

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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FEBRUARY 1949



**THEIR
HERO**



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FEBRUARY 1949

Navpers-O

NUMBER 384

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● **FRONT COVER:** In the hobbyscraft shops of hundreds of ships and stations, personnel are acquiring skill and pleasure as they spend interesting hours at their favorite hobbies. Here Charles Tillman, SK3, USN, does intricate work on a ship model.—*All Hands* Photo by Walter G. Seewald.

● **AT LEFT:** Peter Catalina, a radarman on board USS *Huntington* (CL 107), cheerfully signs autographs for a group of school children who visited *Huntington* during the ship's visit to Rio de Janeiro. (See pp. 2-5.)

CREDITS: All photographs published in *All Hands* are official U.S. Navy photos unless otherwise designated: p. 10, Mariners' Museum; pp. 14-16, Coast Guard.

GOOD LIBERTY



ZULUS demonstrate the art of basket weaving to sightseeing sailors (above).

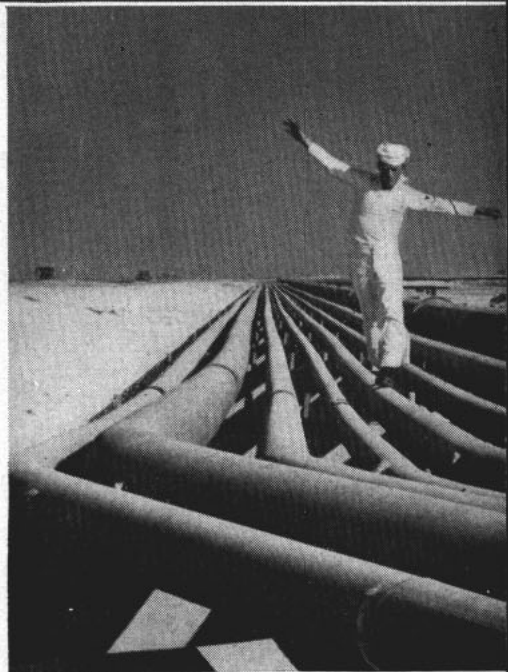
THE END of a busy half-year of Navy good-will cruises and courtesy calls finds personnel of the U. S. Navy more familiar than ever with people and places in each of the world's continents.

One of the most interesting among the good-will cruises was that made in the Mediterranean Sea and the Persian Gulf by the amphibious force flagship *uss Pocono* (AGC 16), the aircraft carrier *uss Siboney* (CVE 112), the destroyers *uss Massey* (DD 778) and *uss Zellars* (DD 777), and the high-speed transport *uss Carpellotti* (APD 136).

Crew members considered the Persian Gulf portion of the cruise with

stops at Bahrein and Kuwait the high point of the entire operation. One of them wrote the following colorful account:

"The men were warned ahead of time to get exposed to the sun as much as possible. We were all told that this country where vast supplies of oil are found provides temperatures ranging from 125 degrees to 130 degrees in the shade. Everything lived up to expectancy and the temperature actually ranged that high. Clothing was made a little brief during our stay there, and sleeping above decks was necessary for comfort. Aboard *Siboney* the men slept on the flight deck—and what a sight it was!



ON GOODWILL and training cruises Navy men enjoy themselves on liberty in exotic ports the world over. Above: A sailor

"There were a few men who 'got under the heat,' but in all the men took it fine to prove that we have the healthiest sailors in the world. The ships that participated in this expedition deserve some credit, because the extreme climatic conditions they went through was no picnic. And to a lot of us this was the greatest experience we ever had and ever expect to have."

Independently operating ships of the force visited Ras Tanura and Ras al Mishab in Saudi Arabia, as well as the British-protected sheikhdoms of Kuwait, Bahrein and Qatar. Navymen of *Pocono* visited an oil field and watched construction of a new \$10,000,000 pier at Fahaheel.

The ships paused briefly at Argosteli, Greece, to take on fuel before sailing for Norfolk, Va.

Four destroyers of DesDiv 161 sailed from New Orleans, La., for good-will visits to four Central American countries. *uss Waldron* (DD 699) halted at Puerto Limon, Costa Rica; *uss Ault* (DD 698), at Puerto Cabezas, Nicaragua; *uss English* (DD 696), at La Ceiba, Honduras; and *uss Borie* (DD 704), at Puerto Barrios, Guatemala.

Shortly thereafter, the light cruiser



GREEK soldier lends hand to sailor from *Fargo* (CL 106) changing jeep tire.

ABROAD



skylarks on pipelines during a visit of Pocono, Siboney, Massey, Zellars and Carpellotti to the Persian Gulf ports. Above right: Trio from Tarawa barter in Peking shop. Lower right: Salts from Kearsarge gaze out over Oran, from Monastery.

USS *Providence* (CL 82), flagship of CruDiv 10, called at the port of Marseilles in southern France.

"The heart-warming welcome with which the French received the warship made the visit a memorable one," a member of *Providence's* complement wrote to ALL HANDS. "In recognition of the vessel's visit, there were several receptions and dances, but the finest affirmation of the friendship between the U. S. and France was the invitation extended to *Providence* to participate in the ceremonies of Armistice Day, 11 November, a national holiday religiously observed in France.

"Representing the U. S. Navy and the United States at a solemn ceremony were one platoon of Marines and one platoon of the ship's landing force. They joined with detachments of the French Foreign Legion, French Colonial Troops and others in a prayerful moment for those who gave their lives in World War I. The national anthems of both France and the U. S. were then played, and both were followed by the cheering of several thousand who turned out for the observance."

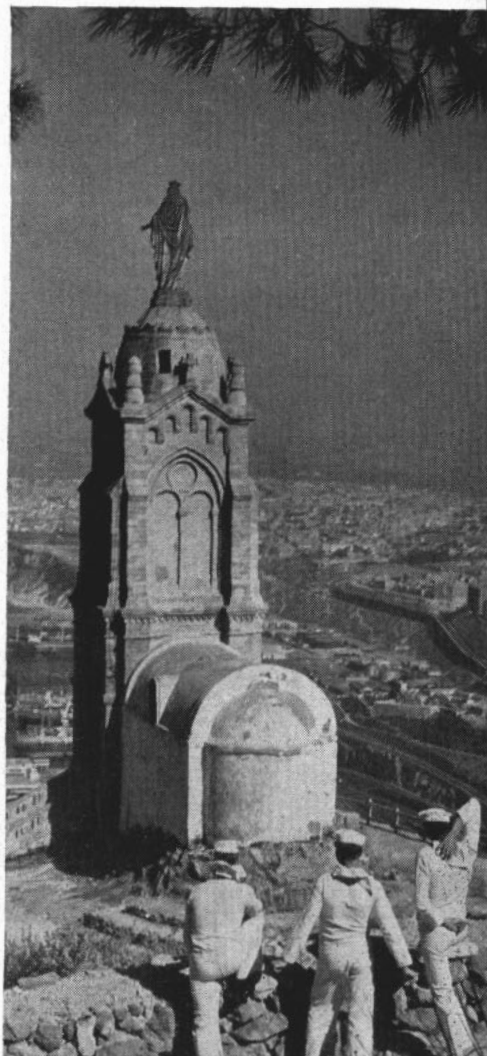
A 28,000-mile good-will cruise was made by the light cruiser USS *Hunting-*

ton (CL 107) and the destroyer USS *Douglas H. Fox* (DD 779), touching at African and South American ports.

Terminating four months' duty in the Mediterranean, the ships transited the Suez Canal and visited the African ports of Massawa, Eritrea; Mombasa, Kenya; and Cape Town and Durban in the Union of South Africa.

Sailors had an opportunity at Durban to take a special tour 100 miles inland to visit Zulu tribesmen in their native region. Accompanied by a guide who knows many of the Zulu chiefs in person, the men were welcomed into the native camps where they talked with the Zulus through interpreters. They watched the Zulus at work on native handicraft and observed tribal dances firsthand.

The visit of the ships to Cape Town coincided with a visit by ships of England's Royal Navy. American and British sailors and marines took part in a joint radio show over the network of the South African Broadcasting system. Commanders of the American and British groups broadcast brief messages to the people of South Africa. Leaving Africa, *Huntington* included among her personnel





TOKYO trinket stall attracts the attention of two souvenir hunters from Task Force 38 which visited the Orient during intensive training maneuvers.

part of the naval medical science group which had completed eight months of study and 21,000 miles of travel by jeep and truck through 15 countries of Africa.

Attention of the Secretary of the Navy was called to the "well-dressed, well-behaved and smart-bearing" sailors of the cruiser *Huntington* and the destroyer *Douglas H. Fox*.

The plaudits were contained in a

letter to SecNav from "an ordinary citizen" of that city to whom it had occurred that "it must be rather difficult for your department to assess the success" of the warships' visit.

The correspondent, Mr. John L. B. Jones, stated that he did not know the reason for the cruise but "if it was partially to give us an insight into American efficiency and personality, then it certainly succeeded be-

yond all measure."

He had words to say for both the vessels and personnel:

"It was our privilege to be able to entertain a sailor and a marine one evening, and the impression they have left in our minds is beyond reproach: they were perfectly behaved, well versed in conversation, and extremely polite, not to mention being excellent company."

On visiting the ships, the Cape Town resident was "very impressed by their cleanliness, efficiency and above all the high morale and comradeship that seemed to exude throughout."

He commented specifically on one impression, which was that "sailors standing at the gangways made a point of assisting ladies on and off—a small point, but never-the-less appreciated."

From a broader viewpoint, he considered the sailors as representatives of a nation formerly observed only from a distance. In that capacity he found them "excellent and efficient."

In a return letter, the Secretary of the Navy stated that he was "gratified to receive such a commendation for naval personnel and to know of your impressions with respect to the cleanliness and efficiency of our naval vessels."

Although the ships were royally welcomed and thronged with visitors in all the African ports touched, it was the week's visit in Rio de Janeiro, Brazil, that is remembered by most as the climax of the cruise. For a first-hand account of the visit to that South American city, let's read the words of another seagoing writer:

"Suddenly the sun broke through the clouds and Rio appeared in all its tropical beauty. Well-laid plans for entertaining the visiting ships were put in operation. The American Society, an organization whose purpose it is to assist visiting Americans, distributed enough pocket guides of Rio for every man on both ships.

"When liberty call sounded that afternoon the gloomy arrival had become completely forgotten. The hundreds of sailors flocking down bustling Rio Branca knew that Rio would be everything the travel folders said it was."

The account goes on to tell of dances and picnics, souvenir shopping, a softball game, swimming, free airplane rides and the spectacular journey to the top of Mt. Corcovado. It concludes with, "The officers and men of Task Group 44.7 were captivated by the hospitality of the city and its



SUEZ CANAL affords *Huntington* and *Douglas H. Fox* transit south to Red Sea.

people. When the day arrived for departure there was hardly a light heart aboard either ship despite the fact that the ships would now steam northward to home."

Tsingtao, China, was the host when ships of Task Force 38 arrived in the Orient during intensive training maneuvers. Here again a Navy reporter has recorded thoughts and impressions:

"In Tsingtao there is every kind of shop imaginable. One in particular, which was visited by many of the men on liberty, is a Chinese metal shop known as the "Brass Buddha." Many of the men from the task force visited such places as the St. Joseph Mission, where they purchased some of the finest silks and souvenirs available in China.

"In Tsingtao, you can buy peanuts from Chinese children who roam the streets, and if you stop one of these street vendors you can have your fill of hot roasted chestnuts."

The account tells about the Tsingtao enlisted men's club and Chinese barber shops, then concludes with, "Liberty in Tsingtao was a good treat for all members of Task Force 38."

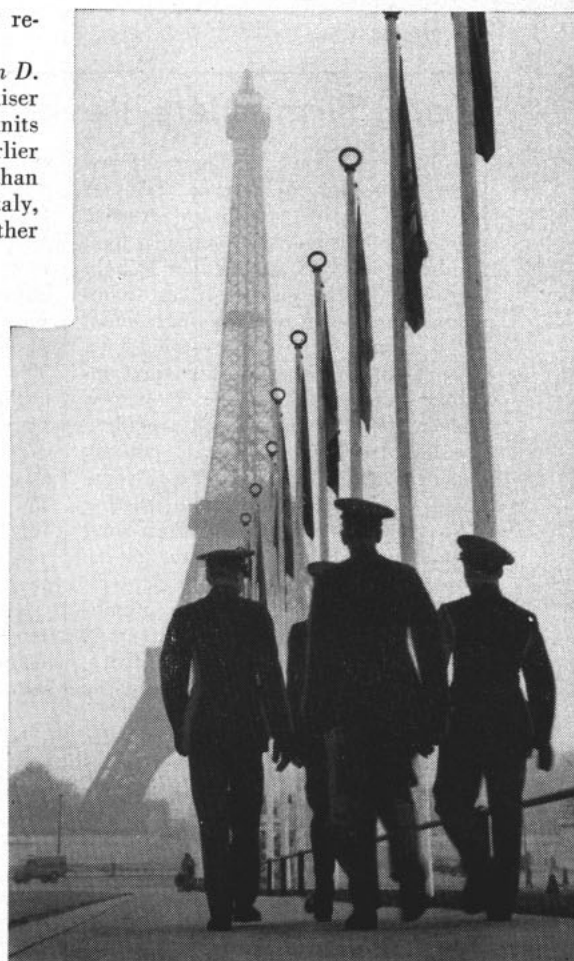
Hong Kong and Singapore were visited by the aircraft carrier *uss Tarawa* (CV 40), the destroyer *uss Hawkins* (DD 873) and the destroyer escort *uss Buckley* (DE 51) in another Oriental cruise. The ships then proceeded to Colombo, Ceylon, and Bahrein, Saudi Arabia. They were scheduled to spend several weeks vis-



SPECTACULAR view of Cape Town from atop the city's famous landmark, Table Mountain, is snapped for the scrapbooks of high-climbing sailors.

iting Mediterranean ports before returning to the U. S.

