATTLE REPORT'

for a passing strike on Woleai, after which Task Force 58 "headed for the barn." Whatever disappointment its leaders may have felt in the escape of the Japanese warships was well soothed by the knowledge, photographically confirmed, that Palau's usefulness to the Japanese as a major fleet anchorage had been canceled forever.

5

And what of Koga, sitting in the wreckage of his headquarters, his plans worse ruined than the harbor? "The line of defense must be held, even to the death."

Even to the death—a phrase that has many meanings to many peoples, but only one to a Samurai. The upstart Occident had a phrase coined only a few centuries back: "Dulce et decorum est pro patria mori." Barbarians! The ecstasy of dying for the Living Sun God, to cement with one's blood the ever-rising structure of the Japanese world-empire, that was something only a son of Nippon could realize.

But it was an ecstasy to be deferred. There remained Operational Plan Zed. Every good naval commander-in-chief has an alternate plan, and Koga had returned from Tokyo with one in his pocket.

"Operational Plan If," it should have been called.

If, by unpredictable chance, the Allies should attack before the Japanese Fleet had been rehabilitated, several courses were open:

If the attack was against the Marianas, Koga would direct the defense from Saipan.

If the attack was in the south, Koga would make his last stand on Davao, the southernmost of the Philippines, land of the Moros.

If Admiral Ozawa's carriers were not ready for the showdown, the Army would concentrate its land-based air at either site.

If—if—if—if. There was no fifth "if." Koga would die before it could confront him—the "if the American attack is successful—."

Admiral Koga put that thought from him. Palau was in ruins, its harbor blocked, its installations shattered. Part of the American task force had steamed westward. There were credible reports that an American transport group had moved in the same direction from the recently lost Admiralties.

It all added up to one thing in Koga's mind. The Allied blow would be launched at the south, with Davao the prime target via western New Guinea. So, he would meet them at Davao.

(Koga's reasoning was excellent, if inadequate: That was exactly the Allied plan, as conceived by MacArthur

and accepted by the Joint Chiefs and the Combined Chiefs of Staff. But it was only half the plan.)

The Japanese who was Admiral Nimitz's opposite number put his reasoning into practice. He ordered Ozawa to get to Davao as quickly as he could. He stripped the Marianas of fighter planes, ordering them to Palau in preparation for the defense of the Philippines. He ordered a trio of four-engine Kawanishi flying boats to come down from Saipan and carry him and his staff to Davao.

He got two. Even Koga did not know how hard up his Navy had become under the terrible scourge of American marksmanship.

Well, then, the staff would fly in two Kawanishis instead of three! Koga conferred with his chief of staff, Vice Admiral Fukudome, as they walked down to the lagoon.

Koga would ride in one plane, Fukudome in the other. Koga had all the details of the Davao defense operation in his head; Fukudome had them in his briefcase.

Suddenly the air-raid signal shrieked its too-familiar warning. Men leaped to their guns, or fled to shelter.

"We'll take off," Koga said crisply.

It was not a rash decision, nor one of bravado. The big Kawanishis were certain to be destroyed if they sat there on the lagoon. If they were to fly off, they might as well carry the departing staff—and the chances of successful departure were better than even.

The Commander-in-Chief took off first. His aircraft, like a winged whale, circled the island once, and then, flying low, pointed its blunt nose westward into the night.

It was never seen again. How Meinichi Koga died for the Emperor no one will ever know, for there were no survivors when the sea engulfed his plane.

Before Vice Admiral Fukudome's craft left the water, the copilot ducked into view. He saluted, bowed, sucked in his breath, and reported that the air-raid alert had been a false alarm.

The Admiral uttered the Japanese equivalent of "Let's go." It was nine o'clock and at midnight he had to meet Admiral Koga in Davao.

Aloft, the pilot himself came in to report to the Vice Admiral. Humbly, and with more elaborate wind-sucking, for he had bad news. There was a storm ahead, a bad storm. They could turn back—or try to circle the lightning-slashed turbulence.\*

"Fly around it!"