The aircraft carrier *uss Franklin D. Roosevelt* (CVB 42), the heavy cruiser *uss Albany* (CA 123) and other units of the Sixth Task Fleet made earlier autumn and winter visits to more than 20 ports in North Africa, Italy, France, Greece, Turkey and other parts of the Near East.



HASHMARKED piazza is on Rio's famed Sugar Loaf (left). Right: Marines in Paris stroll toward the Eiffel Tower.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **IMPROPER WILLS**—Many of the wills drafted during wartime would not stand close legal scrutiny today, warns the Legal Assistance Branch of the Office of the Judge Advocate General.

Since common errors in drafting, executing and witnessing a will may be expected to come to light, careful check should be made to determine if your will meets necessary requirements.

Many of them were hurriedly prepared during wartime or changes may have occurred which materially affect the disposition of the will. Among these are your marital status and additions to the family, changes in legal residence and upon leaving the service, death of a person mentioned in

the will, and a large number of other factors to be considered.

For safekeeping, your will can be mailed to the Chief of Naval Personnel or the Navy Mutual Aid Association, both in the Navy Department, Washington, D.C.

The will should be placed in a sealed envelope, on the outside of which should be written "Last Will and Testament of (full name and rank or rate, followed by service number). To be delivered in case of my death to (name and address of executor)."

Drafting of a new will or making changes in a previous will should be done under the direction of your legal assistance officer or an attorney in private practice.

• **WOMEN MARINES**—Women entering the Regular Marine Corps will not be known by a nickname; they will be called, simply, Women Marines.

The designation "U. S. Marine Corps" will apply to the women as well as to men in the Marine Corps when used after a name. The letters USMC-W will be used in official reporting forms. In the case of women Reservists, the letters USMCR-W will be used.

• **NAVAL ADMINISTRATION**—Navy line officers—except aviators—in the ranks of commander to ensign, inclusive, are eligible to apply for a three-month course in naval administration.

Applications are desired for assignment to classes convening 31 May 1949 and 26 Sept 1949 at Monterey, Calif. Applicants must be Naval Academy graduates or hold a college degree. Officers completing the course will be assigned immediately after graduation to duty in the Island Government Program for 18 to 24 months.

Applications should be submitted via official channels to reach BuPers (Attn: Pers-311E2) prior to 15 Mar 1949. BuPers Circ. Ltr. 243-48 (NDB, 31 Dec 1948), which contains this information, calls upon COs to indicate availability of applicants in forwarding requests.

• **RIBBONS ON SHIPS**—Restrictions on the types of war-service insignia that may be painted on ships and aircraft have been modified and broadened.

Under a new directive—a SecNav letter dated 6 Dec 1948 (NDB, 15 Dec 1948)—ships and aircraft are permitted to display replicas of a much wider variety of ribbons than previously authorized. Replicas of the ribbons of each service medal, area medal or campaign medal to which the ship or aircraft is entitled are now authorized in accordance with the same instructions that govern awards to personnel.

Formerly, only four insignia were authorized for display on Navy ships and aircraft—the Navy Unit Commendation, American Area ribbon, European-African-Middle East Area ribbon and Asiatic-Pacific Area ribbon.

These provisions do not include the Presidential Unit Citation for which a pennant and plaque are authorized.

Food Firms Help Revise Navy Cook Book

While the Navy has long enjoyed the reputation of having the best meals of any of the military services, it is not satisfied. The nation's food industry has been called upon to help provide better balanced and more palatable meals for Navy personnel.

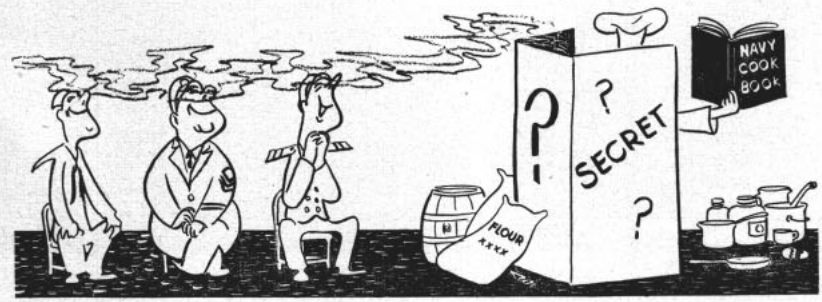
A committee has been formed from representatives of leading food industry firms to revise the Navy cook book. This committee will provide a series of suggested recipes each six months and in the next three years will completely review all existing Navy recipes and submit their final recommendations for revision of the present cook book.

The Navy Department is submitting existing Navy recipes to the test kitchens of these industrial firms, with the request that each recipe be

tested on a quantity basis. The industry test kitchens are asked to determine whether the recipe produces what is desired and to suggest variations and improvements. Any substitutions or improvements suggested must be substantiated on the basis of food technology, ingredients, etc. The kitchens are also recommending additional recipes for consideration by the Navy.

Ninety-seven basic Navy recipes have already been tested by the kitchens. As many as 12 variations of a single recipe and a total of 30 additional basic recipes were recommended.

Final selection of the recipes to be incorporated in the new Navy cook book will rest with Navy officers working on the revision.



Army Personnel Join Navy; In Using Barracks, That Is

Joining Navy men at the receiving barracks on the Seattle naval station are a large group of Army personnel, moved in by truck and bus convoy from the Army's temporary quarters at Fort Lawton.

Plans called for accommodating 2,700 Army troops in 10 barracks on the station, including replacement and separation troops and Army reenlistees. (See pp. 32-33).

Separate military police and sailor security watches are maintained, and personnel of the two services also mess separately.

• **FT EXAMINATION** — An examination to select candidates for fire control technician Class B training will be conducted on 15 Feb 1949.

Personnel who have failed to qualify under previous examinations are eligible under BuPers Circ. Ltr. 229-48 (NDB, 15 Dec 1948) to be reexamined if six months have elapsed by 15 February since they were formerly examined.

Men rated FT3 in accordance with paragraph one of Alnav 558-46 (corrected) who have been subsequently promoted to FT2 while serving in the fleet are eligible for the Class B FT course, provided they have served at least one year at sea and will have three years' obligated service on date of entry into the school. Requests of qualified candidates for assignment to Naval School, Fire Control Technicians, Class B should be submitted to the Bureau of Naval Personnel through the chain of command.

Due to a lack of qualified candidates, classes are to be convened quarterly instead of monthly in the future. The letter requests all commands to give it full publicity to insure that all eligible personnel have an opportunity to compete for enrollment.

• **PRINTED POLICIES** — Persons having renewed "term" National Service Life Insurance and those who have converted their NSLI to a permanent plan now are receiving printed policies.

These policies are printed in blue on heavy white bond paper. They contain pertinent provisions of the insurance contracts, such as premium rate, effective date, guaranteed values and other provisions. The policies will replace the certificates previously issued.

• **NEW DIRECTIVES** — Soon to be issued is the 1948 series of General Orders, which should be placed in back of the new Navy Regulations.

Two tab sheets will accompany them, one indicating General Orders and the other index for the Navy Regulations.

An Alnav will inform naval activities when the 1948 series of General Orders will be placed in effect. Sufficient time after distribution is completed will be allowed for receipt at distant stations. Current General Orders should be kept for reference at least until 30 June 1949 at which time they may be destroyed. They should not be returned to the Navy Department for disposal.

The effective date of the new Navy Regulations was set at 20 Jan 1949. Old copies should be retained until 30 June 1949 for reference, after which they may be disposed of locally. (See ALL HANDS, January 1949, p. 41). They are not to be returned to the Navy Department for disposal.

The newly revised Bureau of Naval Personnel Manual becomes effective concurrently with the date announced by Alnav for the new Navy Regulations. Obsolete copies should be disposed of locally when no longer needed for reference purposes. They should not be returned to the Navy Department.

• **INVENTIONS** — The Office of Naval Research will help you develop your invention or idea for an invention, if you have one of value to the Navy or the government.

All proposed inventions will be evaluated by ONR, processed for patent applications if considered of value to the government, and reported upon promptly to the proposer. All fees and expenses incurred in patenting approved inventions are assumed by ONR. All commercial rights go to the inventor, with the Navy retaining only a non-exclusive, royalty-free license for government use.

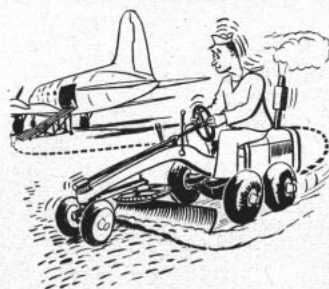
This is the way to proceed:

• Outline the problem, describing the current procedure. Explain your idea and how it overcomes difficulties.

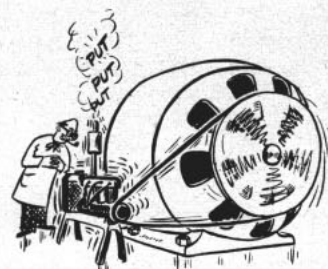
• Submit detailed drawings, sketches or photographs to show your construction or method, with a complete description of the parts and operations.

• Send your outline, explanation, drawings and related material to the Office of Naval Research, Navy Department, Washington 25, D.C., or to the nearest branch office.

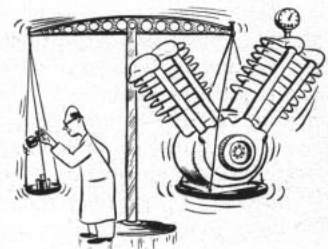
HERE'S YOUR NAVY



A Bureau of Yards and Docks program is underway toward developing lightweight equipment especially adapted for transportation by air. Aluminum or other light metals are used in place of steel wherever that can be done without harm to performance or wearing qualities. The aim is for highly mobile implements adapted for modern warfare.



A diesel-driven electric generator is one item being developed. Its weight is expected to be only half that of present models. Another is an engine-powered road-building machine being built for the Navy by a commercial manufacturer. It will weigh approximately 17,000 pounds, compared to 22,000 pounds for a wartime commercial model of smaller capacity.



An air-cooled 260-cubic foot-per-minute air compressor is being perfected by BuDocks in cooperation with other Navy bureaus and the U.S. Air Force. It is expected to weigh 2,000 pounds, compared to 5,000 to 7,000 pounds for a water-cooled compressor of comparable output. A portable welding machine of half the usual weight is undergoing tests at Port Hueneme, Calif.

ASSAULT-WATER SAILORS



BEACH-BUSTING takes know-how. Amphibious training commands teach men of fleet the latest assault techniques.

STOWING a landing force on board amphibious vessels is like winding a movie film on reels. You have to place the last on first if everything is to happen as planned.

More amphibious landings took place during World War II than had been made previously in the history of warfare. Most of these landings involved a team composed of Navy, Marine Corps and Army men, ships, planes and equipment. With little experience and practically nothing in modern warfare to study and use as a basis for training, these amphibious forces stuck their necks out on dozens of beaches, corrected errors in later landings and played a tremendously important part in the victory over the Axis.

Amphibious training commands set up during World War II to give men the "know-how" of amphibious warfare changed their procedures almost daily as better methods were discovered by amphibious fighters hitting beaches all over the world. Joint commands of Navy, Army and Marine Corps were established as the Amphibious Training Commands, U.S.

Pacific and Atlantic Fleets to carry out this training program.

After the war these commands remained in operation, applying the lessons learned in combat and developing new techniques to insure that a continuous flow of men are trained in amphibious warfare. The U.S. Naval Amphibious Base, Little Creek, Va., was designated the base of operations for the Amphibious Training Command, Atlantic Fleet and the Naval Amphibious Base, Coronado, Calif., was named the base of operations for the Amphibious Training Command, Pacific Fleet.

At the Naval Amphibious Base, Little Creek, the training of amphibious personnel is organized in two main departments. These are the Troop Training Unit and the Naval Amphibious Training Unit.

Amphibious Forces Acquire Their Deadly Know-How At Joint Command Schools

The Naval Amphibious Training Unit has the job of training men to perform the intelligence, communication, gunfire support, landing craft operation, beach party work and the use of pontoons during an amphibious assault. The Troop Training Unit is a Marine organization responsible for training infantry and mechanized units in amphibious warfare techniques, including the handling of supplies.

Six schools have been set up to carry out the training program of the Naval Amphibious Training Unit.

In the early stages of any amphibious operation intelligence reports are gathered on the area where the landing is to be held. Officers qualified in analyzing this intelligence must be available to amphibious commanders to assist in the preparation of plans. The Intelligence School of the Amphibious Training Unit instructs officers in analyzing intelligence reports, aerial photographs, etc.

An amphibious assault is timed as carefully as trapeze artists switching bars in mid-air. Many radio circuits are operated to insure this precise coordination is maintained. The per-

sonnel operating or responsible for these circuits must be trained in amphibious communications. The Phib-TraUnit's Communication School provides graduates to supervise and operate these circuits.

Prior to troops hitting the beach the enemy-held areas are softened up with a deluge of air and sea bombardments. As the fighters move inland they are supplied with more big-gun support to soften up sectors of strong resistance. This gunfire is coordinated by personnel serving on the staffs of the troop, air and naval commanders. Personnel are trained for this work at the Gunfire Support School.

Basic boat handling and boat maneuvers involved in landing assault troops and equipment are taught at the Landing Craft School. Personnel attending this school are indoctrinated in all phases of the ship-to-shore movement and the control systems used in dispatching boats.

After the beachhead has been secured the job of getting the word to ships on what is to be sent ashore next, such as additional supplies or ammunition, and dispatching this material to the proper battle sector is the job of the beach party. Officers and enlisted personnel are given instruction in the best battle-tested methods of performing this work at the Beach Party School.

Often a wide expanse of shallow water prevents even shallow-draft amphibious craft from getting close enough ashore to disgorge their cargo without its having to be moved through the water, or in other cases heavy equipment mires in soft mud along



WEAVING landing barges churn shoreward under mock battle conditions. Schools turn out men trained in all phases of modern amphibious warfare.

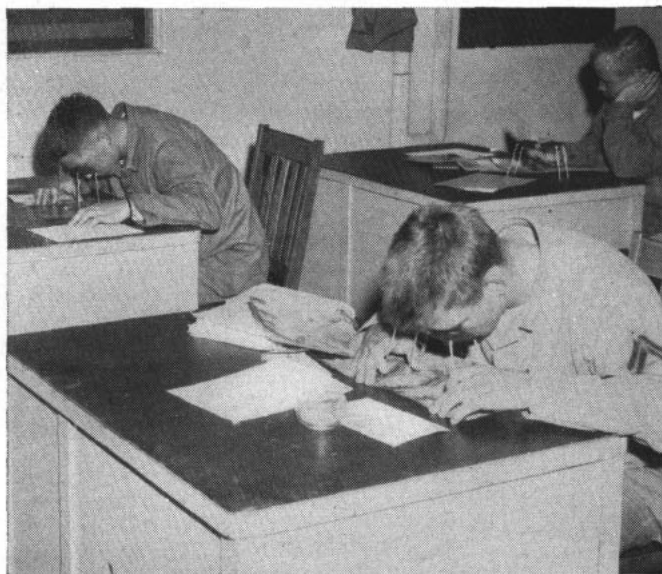
the shore. In such cases a ramp of pontoon barges is rigged for unloading.

Quotas for Naval Amphibious Training Unit's schools are provided mainly from ships and activities of the Amphibious Force. However, the Intelligence and Gunfire Support schools draw their students from Navy, Army, Air Force and Marine units. Graduates from the schools are normally returned to their assigned

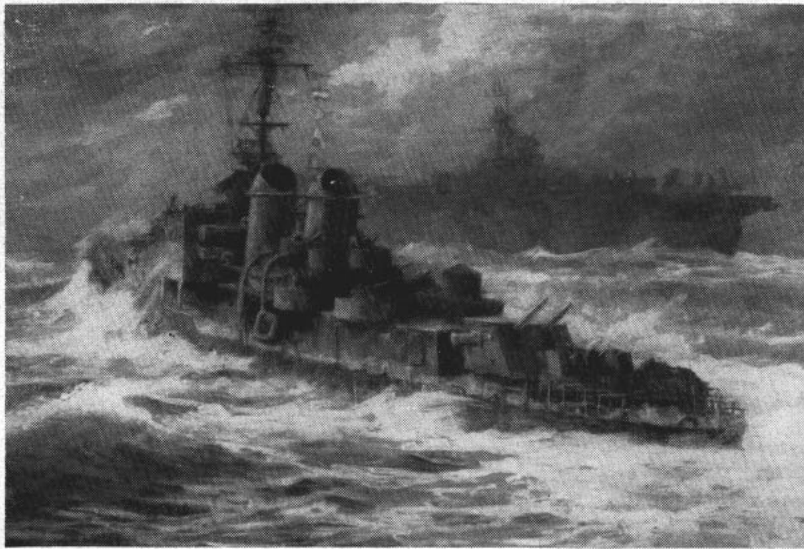
commands. Certain graduates of the Gunfire Support School are ordered to Marine or Army commands.

The Troop Training Unit has set-up a four-phase training plan for amphibious troops.

During the first phase of the training officers attend indoctrination classes to furnish them with a general background of amphibious operations, while enlisted men are instructed in the individual jobs they will be re-



VITAL to amphibious warfare, photo interpretation (left) and combat communications (right) are studied at schools.



SHOWING of 32 paintings of U.S. ships by Thomas C. Skinner includes this impression of *Charles R. Ware* pounding through heavy seas off Cuba.

Paintings of U.S. Ships on Exhibit in Norfolk

Thirty-two paintings of U. S. Navy ships were included in an exhibition of marine murals and paintings by artist Thomas C. Skinner in the Mariners' Museum at Newport News, Va.

Concentrating mainly on contemporary subjects, the exhibition also included a starboard quarter view of *USS Constitution*, painted on its 150th anniversary, and a depiction of the battle in 1862 between *USS Monitor* and the Confederate ironclad *Merrimac*.

More recent Navy subjects included one or more views of the carrier *Ranger* (CV 4), *Enterprise*

(CV 6), *Yorktown* (CV 5), *Hornet* (CV 8), *Boxer* (CV 21), *Midway* (CVB 41), *Leyte* (CV 32) and *Coral Sea* (CVB 43).

Cruisers depicted were *Portsmouth* (CL 102), *Boise* (CL 47), *St. Louis* (CL 49) and *Augusta* (CA 31). Several views of *USS Missouri* (BB 63) were shown.

One painting depicted the cruisers *Macon* and *Columbia*, LSD *Donner* and accompanying destroyers at anchor off Gibraltar.

Artist Skinner is a member of the museum staff. In all, 66 murals and paintings of marine and sea life were exhibited.



EARLY morning view of *Enterprise* (CV 6) during final preparations for builder's run is also on exhibit at the Mariner's Museum in Norfolk, Va.

quired to perform before, during and after the landing. This phase includes instruction in such subjects as organization of boat teams, identification of naval vessels, landing craft and the handling, lashing and loading of equipment.

Phase two of the troop training covers instruction for officer and enlisted specialists in their respective specialties. Specialists' courses are offered in amphibious reconnaissance, intelligence, supporting arms (air, artillery and naval gunfire support), communications, transport quartermaster, waterproofing, logistics, staff planning and shore party functions. Infantry specialists began advanced basic training on such subjects as embarkation and debarkation techniques, rubber boat handling and combat swimming.

The third phase of training is devoted to battalion landing team exercises on the beach from landing craft and the employment of troops in amphibious beach assaults.

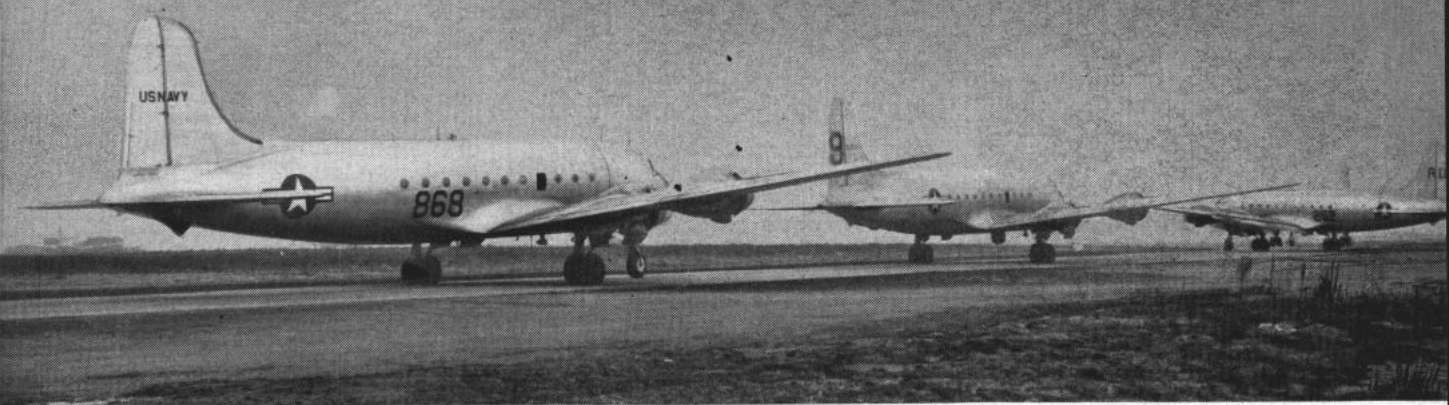
In the final phase of training the troops apply the knowledge gained from the first three phases by practical demonstration. The troops are loaded on ships, steam to the "combat area" and carry out an attack against an "enemy" beach in a simulated maneuver. Enroute to the scene of operations the men are instructed in shipboard life, ship drills and the manning of debarkation stations.

The final assault against the "enemy" held beach involves the landing of all troops, equipment and supplies, supported by naval gunfire, and bombardment and strafing.

In addition to making certain that equipment is loaded on board amphibious ships in reverse order so that the material to be used first goes on board last, maximum use must be made of every foot of ship-space available. Combat loading personnel must be able to stow tons of material on board ships in such a manner that no space is wasted, yet in the proper order for unloading. The Transport Quartermaster School teaches them how it can be done.

Enemy beaches are often cluttered with underwater obstacles such as mines and sharpened steel rods designed to rip holes in or capsize boats. Naval Combat Demolition Units are trained at the Amphibious Training Command how to destroy these obstructions and clear the path for landing craft and heavy equipment.—J. B. Smith, JOC, USN.

AIRLIFT GETS NAVY LIFT



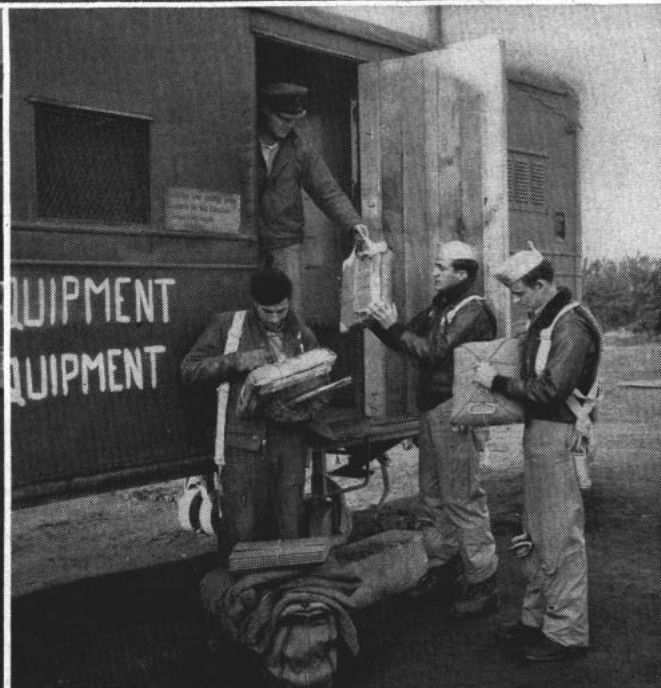
TWO Navy MATS squadrons, VR-6 and VR-8, have joined the famous Berlin airlift and are now operating 25 R5Ds out of the Rhein Main Air Force Base near Frankfurt.

A Navy R5D (above) turns into take off position for the flight to Tempelhof Airport in Berlin while another, in the foreground, and an Air Force C-54 await their turn.

Between engine checks a group of ground crewmen thaw out around an open-air stove (right).

Crew members check out 'chutes and other equipment before the hop to Berlin (lower right).

Unloading is done so quickly that crews must remain in the vicinity of their planes. Mobile lunch wagons (lower left) bring out chow.





SNOWSTORM whirls around cameramen shooting movies on Saipan's flight deck (above). Right: Helicopter pilots examine their cold weather gear.



CVL Battles

THE Navy again showed its readiness and willingness to go to the aid of those in distress when the light aircraft carrier USS *Saipan* (CVL 48) was dispatched to Greenland for Operation ICECAP.

Saipan departed from Norfolk, Va., and steamed for northern waters with equipment on board necessary to perform the perilous task of picking the marooned Air Force fliers from the Greenland icecap.

Heavy seas and rough weather battered the light carrier when it reached North Atlantic waters.

The ship's radio antennae were



BOW LINES are cast off. *Saipan* is underway on her mercy mission (above). Below: Crew members wash ice from the flight deck and superstructure.