The Kawanishi tipped to starboard as the pilot headed north.

With the storm evaded, the aviators apologetically but uncompromisingly declared it best to head for Manila instead of Davao. Davao was out of reach. The hungry motors ate much fuel, especially at high speed. At two in the morning the plane passed over a long, thin island—Cebu.

Cebu? Fukudome doubted it. If it was Cebu, they were nearer Davao than Manila. The pilot was sure it was Cebu. He rubbed his tired eyes and looked again. The Staff Navigation Officer was consulted. He was so groggy from lack of oxygen he could not offer a sound opinion. The moon had just gone down and the surface of the sea was dark. The pilot circled the lights of a



small town at the southern part of the island. He would put the plane down near there. He had to do it. The airplane to be refueled. Then, on to Davao . . .

Perhaps it was the darkness; perhaps it was because the pilot was exhausted after five hours of storm-battling flight. But the plane crashed from 150 feet while coming in for the landing.

6

Fukudome was thrown into the water by the impact. When he came up from where the plane had sunk, the surface of the sea was a burning mass of gasoline, but he was outside the ring of fire. Ten others escaped the flames—a Captain Yamamoto of the staff, a warrant officer, and eight sailors. All the others, of Koga's staff or the plane's complement, died in the fire.

The shore appeared to be about two and a half miles away—a fairly stiff swim. Fukudome grabbed a floating cushion and started kicking toward land, his briefcase of precious war plans on the improvised raft. The going was difficult. At dawn, after four hours of swimming, Fukudome was still not ashore. He could recognize the chimney of Asano Cement Plant, so he knew he was in fairly safe territory. But he was alone in it. The younger men had swum on ahead in the darkness.

Then three canoes put out toward him. Fukudome had heard that the Filipinos had largely failed to co-operate with the missionaries of the Greater East Asia Co-Prosperity Sphere, and he was reluctant to accept rescue. He was so close to shore—and also somewhat closer to the end of his strength. He decided to take a chance..

Fukudome was tenderly lifted into a canoe, and taken ashore. The Filipinos seemed delighted to have him in their midst. With gestures and in halting English they made Fukudome understand he was to accompany them. When the road they took led into the mountains, and not to the Asano Cement Plant, Fukudome made objections, but they were swiftly overcome.

"The atmosphere was such," he later said, "that I feared I would be killed either by sword or by gun."

Cebu is one of the most populated islands of the Visayan group. Its fine network of roads and its well-developed interior made guerrilla operations on the island about as easy they would be in Connecticut, but guerrillas there were, and Fukudome had been captured by them.

(The guerrilla leader was an American mining engineer, Jim Cushing. Another guerrilla leader, Iliiff D. Richardson—ensign, U.S. Naval Reserve; Major, Philippine Guerrilla Army—describes how Cushing got the job: "From the very beginning, after the surrender, Jim became famous. He didn't want the command of Cebu but Southwest Pacific said, 'You've got it!' 'I don't want it,' he said. They said, 'Do you know how to obey orders?' And he said, 'Sure.'")

At the end of the first day's hike, Fukudome explained to a Filipino, who spoke English better than the others, the circumstances of the plane trip. The guerrilla suddenly became very interested. He had caught a bigger fish in the Visayan Sea than he had known.

"Shortly after that," related Fukudome in an interview after the war, "I was placed on a simple, primitive

stretcher, and carried through the mountains for seven days. On the eighth day, which was 8 April, I was carried into a fairly good native home where there were two Filipino doctors and nurses to attend to me. I was in a very weakened condition, my wounds having festered, and running a fever of around 104 degrees.

"Then there came to this home a Lieutenant Colonel 'Kooshing,' who said that he had control of Cebu, and that as long as I was in his hands I was safe. This lieutenant colonel, who was a mining engineer, had been to Japan several times, where he said he had many Japanese friends.