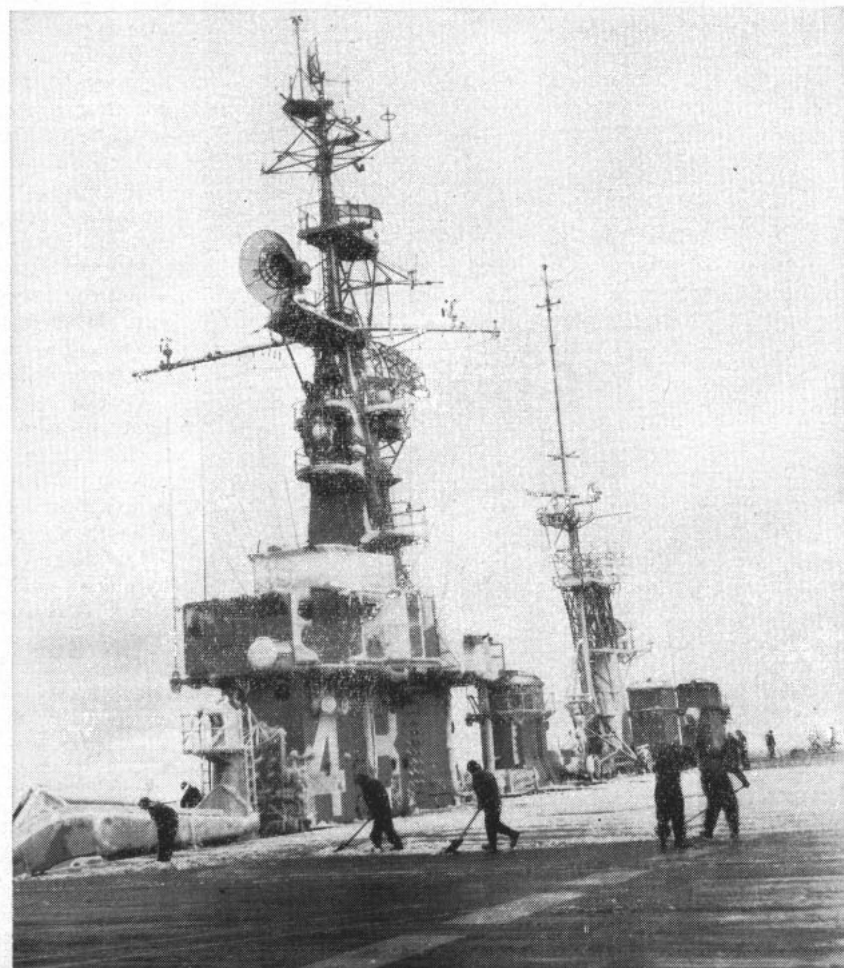
Cold Weather

damaged seriously by the high winds. Fortunately, a CNO mobile communications team was on board and all civilian news releases were funneled to the waiting world through the unit's sending set.


The rescue was effected while *Saipan* was en route, and the ship was ordered to return. The officers and enlisted men of the vessel received commendations and thanks from high ranking military and civilian officials for their efficiency and whole-hearted effort in the mercy mission.

Story and photos for ALL HANDS by R. G. Sargent, JOC, USN.

SCRAPING ice from the flight deck, crew readies *Saipan* for launching aircraft (above and below). Center below: Crew stows away its Christmas chow.



HIGHLIGHTS OF



SOME TIME during the midwatch when you're all alone with your thoughts looking out across a dark and silent sea, take a little time out to think about lighthouses.

As a literal truth, these unrewarded sentinels are the light of your life. You probably don't have to be reminded, when you think about it, that without their reassuring beam you'd spend many an anxious moment peering into the darkness for rocks and shoals which in most instances you'd never see anyway, until it was too late.

So many are the dangers of the sea that, for instance, the approach to New York harbor is marked by 14 lightships, with assistance from two lightships, seven fog signals and countless numbers of buoys and minor lights.

That friendly beam through the night is constantly tended by a keeper who leads a lonely, largely uneventful life. Many are the anecdotes surrounding the keeper's devotion to duty and the seldom varying routine of his life.

One story concerns an old gentleman who had been on the job continuously for 20 years, during which time a gun went off at regular intervals as a warning to ships.

Every 10 minutes, night and day, the gun fired, but the old man paid no attention and hardly seemed to hear it. One night during the 20th year on the job, while the man was sleeping, the gun failed to fire.

The old gentleman jumped out of bed in quivering alarm and cried out: "What was that?"

The incident supposedly happened at this country's first night beacon, the famous Boston light station, which also possessed the first fog signal in the U.S.—a cannon placed near the station.

Whether or not the story is true, there continue to be lighthouses, fog signals—and lighthouse keepers. The uncertain darkness of night, the forbidding gloom of fog or the impenetrable opaqueness of lashing gales always have increased the perils of ocean travel. In these modern days of radar, loran and other electronic aids to sea navigation, dependence on the familiar lighthouse may be underestimated.

Intertwined with the entire history of ocean navigation—and consequently that of the Navy—is the story of the part played by these tall, stately mono-eyed towers. From colonial times to the present, American ships have relied on these towering structures for guidance.

Despite vast scientific developments in electronics, the lighthouse for years to come will remain one of the integral aids to navigation. Even though a navigator may rely on radar or loran at sea, the last leg of his journey—approach and entrance into a harbor—will be guided by a lighthouse and its fellow-aids, such as buoys.

Lighthouses thus are augmented, rather than replaced, by guides such as the radio beacon. Most primary lights now are equipped with radio beacon-sending stations, thus increasing their usefulness.

The present American system of navigational aids grew out of a dozen lighthouses ceded to the new Federal government by the colonies, including the Boston Light. The latter was built in 1716 on one of the Brewster Islands in Boston harbor.

Boston Light, first to be erected in the U.S., today remains a monument to the pioneer Americans who right-

SAFETY

fully regarded shipping so vital to survival of the colonies. It was the forerunner of today's more than 36,000 aids to marine navigation along the nation's 40,000 miles of seacoast.

From the rocky Maine coast to the treacherous reefs of Florida, picturesque lighthouses dot the shoreline. Each light has a history testifying to the ingenuity and farsightedness of colonial Americans. Many were the historical naval engagements fought in sight of lighthouses during struggling years of young America.

At least one sea battle, during the War of 1812, was complacently witnessed by Boston Light—an engagement out of which came a historical quotation by an American naval officer. It was the afternoon of 1 June 1813, with the American frigate *Chesapeake* passing the light at 1300.

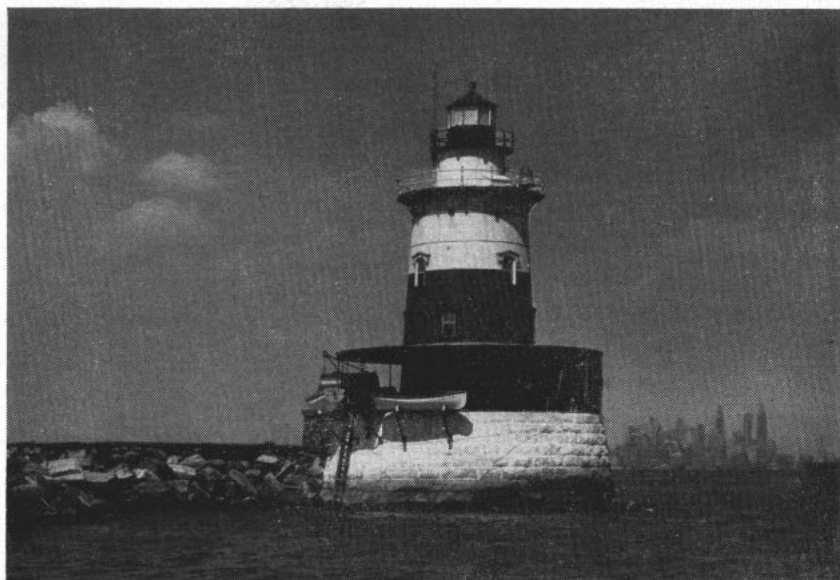
Chesapeake, with a crew of 379 men and carrying 52 guns, was commanded by Capt. James Lawrence who quickly had the vessel standing out at sea to meet the British warship *Shannon*. Fifteen minutes later *Chesapeake* was taken captive. Capt. Lawrence lay mortally wounded. As he was carried below deck, he cried:

"Don't give up the ship."

The Navy early entered the picture in establishment of the nation's "traffic lights" for waterways when in 1837 Congress stipulated that a Board of



EMERGENCY kerosene lamp is kept in the tower at all times ready for instant use 'should the light fail.'



ROBBINS REEF lighthouse marks shoal water on the west side of main channel to the New York City docks. Manhattan's skyline can be seen in background.

Navy Commissioners first must examine several proposed lighthouses. The board was to report the facts to Congress in cases where "navigation is so inconsiderable as not to justify the proposed works."

The following year construction on 31 lighthouses was deferred following inspection and recommendations by naval officers. Two naval officers were dispatched to Europe in 1845 by the Secretary of the Treasury to study European systems of lighthouses. Until then the Treasury secretary was charged with administering the lighthouse service.

Six years passed before a general investigative board was appointed to study the over-all lighthouse problem. The board's recommendation led to the creation in 1852 of the Lighthouse Board which administered the work for 58 years.

On this board were two Navy officers, two of the Army Engineer Corps and two civilian scientists. A naval officer was named secretary. President of the board was the Secretary of the Treasury.

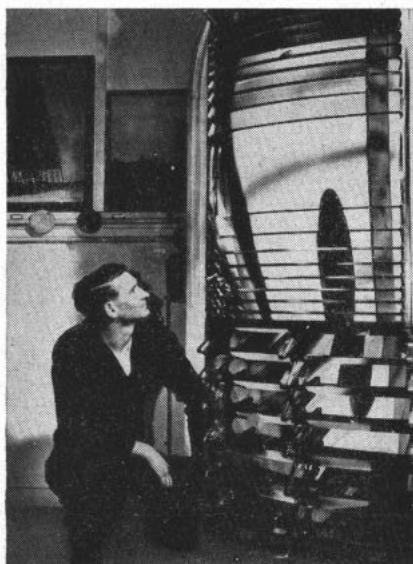
Intervening years have seen tremendous progress and developments. Whale, colza and lard oils were the principal sources of illumination for nearly 150 years. This was followed by a period during which kerosene generally was used. In 1916 electricity supplanted previous illuminants. The first tower so wired was at Sandy Hook, N. J., in 1888.

Candle power is the unit of illumination. The famous Eddystone light

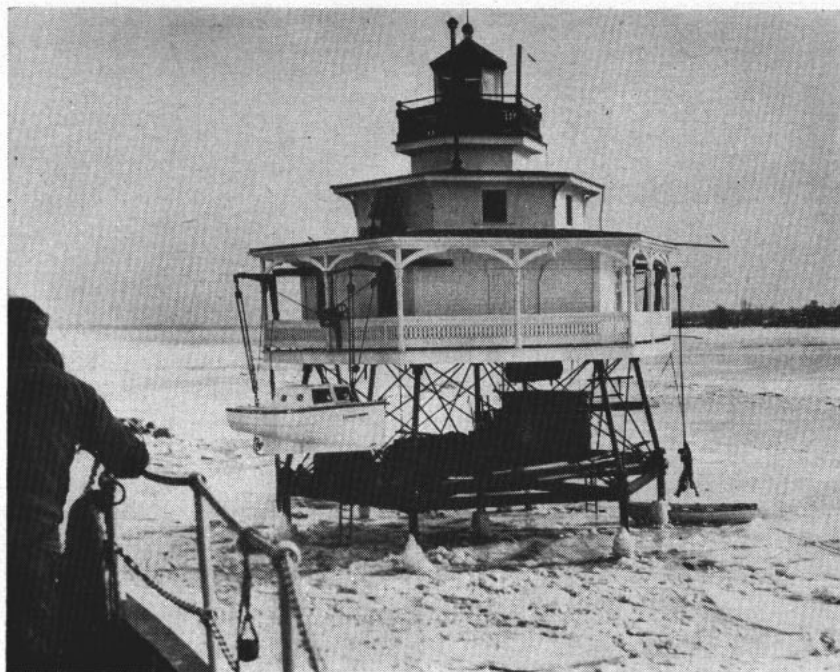
of England was illuminated by 24 candles of standard size until 1811. Radiance of light was magnified by lenses of varying shapes.

Progress has been greater with the use of electricity in lighthouses. Today, electric lamps inside the larger lenses can produce beams up to 25,000,000 candlepower. At least 23 of the 100 major light aids of today of over 200,000 candlepower are over 1,000,000 candlepower.

Costly French-made lenses installed in the Navesink Lighthouse, N. J., marking approaches to New York



OLD STYLE lenses have been retired from general use since introduction of electricity and modern designs.



MATHIAS POINT lighthouse in the Potomac River, typical of many protecting our inland shipping lanes, is evacuated because of extreme icing conditions.

harbor, made it the most powerful in the U. S. The light is capable of generating 25,000,000 candlepower.

Navesink's flashes were visible from 22 miles and they had been detected a distance of 70 miles at sea. Eventually, the illumination was reduced to 9,000,000 candles.

Most powerful light at the present time is at Hillsboro Inlet, Florida,

with a candlepower of 5,500,000. Running a close second is the Liston Range in Delaware Bay, 5,000,000 candlepower. Dominant beacon, however, along the North Atlantic shore is the 1,000,000-candlepower Cape Cod Light.

With a candlepower of 2,200,000, the Farallon Light in California is the most powerful along the Pacific



PORTLAND HEAD light, established in 1791, is one of most the famous in the country. It guards the entrance to the busy harbor of Portland, Maine.

coast. Farther out in the Pacific, however, at Molokai in Hawaii is a light having a radiance of 2,500,000.

During the war lighting power was reduced at most stations but has since been restored to their prewar brilliance.

Where at one time most lights were steady, they now are characterized by definite series of flashes and occultations. These beacons utilize revolving lantern lens with flash panels, giving to the light a definite pattern to make it easily recognizable by the navigator.

Until the introduction of the electric motor, early lightkeepers wound heavy weights to a clockwork device to revolve the lens. To reduce friction of lenses which might weigh many tons, a mercury float is used. Electrical power for the lights and various other mechanisms is obtained from commercial sources when available. In isolated locations, individual generators are operated.

To achieve maximum visibility, height is required to compensate for the earth's curvature. Perhaps the basic difference between light towers on the Atlantic and Pacific coasts is that those along the former are taller. Those on the Pacific coastline need not be towering since natural heights of bluffs are sometimes more than adequate.

Tallest beacon is the brick Cape Charles Lighthouse in Virginia which is 191 feet above ground. Next is the one at Pensacola on the coast of Florida towering 171 feet, while the Cape Hatteras Lighthouse, soon to be re-established, towers almost 200 feet. Elevation from sea level of Cape Mendocino Light on the California coast, is 422 feet.

Establishment of lighthouses during their initial history was fraught with many dangers and uncertainties, particularly along the Atlantic seacoast and Gulf areas. Rugged characteristics of the coast, inaccessible rocks on which many of the towers were constructed, tempestuous storms, war—and even Indian raids contributed to these early difficulties.

Human sacrifice punctuated the formative creation of the system. A number of keepers—and their families—perished in disasters. Such losses resulted from heavy seas undermining towers or rough weather capsizing their boats while going to the rescue of drowning seamen or to the mainland for supplies. The following, however, has been narrated of an Indian attack on the Cape Florida

Lighthouse in Biscayne Bay which was partially burned in 1836 during the Seminole War—an undeclared fracas in which sailors were pressed into service to chase Indians from Florida.

The head keeper had been warned of the anticipated attack, leaving the tower in charge of an assistant with a helper while he evacuated his family to safety. The assistant and his aide barricaded themselves in the tower. At the approach of the Indians they took refuge in the watch room. With the keepers firing from above the Indians were prevented from advancing.

Setting fire to dry wood piled at the base of the tower, the Indians carried out a watchful waiting program. With the tower acting as a chimney, the keeper and his assistant scrambled to the balcony, crawling flat on their faces. After the fire had burned out and everything became quiet, the assistant peered over the balcony and was mortally shot. The keeper, also wounded, suffered from thirst as he lay in the tropical sun. His hope had about given up when a Navy cutter drove away the Indians and rescued the man.

Difficulties on the Pacific Coast, however, were less severe although encroachment of Indians became a menace. But this "menace" principally came from friendly tribes who used the Flattery Light island in Washington as a fishing and whaling station. The keepers reported that the Indians called the whites "Bostons." They submitted their resignations because of these "annoyances." Why they resented being called "Bostons" is not explained.

Hazards of early lighthouse keeping have been reduced. Under the administration of the Coast Guard, enlisted men and civilians now man at least 450 light stations. Depending upon the location of a station facilities are provided for the keepers. In more isolated places, bachelor quarters are supplied for a crew.

When the Coast Guard assumed complete control of the lighthouse service in 1939, stations were maintained by civilian civil service employees. They were given the opportunity to enlist in the Coast Guard with ratings equivalent or higher than their civil service status. As a result stations now are manned by a mixture of Coast Guard personnel and civilians. During the war when the Coast Guard was placed under Navy jurisdiction, it continued to administer the lighthouse service.—Ed Velarde, JO1, USN.

Navy Flies Mercy Mission to Starving Animals

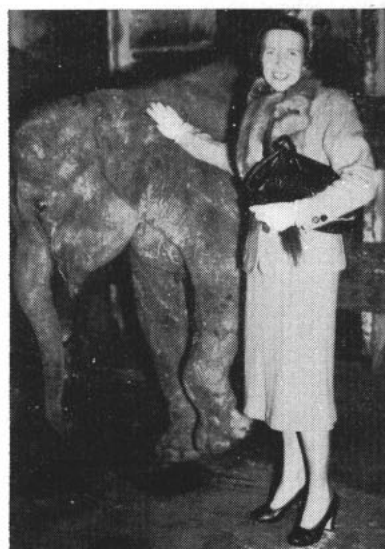
If a ship gets in distress and radios for help, the Navy responds immediately. Such was the case (but extraordinarily so) of *SS Swarthmore Victory*, a virtual ark loaded with animals destined for American zoos. The vessel was in distress all right, but not because of a stormy sea or mechanical troubles.

Swarthmore Victory's message reported that its cargo objected to being on a lean diet, and was systematically kicking the ship to pieces. Heading the living cargo were eight mutinous baby elephants who had been subsisting on quarter rations and didn't like it.

Other animal passengers—the monkeys, bears and cats—took up acoustical objection. Exotic birds squawked unexotically. Only the snakes were silent.

And so it was that with the ship more than 1,100 miles from San Francisco, the distress message was relayed to the Navy. With Washington's approval the mercy mission was carried out by the Navy's giant flying boat *Marshall Mars*.

The Navy had the only flying hay-wagon big enough in the Pacific to carry succor to the hay burners. Not only was the Navy willing to take the job, but was elated over the prospect. It meant learning some



UNEASY pat is given baby elephant named in her honor by Mrs. James Lang, wife of the CO of VR-2.

angles in delivering bulk cargo by air to ships at sea—never done heretofore.

With everything in readiness—including an added load of 20 newspaper reporters and photographers—the 83-ton flying boat took off from the Alameda Naval Air Station on San Francisco Bay. A little more than seven hours later the huge *Mars* sighted its target.

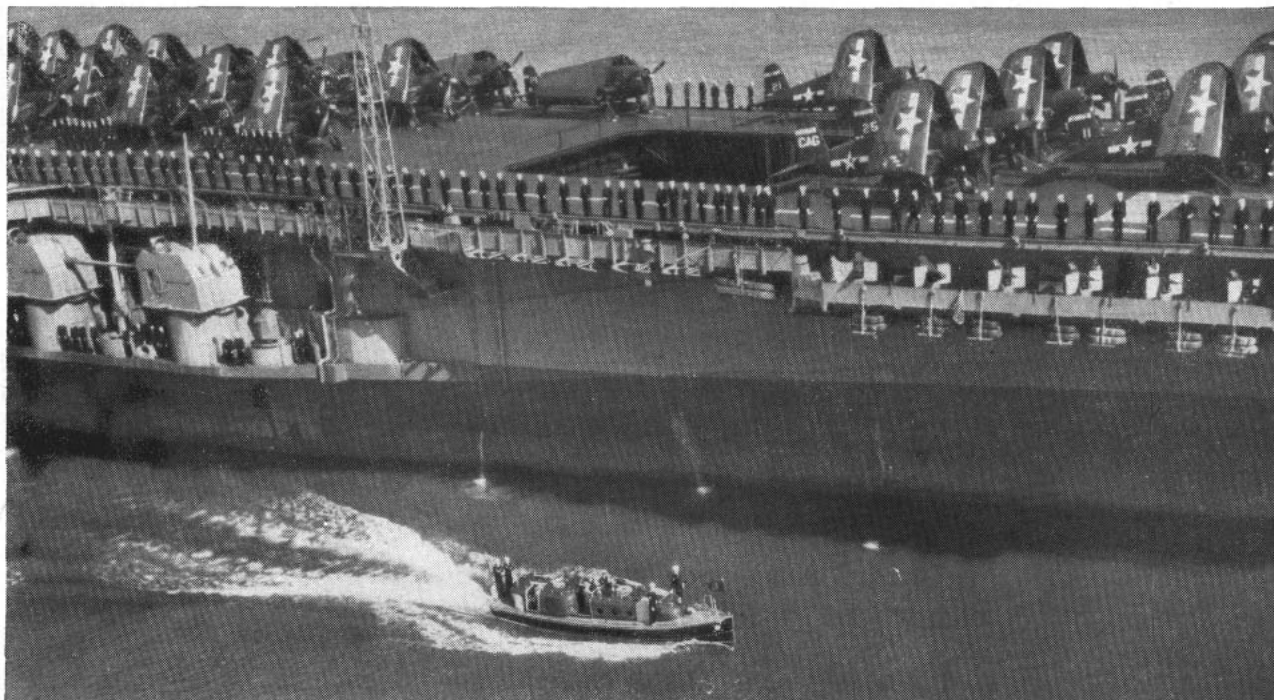
Maneuvering into position, the *Mars* commenced its unloading assignment at an altitude of 150 feet. The order of "Bales away!" was given and the first of 13 bundles was dropped. Thirteen runs in all the *Mars* made, taking about five minutes for the entire dropping process.

Crew members from *Swarthmore Victory* picked up the bundles from the sea, rowing to the ship where they were taken on board for the noise-making menagerie.

The animals and birds all were from Siam, destined for various zoos and tent shows in the United States. Enough food had been placed on board for the originally scheduled trip. A delay at Guam, however, cut down the supply and so the animal keeper put the menagerie on quarter rations. The ship had stopped at Guam to allow school children to view the animals. This delay hadn't been foreseen.



CANNED WORMS for hungry tropical birds on board *Swarthmore Victory* are held by Chief P. Sojda.



GLISTENING barge carries President Truman ashore following visit aboard super-carrier *USS Franklin D. Roosevelt*.

Barges: The Beauty Boats of the Fleet

THE DAYS of marlinspike seamanship when acrobatic sailors played tag in the shrouds may be consigned to a past era, but there is one phase of seamanship—boat handling—which still requires plenty of nautical know-how.

Few changes have occurred in the job required of boat crewmen down through the centuries. It took a lot of skill for 17th century boatmen to hold their boats steady in choppy seas and bring them alongside without scrap-

ing the paintwork. Modern seamen are required to demonstrate the same proficiency in handling their diesel-powered craft.

Aristocrats among Navy boatmen are the sailors assigned to the barges—the brass-trimmed, sleek boats assigned to transporting high ranking officers and dignitaries. Most of the men assigned these craft are hand-picked for their excellent seamanship. No soft touch, the job of operating these barges, making fancy work,

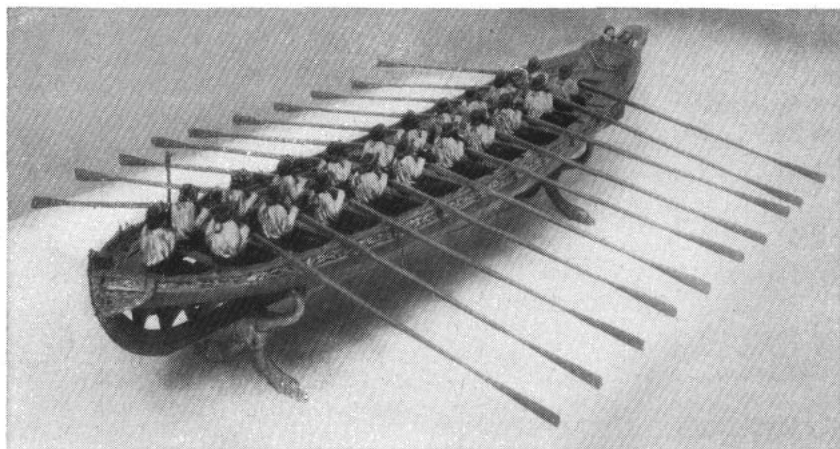
scrubbing the paint and polishing the brightwork draws heavily on elbow grease and a variety of skills.

The care and devotion that goes into keeping a barge in top condition was exemplified before World War II, when Navy funds for upkeep were limited. Proud crew members often spent their own money for a better paint, a special wood wax, or a finer brightwork polish. Most of them took pride in the fact that fenders never touched the boat because skill in handling the barge made such precautions unnecessary.

Besides wielding paint brushes and cleaning gear, the crew of a barge must have a 4.0 knowledge of military courtesies, boat hails and boat flags. Boatmen of the early Navy rendered honors to the national anthem and colors by tossing oars. Today's barge-men do it with less strain by disengaging the clutch and saluting.

When a barge approaches a ship's gangway the bowhook must know how to communicate with the OOD in order to tell him who is on board. Finger signals, extended in sharp style, are the earmarks of a smart and well-trained crew.

Knowing when to fly the national ensign, the commission pennant, or the admiral's personal flag is impor-



GOLD ornamentation on the bow and gunwales of the Royal Barge of King Charles of England is typical of the resplendent barges throughout history.

tant to bargemen. The personal flag of an admiral consists of white stars (numbered according to rank) against a blue field. When an admiral is embarked in his barge and is not in uniform, a miniature of this flag is flown from a small staff near the coxswain's station. The national ensign, in this case, is not displayed. A commodore has a burgee pennant with one star while a captain of a vessel, regardless of rank, rates a commission pennant.

The flagstaff itself must be topped with the correct insigne. Boatmen must know whether the halberd for an admiral, the round gilt ball for a captain, or the flat truck for junior officers is to be used on a run. Similarly, the President of the United States has an eagle on his flagstaff while SecNav's boat wears a lance head above its flag.

Barges and their sailor crews have



CLOCK is presented to club in Bizerte by O. J. Chatelain, MMC, in behalf of *Grand Canyon's* crew.

Bizerte Club Is Opened To U. S. Ship's Personnel

Facilities of the French civil service personnel club in Bizerte, Tunisia, were turned over to personnel of *USS Grand Canyon* and accompanying vessels during a visit to that port.

Enlisted personnel on liberty from the U. S. ships found French hospitality at its best at the club.