"At midnight of the 9th Kooshing came to me suddenly saying that there had arrived some Japanese Army men to recover the party and they were causing trouble to the natives. He promised to release me and my party if I would send word to the Army that they should not kill or injure the natives. Captain Yamamoto, who had been taken prisoner too, sent a message by Kooshing to which Army apparently agreed, so that I was again placed on a stretcher and taken to Cebu."

The story behind Fukudome's release is not so simple as it appeared to him from his stretcher.

When he heard the report of his natives, Cushing knew immediately he had a big shot—at first he thought it was Koga. He already knew of the flight from Palau—American naval intelligence, having broken the Japanese codes, kept the guerrilla leader well informed of Japanese movements in his area.

Not only did the guerrillas pick up Fukudome, they also picked up his briefcase containing the detailed Davao war plans. Cushing radioed news of his haul to the powerful guerrilla relay station in Mindanao. From there it was beamed down to the Southwest Pacific. MacArthur's headquarters clicked their heels with joy. A submarine on patrol was diverted in to Cebu to pick up the prize prisoner of the war and his papers.

But the Japanese also heard of the capture and threatened to kill every Filipino on the island of Cebu unless Fukudome was given up. It was more than a threat—they started in on the job: "Causing trouble to the natives," as Fukudome euphemistically put it.

So there was only one thing to do—turn Fukudome loose. The Japanese got back their admiral, but not their war plans.

A few nights later a blacked-hulled submarine rendezvoused off Cebu with a small native canoe, picked up the briefcase and took it sub-haste to another rendezvous—this time with a SoWesPac seaplane. The briefcase was then quickly flown to the waiting translators at Brisbane.





## FANTAIL FORUM

**Question: Have you developed a new hobby since joining the Navy? If so, what is it?**

(Interviews were conducted at NAS, Navy 943.)



**James R. Short, S2,** Arlington, Ariz.: Before entering the Navy I had little time for hobbies. At Guam I found it difficult keeping spare time occupied so I acquired a model airplane kit. Model building has become a regular part of my off duty hours.



**Jack C. Clark,** SSMB2, Berryville, Ark.: A few months ago I began leatherwork. Now, I've mastered the basic rules of the craft and I'm an instructor at the hobby shop on this station. In addition to leatherwork, I've started work in wood carving.



**Arnold Landmark,** S1, Alexandria, Minn.: I have very definitely developed a new hobby since joining the Navy. The Agana hobby shop has assisted me in learning a lot about automotive engineering. To me this is not only a hobby, but a future trade.



**R. I. Lindsay, S2,** Fort Worth, Tex.: I spend most of my spare time developing my talents in photography. I began with taking snapshots and worked up to simple lab work, and finally up to the more advanced stages.



**Leslie L. Mopps,** AMM1, West Warwick, R. I.: Shortly after the hobby craft program started, I was amazed at some of the beautiful designs that could be carved on leather. I became interested, and gave it a try myself.



**Howard J. Mutzer,** SK3, Pitman, N. J.: While traveling in the Navy I have started a vast collection of phonograph records. At first my collection was limited to American pieces, but it's now a world-wide collection.



**R. Olson, Jr., S2,** Omaha, Neb.: When I came to Guam I had no idea what I would do with my spare time. After one visit to the hobby shop I knew what I would do. I took up leatherwork and I can now handle it like a veteran. The supervision was excellent.



**Richard Cerchia,** SK3, Bronx, N. Y.: It has always been my desire to conquer the field of mechanics. After attending classes at the hobby shop, I made machines my hobby. I am gaining invaluable experience and knowledge, which I hope to utilize in civilian life.



**Leon Austin, S1,** Burlington, N. C.: The great American pastime seems to be active sports. Since entering the service I have become very versatile in being able to take part in many types of sports. My goal is to accomplish those sports which I have not yet crashed.

## 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.

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In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

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• AT RIGHT: At Moffett Field, Calif., a free balloon strains at the lines. A careful check must be maintained at all times to make certain a sudden gust of wind does not sweep the balloon away. ➔

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