Before departing from the port, members of the recreation committee from *Grand Canyon* (AD 28) presented a wall clock in appreciation of the cooperation extended to Navy personnel.

been a part of navies far back into the historical past. In 1634 Sir Walter Raleigh, the Great Navigator, wrote, "It was consulted when I had taken by barge and gone ashore that my ship would have set saile and left me there."

Sea-farers of the 17th century, however, were not too familiar with the term "barge." A conversation recorded between an English admiral and a captain in which the former asks, "Whate bote is that which you call barge?" resulted in the skipper replying, "They serve for State and Ease to carry Generall-Admirals. Only to them, in peculiar, beyond which the other botes have are Bales and Tilts, and their seats trimmed with carpets and cushions." Although the modern barge is a far cry from the one mentioned, the canopy (Bales and Tilts) and furnishings are hand-me-downs.

Barges have been used by royalty and statesmen since the days of Cleopatra. The gold and silver boat of the Egyptian queen described by Shakespeare caught the fancy of many rulers.

The Royal Barge of King Charles, slicing up the Thames in the 17th century was eye-appealing to the spectators lining the banks, but to the 20 oarsmen it probably wasn't much fun. Dressed in blue pants, white shirts and black jockey caps with red ribbons, the bargemen must have earned their tea and crumpets by pulling the 54-foot gilt-covered boat wherever the blue-bloods directed.

Most heads of states have a resplendent barge for their use. The barge of the President of the United States is similar to an admiral's barge in most respects, the most noticeable difference being the maroon canopy replacing the white of the military. The bow of the black hull is ornamented with an eagle surrounded by a circle of stars.

An eye-catcher in any port is the Admiral's barge, resplendent in its white canopy, black hull, fancy work, and dress lines neatly flemished on its oak deck. The 40-foot deck, studded with brass kneerails, taffrails, and wind scoops which ventilate the 30 passenger cabin, contributes greatly to the "eye-catch." Add to this the power of its diesel engine pushing it along at 15 knots with the sun glinting on the white canopy and bright-work on its deck and it's easy to understand why the barge is tagged, "Beauty Boat of the Fleet."—Neil N. Levitt, JO3, USN.

QUIZ AWEIGH

The questions this month are mostly about current events in our Navy. If you've been reading the news you'll know the answers. Mark your score with the scale below. If you can hit a mark above 2.5 consider yourself a good sailor.

7 Right....4.0	3 Right....2.0
6 Right....3.5	2 Right....1.5
5 Right....3.0	1 Right....1.0
4 Right....2.5	0 Right....0.0



1. The super-carrier above, one of the Navy's best, is now on duty in the (a) Pacific (b) Mediterranean (c) Atlantic.

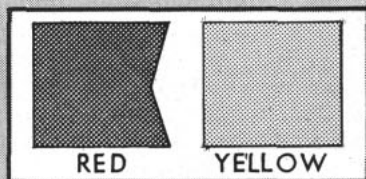
2. If you looked closely at the number on the stack you would know that the name of this ship is (a) Kearsarge (b) Vanguard (c) Franklin D. Roosevelt.



3. The Navy detailed six airplanes like the one above on a photomapping mission to (a) Alaska (b) California (c) Panama.

4. A second look at the plane will reveal that it is (a) P2V (b) XF1 (c) F80.

5. The nickname of this type ship is (a) Neptune (b) Shooting Star (c) Skyknight.



6. Every sailor in every rate must be familiar with Navy flags. Shown above are two of the most commonly used flags in the Navy. The one on the left is (a) affirm (b) baker (c) charlie.

7. The one on the right is (a) roger (b) sugar (c) queen.

ANSWERS TO QUIZ ON PAGE 53



MOCK-UPS representing CICs of anti-submarine warfare vessels are used to develop capable Naval Reserve force.

Reserve Launches CIC Training Program

IF MODERN warfare ever reaches the push button stage, the button pushers on Navy ships will have a direct wire maintaining constant contact with the same compartment on each vessel—the CIC.

This pulsating brain—half mechanical and half human—and a major part of the ship's nerve system, is the combat information center. Practically every vessel, from a battleship down to an LST uses CIC in wartime. Without it a warship would be in the same difficulties as a half blinded boxer, always open to attack and incapable of taking the offensive.

CIC coordinates all kinds of information about an enemy force, plots it, digests it, and then puts this information to use, so that you can do

battle with an enemy still beyond the horizon.

To supplement the peacetime force of CIC officers and enlisted men who gather information from a maze of machinery as complicated as any concentrated in one spot, the Navy has set up a broad training program which is still in its infancy, but aimed to provide a capable Naval Reserve force of CIC teams for periods of emergency mobilization.

The Reserve CIC training program is one of the basic subdivisions of the Navy's electronic warfare component.

Setting the Reserve CIC in operation, a huge installation program is planned, calling for the establishment of 25 advanced and nearly 300 basic installations. The advanced CIC Re-

serve activities, which will be modeled after a pilot plant completed several months ago, will be capable of simulating real sea battles, using both actual equipment or synthetic training devices.

Here, for example, is a typical problem faced by the CIC teams in World War II.

Your ship is a member of a task force out in the Pacific. Twenty hours ago your patrol planes contacted a sizable enemy fleet. Now you are coming in for the close-up battle. Carriers of both forces have launched their fighter and bomber planes. The battle, which has been something remote to your ship, now rages nearby.

The problems that confront the captain of your ship keep mounting.

He's been receiving reports and orders over the radio circuits, or by visual communication, from the flag ship and other members of your force.

While radar scopes are ranging the surface and the air, the sonar gear is keeping tabs of what is going on beneath the surface.

Reconnaissance and intercept planes have also been sending in reports. Your skipper must be able to identify those planes as friendly, and also the enemy planes. Not only that, but the bearing, range, speed and target angles for dozens of ships and hundreds of aircraft of the enemy must be known at all times.

Inside of a couple of hours you will have accumulated enough reports, orders, and mathematical computations to fill a good-sized book. How does your skipper digest all this data?

That's where the combat information center comes in. With the aid of the CIC team and the equipment it uses he can sift out the vital information and issue orders with the speed required of modern warfare.

CIC is still developing and becoming more complex in nature to direct and meet the attack of new types of weapons. Some examples of these trends in CIC are the introduction of complex automatic devices for plotting information by radars and radio data transmission means from other sources such as vessels and aircraft, enabling CIC to provide an automatic display of battle information or any particular phase of it, for commanding officers.



PLOTTING TEAM drills in CIC of a Reserve training ship. This is the most important station in conducting a coordinated 'creeping' anti-sub attack.

It will designate targets to particular batteries to take under fire. It will integrate its functions with ASW in hunter-killer vessels, and will direct our own aircraft.

Reservists will make up the major part of the Navy's CIC personnel in time of war, and the peacetime training program is designed to fit the needs of the service, within the limits of equipment and space.

CIC personnel aboard ships at war vary from 10 persons on small amphibious vessels to about 50 on a large carrier. They include officers with CIC classifications and enlisted men who must be trained in plotting,

operating equipment, receiving and transmitting all types of communications.

Familiarization with the function and problems of CIC is also required of gunnery liaison officers, anti-aircraft coordinators, communication and deck watch officers.

CIC Reserve officers will be trained in basic skills for assignment to the various types of Navy ships. On a lesser scale Reserve officers in related jobs will receive familiarization training in CIC.

Enlisted personnel are trained to perform particular types of duty in CIC billets, such as plotter, operator or talker, and for their in-rate duties aboard ships of the fleet. Among enlisted personnel to be trained are radarmen, radiomen, certain signalmen and communications yeomen, and, in cases where sonar is used, sonarmen.

Operating and maintaining this equipment will be the enlisted technicians in all fields of electronics, another branch of the electronics warfare program.

The Reserve CIC program had its inception in December 1945 when the Chief of Naval Operations made provisions for the training of personnel in Naval Reserve training centers. Most of the NRTCs at the time were still to be built, but the program called for eventual installation of skeleton CIC mock-ups sufficient to provide basic training.

The broad plan today provides for two general types of Reserve CIC installations. Advanced CIC facilities are to be installed at strategically



ELECTRO-MECHANICAL devices are used to train Reserve personnel in the correct operation of sonar equipment and current anti-sub attack procedures.



SIMULATED attack is plotted on dead reckoning tracer (left). Right: Data is recorded on the vertical plotting board.

located naval activities or air bases in each continental naval district.

Basic CIC equipment has already been set up in 50 centers and in approximately 25 of these training of CIC teams is in operation.

Model for the advanced installations is the pilot plant completed last May at the Naval Gun Factory, Washington, D.C., established to study the numerous problems and iron them out before general installations could begin.

The pilot CIC room follows closely a shipboard combat information center, even to the indirect lighting, the color of wall paint, voice recorders and sound powered circuits.

Air search and surface search radar, as well as IFF equipment provide for comprehensive classroom instruction in radar. Maneuvering boards and dead reckoning tracers (DRTs) are used in setting up synthetic and simulated navigation problems.

To provide in shore training the same situations that would arise in the problems of air operations and air defense, the center includes a "multiple synthetic target generator," radar repeaters, plotting equipment and status boards indicating the stages of aerial battles.

Live radio communication with assigned planes is possible, giving trainees practice in the study of voice procedures and special vocabularies.

Advanced training in anti-submarine warfare is also integrated with the CIC training in this type of center. Synthetic devices and mock-ups make possible the presentation of such

problems as multi-air control exercises, search and rescue coordination, shore bombardment, torpedo attacks, anti-aircraft liaison and guided missile problems.

An observer's gallery was set up at the CIC pilot plant at the Naval Gun Factory to permit members not actively engaged in CIC to observe and understudy CIC team members functioning during a particular problem.

Six months ago NRTC Kenosha, Wisc., which has installed one of the first basic combat information centers, began a series of two-day indoctrination courses. Established as part of

the ninth naval district's electronic warfare program, the courses are geared for both officers and men. By the middle of this year all of the 96 NRTCs in the district will have sent representatives to attend the CIC course.

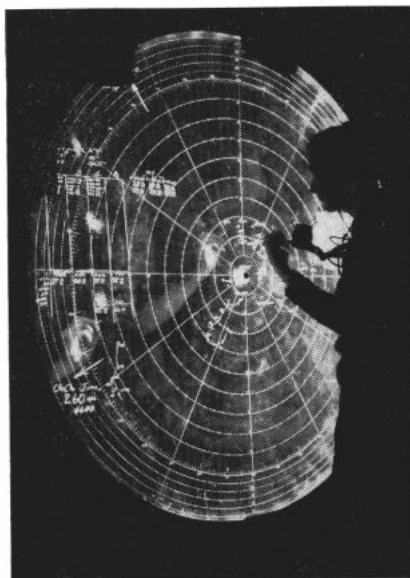
A CIC curriculum and various training aids are being prepared for the basic centers. Instruction material includes outlines of topics, worksheets, lesson plans, problems and training devices. The basic training is similar to but less extensive than the advanced courses, utilizing types of equipment which can be adapted to local facilities without too great expense.

Ships afloat will also participate in the Reserve CIC program, insuring that personnel on annual training will receive concentrated training with ships' CIC teams.

Two complete combat information centers of the type used aboard a cruiser have been installed on a converted amphibious vessel, the E-LSM 445, for training of Reservists of Third naval district.

Regular naval schools, fleet training centers and naval air reserve facilities will be utilized, particularly for the annual training program. For example, the CIC Team Training Centers located at Boston, Mass., and San Diego, Calif., conduct two-week classes beginning on the first and third Monday of each month for Reservists, with work carried on throughout the year.

Although barely out of the planning stages, the Reserve CIC program is really beginning to roll. ⚓ ⚓



TRANSPARENT vertical chart allows several men to work simultaneously recording vital incoming information.



SEA-GOING SENTRIES

IT'S not atomic. Yet it is a potent weapon even though being one which in some form has been with the Navy for a long time. Such is the mine—that deadly piece of ordnance whose future in naval history is as certain as the serving of beans at Saturday's breakfast.

Mines are keeping pace with developments of other modern weapons of warfare. The men who maintain and assemble them, who lay and sweep mine fields, get training equipping them to be the nucleus for expansion in case of mobilization.

The continued need of mines in naval strategy is unquestioned, as attested by recent naval history. It must be remembered, moreover, that use of mines is a valuable supplement to more direct attack on enemy shipping—not a competitor.

If you think that your aircraft squadron, or your cruiser or amphibious team, or your submarine chalked up an impressive score during the war, take a gander at this:

In the Pacific alone, the Japanese

lost almost 690,000 tons of shipping sunk and 1,600,000 tons damaged. All this loss was exacted by mines laid in enemy waters. If that doesn't impress you, maybe this will—in terms of ships the Japanese suffered nearly 400 ships mined.

Are you convinced? The Navy is. In fact it is so impressed with the potency of mines in bottling up enemy fleets that it has a school at Yorktown, Va., where selected enlisted men and officers undergo intensive material and operational training.

When the Navy's hero Admiral David Farragut issued his oft-quoted order, "Damn the torpedoes! Full speed ahead!" during the Mobile Bay action, he wasn't swearing at the "tin fish" we know today. He was cursing

what corresponded to our present day mines. He had good reason to damn them for his leading ship, *Tecumseh*, had been sunk by one.

Where during the Civil War and the 1914-18 fracas the mine had been developed to the point of being an effective defensive weapon, World War II demonstrated its effectiveness as an offensive instrument as well.

Mines hit a ship where she is most vulnerable—along her completely exposed hull below the water-line. They use the most advantageous approach, adding the pressure of water to their own explosive force.

The mine is a sea-going sentry. It lies undetected and even unsuspected on the bottom of the sea or well below the surface. At best, it can deny the enemy access to our waters or egress from his own. At a minimum, it hinders his progress and weakens his forces even in areas where the fleet cannot reach, or where it would be unhealthy to stay.

Unlike at least one of the three wise monkeys, the mine "hears" or

Mine Warfare Techniques
For Present and Future
Developed at Navy School



DELICATE mine mechanisms are studied (left) and anti-submarine gear operated (right) at Navy's mine warfare school.

"feels" the enemy. The magnetic mine of Hitler's Germany (the secret weapon number one until the V-2 bomb) accounted for thousands of tons of British shipping. Allied research and ingenuity turned it into a blessing for us, and incidentally, an oblique kick in the pants for Hirohito.

The Navy's scientists developed the influence-type of mines — acoustic, magnetic and combinations of the two. These types were returned to the enemy, particularly in the Pacific, by a route where it hurt the most. More than 21,000 mines of all types were laid in the Pacific alone.

At the same time we had to learn to protect our own shipping against the mines which the Germans and ourselves were developing. U. S. mine-craft alone swept more than 2,000 mines in European waters and a similar number in American waters. In the Pacific we swept more than 9,000 mines during the war and have had to rid its waters of over 14,000 more since V-J Day.

Are you still unimpressed? If not, here's a point to consider—a handicap suffered by mines is that its results are not seen immediately and some times are never definitely known. In terms

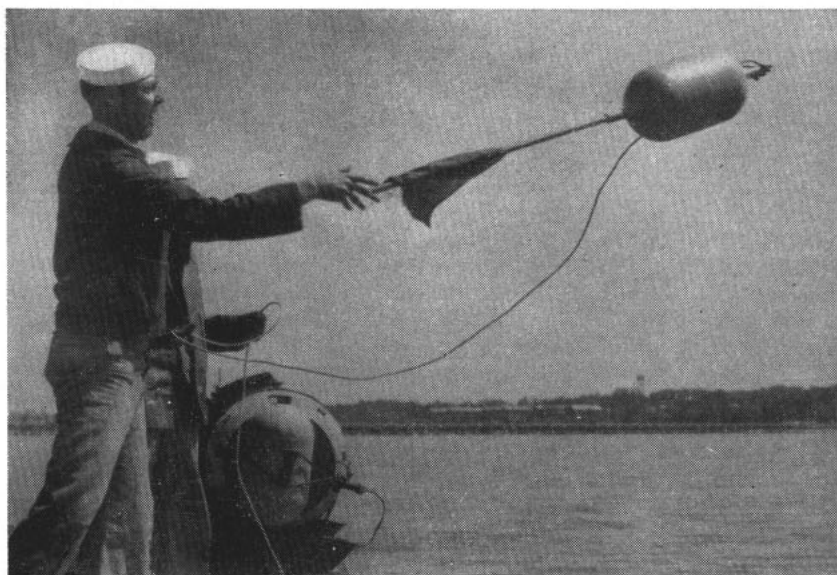
of results achieved as measured against the effort and men and equipment expended, the use of mines was the most economical—as shown by the record in the Pacific at least.

All this is the reason that in Yorktown, Va., the Navy conducts the U. S. Naval Schools, Mine Warfare. Commissioned in December 1940 (then known as U. S. Naval Mine Warfare School), the school before and since the war has justified its existence.

The school's mission is to train officers and men in offensive and defensive mine warfare. Its program is aimed, not only to the immediate peacetime needs of the Navy, but to the future when mobilization would require a nucleus of trained personnel. To accomplish this, students undergo material training in the assembly and maintenance of all types of mines, and operational training in laying and sweeping mine fields.

The Class A school provides a 16-weeks' course for selected, non-rated enlisted men. This gives them basic principles of mines and detailed working knowledge of their various components. Graduates, qualified for the rating of MN3 and MN2, may be assigned to minelayers, minesweepers, mine assembly bases or ammunition depots.

Applicants for the Class A school must have a combined GCT and arithmetic average of 100 or better. The course covers refresher studies in electricity, magnetism, simple electronics and acoustics. This is augmented with classroom courses in mine



POSITION buoys facilitate mine recovery. Students put classroom and lab work to the test by laying and sweeping unarmed mines in local waters.

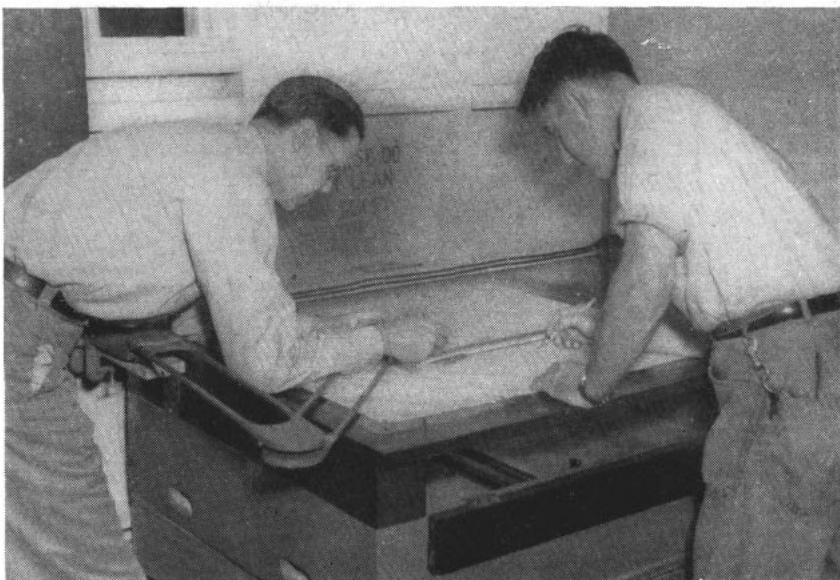
components and mechanisms. Theoretical and practical training in mine-sweeping is given in addition to laboratory work in the mechanical operation of mine components.

A second school—Class B—provides rated minemen eight weeks of advanced instruction for qualification as MN1 and MNC. Students are given theoretical and practical training in advanced mine electronics necessary for testing, adjusting and assembling mines. When they've successfully passed the course, the men are qualified to "service" any type of mine.

Restricted rating groups are given instruction in the Class C school whose sessions vary from seven to 13 weeks. Men holding ratings as EM or BM get specialized minesweeping instruction. They learn to maintain and operate all types of minesweeping equipment. Aviation and submarine personnel are given specialized mine servicing training, paralleling that of the Class B school, but with particular emphasis on the needs of their branches.

All phases of mine warfare, including mine-laying, mine-sweeping, tactical planning, and operational use of mines are given officer trainees. Submarine and aviation officers get specialized training.

Classroom and laboratory work receive their practical test in operational exercises held in waters of the York river and Chesapeake Bay. Student officers take over the training ships, actually laying and sweeping mines. Of course the mines never "blow up," but the instructor sometimes does.



TACTICAL planning and operational use of mines are important parts of the course. Trainees (above) work out intricate problem on a plotting table.

Since its first class convened on 6 Jan 1941, the school has graduated more than 13,000 officers and enlisted men—all trained in various phases of mine warfare. Graduates served in mine depots throughout the Pacific, Australia, India and China during the war.

Aside from American sailors, the school's graduates include U. S. Army, Air Force and Marine Corps personnel. In addition to these, graduates number selected members of the British, Turkish and Peruvian navies. Many of its regular Navy graduates have returned as instructors. Since

the first part of 1947 more than 200 Reserve officers and enlisted men have returned to Yorktown for refresher courses to keep abreast of developments in mine warfare.—LCDR J. H. Frederick, USNR.

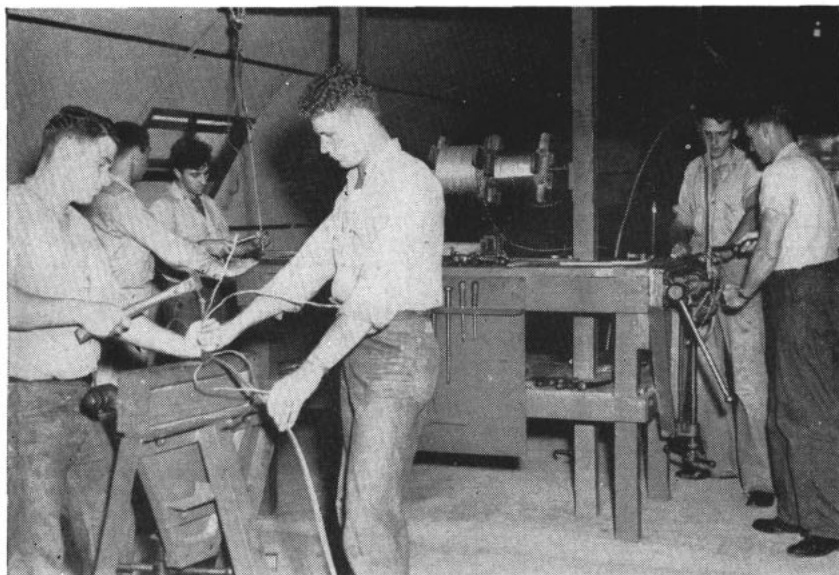
Lost Rocket Found

A German V-2 rocket war head fired over two years ago from White Sands Proving Ground, New Mexico, has been found. The rocket set a new altitude record by soaring to a height of 114 miles.

The shattered warhead of the rocket was discovered by an Army recovery team 20 miles from where it was launched on 17 Dec 1946. Search for the rocket warhead, which contained instruments for recording cosmic ray data, had continued since the firing.

The warhead struck a limestone ledge, scattering pieces over a wide area. Some parts were found buried in 10 feet of sand. The cone-shaped warhead was six feet in diameter and five to six feet long. It contained Geiger counters and telemetering equipment as well as a flag of the Explorer's Club of New York and a packet of letters especially stamped for the flight.

The remainder of the rocket had been discovered shortly after the flight, but the warhead had been missing so long there was some half serious, half facetious speculation that it might have broken through the earth's gravitational field and escaped into space. Navy scientists said this couldn't have happened.



WIRE SPLICING is an essential skill. Both practical and theoretical aspects of modern mine warfare are augmented in the school's curriculum.

LETTERS TO THE EDITOR

Broken Service Advancement

SIR: During the war I was advanced to SM1. After the war I accepted my discharge and enlisted in the inactive Reserve where I continued to hold this rating. For a year and a half I remained in the Organized Reserve before enlisting in the Regular Navy as an SN. I was told that I might be able to reinstate myself as an SM1 (now QM1). Is this so?—C.W.N., SN, USN.

• No. Although you were a member of the Organized Reserve after your separation from full active service, you did not maintain continuous active service in the Navy. You were therefore eligible to reenlist under broken service as an SN, which was the highest rate open to broken service SM1s. You are eligible for advancement from SN to higher rates under the current procedures outlined in BuPers Circ. Ltr. 155-48 (NDB, 15 Aug 1948) as all your contemporaries.—Ed.

Operation High Jump Awards

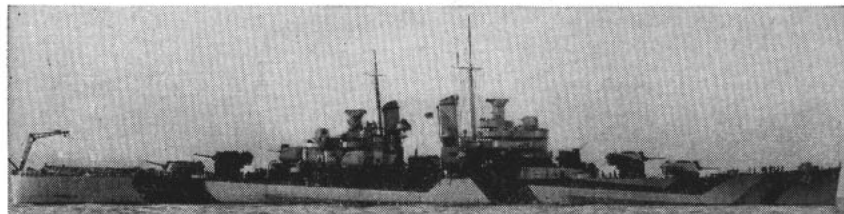
SIR: I was a member of Operation High Jump and would like to know whether or not I rate the Antarctic Expeditionary Medal?—E.G., SN, USN.

• No general service medal was awarded for Operation High Jump, although some members of the operation were given individual decorations for outstanding service.—Ed.

Openings at AK School?

SIR: I would like to know if there are any openings at the aviation storekeeper's school, and when does the next class convene?—S. L. C., SN, USN.

• Because of the large number of recruits which the Naval Air Technical Training Command, Memphis, Tenn., was obligated to train under the high school graduate training program, fleet and shore quotas were cut to a minimum. However, BuPers will continue to consider requests from the fleet and shore establishment and determine each case on its own merits. Classes convene every second Monday, next class 14 Feb 1949.—Ed.



USS Denver—Cruiser is out of commission in Reserve with LantResFlt at Philadelphia, Pa.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes; no private reply will be made. Address letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

LTJG to LT

SIR: My memory has failed me as to the last date when lieutenants (junior grade) were advanced to lieutenants and the dates of rank of those promoted. I wonder if you would give me this information and also see if you can find out when the next promotion is to occur?—J. D. A., LTJG, USN.

• Last lieutenant (junior grade) to make lieutenant had a date of rank of 1 Nov 1944, authority Alnav 419-46. Next selection board for lieutenant (junior grade) to lieutenant will convene 1 Mar 1949. It will include all LTJGs with a date of rank earlier than 30 June 1947 in the selection zone.—Ed.

How to Wear PUCs

SIR: Since I have been released from active duty I have received two Presidential Unit Citation ribbons from the Navy Department. Will you please advise me as to the correct manner in which to wear these ribbons?—W.B.D., Y3, USNR.

• Wearing one ribbon with red horizontal stripe at bottom and two bronze stars is the proper way to wear two awards of the PUC.—Ed.

Stars and Citations Due Denver

SIR: I would like to know how many stars and citations USS Denver (CL 58) has earned.—P.F., YN2, USN.

• Denver is eligible for 10 stars on the Asiatic-Pacific Campaign Medal. She was included in the Navy Unit Commendation awarded Cruiser Division 12 for the period 1-2 Nov 1943. Denver is also entitled to the Navy Occupation Service Medal and Philippine Liberation Ribbon with two stars.—Ed.

Transportation for Veterans

SIR: Is it possible for a Navy veteran to obtain transportation on a Navy vessel which is going to England? Can a person reenlist in England if it is within the three-month period?—J.C.J., RD3, USN.

• There is no provision whereby a discharged veteran may obtain passage as a civilian in a naval vessel to England for the purpose of reenlisting in that area. Besides, BuPers Circ. Ltr. 141-47, in regard to the three months' reenlistment period, has been modified and persons remaining out of the Navy for 30 days or more must reenlist at recruiting stations. See Alnav 66-48 (NDB, 15 Oct 1948) for further information. Travel to England by other means for the above purpose is considered inadvisable because of possible rejection of the applicant for physical or other reasons.—Ed.

Reverting by LDO

SIR: Will a chief petty officer who is appointed ensign under the LDO law have the option of reverting to his former rate if he fails the professional examination for promotion to lieutenant (junior grade)?—V. A. P., QMC, USN.

• An LDO ensign who twice fails the professional examination for promotion to lieutenant (junior grade) does not have the option of reverting to the highest enlisted rating held at the time of appointment to officer rank, but will be discharged. Should this situation arise the officer concerned will be accepted for reenlistment in a rating not lower than that previously held provided that the circumstances surrounding the discharge warrant such action. The reference is Para. 6, BuPers Circ. Ltr. 174-47 (AS & SL, July-December 1947).—Ed.

Appointment to LDO

SIR: I have a few questions regarding appointment to limited duty only status. (1) If a man is within a few months of completing an enlistment and accepts an LDO commission does he forfeit his reenlistment allowance? (2) Would he receive his mustering out payment upon accepting LDO commission? (3) Is a man accepting such a commission given an actual discharge certificate? (4) Is accumulated leave allowed to carry over to his commission status? (5) Upon accepting a commission is he paid transportation to place of acceptance of enlistment?—D.R.L., YNC, USN.

• (1) No reenlistment allowance is given due to the fact that upon accepting a commission there is no reenlistment. (2) Yes. (3) Yes. (4) Yes. (5) No.—Ed.

Rate Reduction No Error

SIR: I was discharged from the Reserves as RM1 and enlisted 89 days later, 10 Aug 1946, in the Regular Navy. I received the rating of RM2 upon enlistment in the Regulars. I was wondering if this was a mistake?—G.L.M., RM2, USN.

• No mistake about it. You were not eligible to enlist in the Regular Navy in the rate held at discharge from the Naval Reserve. At the time of your enlistment in the Regular Navy RM2 was the highest rate open to personnel who had been previously discharged from the Naval Reserve, whether the break between enlistments was greater or less than three months. Previous to that time, from 22 Oct to 6 Mar 1946, all Reservists and inductees were eligible for direct changeover from USNR (or USN-1) to USN in the same rate, provided of course that they met all enlistment requirements.—Ed.

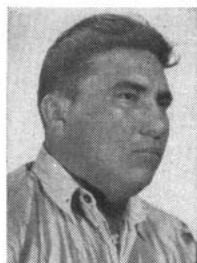
Gets Boost in Rating

SIR: I was honorably discharged as MM1 V6, USNR-SV, on 24 Nov 1946. I enlisted as MM3, USN, on 7 January 1947. Why could I not enlist as MM1, USN, as I stayed out less than 90 days?—W.E.B., MM3, USN.

• Enlisted Reservists and inductees on active duty in World War II were authorized to change over to the Regular Navy in the same rate, but only if such contracts were actually effected between 22 Oct 1945 and 6 Mar 1946. Previous to

We Printed the Wrong 'Pitcher'

SIR: On page 11 of the November 1948 issue of ALL HANDS a picture was printed and identified as E. T. Valenzuela, AO1, USN. The accompanying article credited his pitching as being largely responsible for Fleet Air Alameda winning the All-Navy softball championship. The picture shown is not that of Valenzuela. Enclosed is a picture of the "Val," considered by his shipmates and many opposing batsmen as the best softball pitcher in service competition.—M. C. R., YN1, USN.



E. T. Valenzuela

graph submitted to ALL HANDS. This photograph showed NAS Dallas' losing pitcher A. Huffman, AN, USN, shaking hands with FltAir Alameda's winning hurler Valenzuela, but identified Huffman as the "Val." Reproduced is a picture of FltAir Alameda's outstanding softball pitcher, E. T. Valenzuela. AO1, USN.—Ed.



USS Clark—Tin can veteran of three Pacific campaigns was scrapped in March 1946.

22 Oct 1945, and between 6 Mar 1946 and 1 July 1947, changeovers were only authorized in certain critical rates. After 24 July 1947 certain critical rates were opened to broken service personnel. As you did not enlist in the Regular Navy until 7 Jan 1947 you could only enlist in the highest MM rate then open (MM3) but not higher than the rate in which previously discharged from the Naval Reserve. Inasmuch as MM2 was later opened to broken service reenlistments (ex-USN, USNR and USN-1) in July 1947 you were eligible for adjustment in MM2 in accordance with BuPers Circ. Ltr. 144-47 (15 Aug 1947). Authorization has been granted to adjust your rating to MM2.—Ed.

Award to 6th Beach Battalion

SIR: I would like to know if there were any awards or citations presented to the 6th Beach Battalion that operated with the Army at Omaha Beach, Normandy, France?—J. E. P., SN, USNR.

• The 6th Beach Battalion is entitled to the European-African-Middle Eastern Campaign Medal with one star. The Croix de Guerre was also presented by France to the unit but not to individuals. There is no ribbon for the Croix de Guerre Authorized to be worn by individuals.—Ed.

EM with Law Degree

SIR: (1) What classification as a limited duty officer could an enlisted man get who has had legal training? (2) Are there any billets in the Navy that an enlisted man with a law degree could put in for?—C.G.V., AL1, USN.

• (1) Probably Administration, but it would depend primarily on your enlisted rating. (2) At present there is no program in effect under which an enlisted man may attain an SDO (law specialist) appointment. Unless qualified for one of the officer candidate programs, the only path of advancement to commissioned rank open to an enlisted man is the program for appointment to limited duty status. For further information it is suggested you see BuPers Circ. Ltr. 104-48 (NDB, 31 May 1948) and BuPers Circ. Ltr. 175-48 (NDB, 30 Sept 1948).—Ed.

Fate of Clark

SIR: Could you tell me what has happened to USS Clark (DD 361)?—M.T.J., USN.

• Clark was scrapped in March 1946.—Ed.

Rate and Regular Navy

SIR: I enlisted in the Naval Reserve in 1943 and was on active duty until March 1947. I reenlisted in the Naval Reserve the same day I was discharged. At the present time I have served over five years and seven months with only two months of inactive duty. I am a YN1 and would like to know what rating I can get if I shipped into the Regular Navy?—J. J. A., YN1, USNR.

• Rate in which enlistment in Regular Navy could be effected is dependent on rate held at time of discharge following active duty during World War II. If discharged as YN1 you would be eligible for enlistment as YN2 provided otherwise qualified. No assurance can be given as to length of time rate will remain open.—Ed.

Seniority Among CPOs

SIR: A disagreement between a shipmate and myself has arisen over whether seniority among CPOs is determined by the date that a man is advanced to pay grade 1A or by his particular rating.—P.R.W. Jr., HMC, USN.

SIR: In November 1948 ALL HANDS you stated that seniority of chief petty officers dates from date of advancement to pay grade 1A. I believe that should have been pay grade 1. If not, state the authority for your answer.—C.R.M., AOC, USN.

• Seniority among personnel in all ratings by pay grades is provided for in Article D-5102, BuPers Manual, 1942. This list has been revised completely to agree with the current enlisted rating structure, and is published in Article C-2102, BuPers Manual, 1948. Pay grades 1 and 1A are grouped in precedence and seniority among personnel of the same rating in pay grade 1 or 1A dates from the date of advancement to pay grade 1A.—Ed.

LETTERS TO THE EDITOR (Cont.)

Transfer to USN

SIR: In the July 1948 issue of *ALL HANDS* there appeared in the letters section a statement that "transfers from the Insular Force to the Regular Navy are not permitted." I would like to know through what other channels a member of the Insular Force can be transferred to the Regular Navy.—I. C. S., BM1, USNIF.

• There is no way in which transfer from Insular Force to the Regular Navy can be accomplished. First enlistment in the Regular Navy is effected at Navy recruiting stations in continental United States under such regulations as BuPers may prescribe. Applications must meet all qualifications such as age, physical, mental, citizenship, character, morale and so forth and are enlisted in rates designated by BuPers.—Ed.

No Aussie Honors for Seabarb

SIR: I would like to know if the *USAT Seabarb* was awarded any sort of commendation from the Australian government? Also I would like to know just what stars she rates.—W.A.M., BM3, USN.

• *Seabarb* is eligible for the Asiatic-Pacific Campaign Medal with one star for capture and occupation of Guam, M.I., 5-15 Aug 1944. However, there is no record of any commendation by the Australian government for this vessel.—Ed.

History of YMS 366

SIR: I served on board *USS YMS 366* and have some questions regarding her. (1) How many stars does she rate? (2) With how many mine sweeping operations is she credited? (3) What is her status now?—C.E.B., YN1, USN.

• (1) Two stars on Asiatic-Pacific Area Campaign Medal. (2) Three mine sweeping operations. (3) *YMS 366* was stricken from the Naval Register and destroyed in December 1947.—Ed.

Rating When Transferred

SIR: Is it possible to claim highest rate held for retirement or transfer to Fleet Reserve after 20 years' broken service?—A. A., MM2, USN.

• No. Personnel are transferred to the Fleet Reserve with the rate held at time of such transfer.—Ed.

Applicants for LDO Status

SIR: Has a waiting list for limited duty only status been established for those applicants who were not selected?—P.J.K., EMC, USN.

• A waiting list for LDO commissions has not been instituted. An applicant who was not selected by the recent selection board should submit a new application in accordance with BuPers Circ. Ltr. 175-48.

Reenlisting on Board

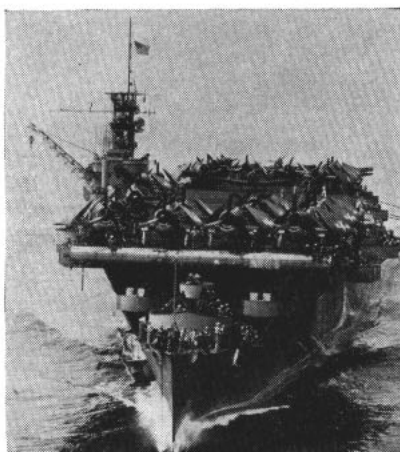
SIR: Can you give me any information on whether it is possible to reenlist on board one of the Navy Department's bureaus and being "retained on board for duty?" I'm particularly interested in the BuPers Unit in Cleveland, Ohio.—W. E. T., YN3, USN.

• There is no guarantee you will be retained for duty when reenlisting at any bureau of the Navy Department.—Ed.

Fleet Reserve Time

SIR: I expect to transfer to the Fleet Reserve, Class F-5, in the immediate future. Can I count time spent in Class C-1-F-2 of Fleet Reserve for retainer pay benefits?—W. E. M., QMC, USN.

• No. Time spent in Class F-2 does not count for purposes of transfer to the Fleet Reserve. Longevity credit for such service is however creditable in computing your retainer pay.—Ed.



USS Cowpens—Carrier is in commission in Reserve with the PacResFlt, Alameda, Calif.

Duty in Philippines

SIR: After reenlisting in the Navy can I be sent to the Philippines for my reenlistment leave so that I can visit my family? Also, I was wondering if I could get assignment there after my reenlistment?—E. B. A., TN, USN.

• Filipino personnel serving in the U. S. Navy who reenlist may be transferred only at time of reenlistment, to Commander U. S. Naval Forces, Philippines, for reenlistment leave to which entitled (not exceeding 90 days) and reassignment by Commander Service Force, Pacific Fleet. The matter of assignment to duty in the Philippines after reenlistment would come under the cognizance of Commander Service Force, Pacific Fleet. For reference to reenlistment leave see *Alnav* 89-47 (NDB, AS&SL January-June 1947).—Ed.

Going Out on 19½ Years

SIR: I recently read in a Navy paper about a man who completed 19 years and six months service in the Navy and was transferred to the Fleet Reserve. Is this possible and what is the authority?—J. C. L., GMC, USN.

• Yes. For authority see BuPers-BuSandA Joint letter in NDB, 31 Jan 1948.—Ed.

30 Days to Ship Over

SIR: I am due to be paid off in May 1949 and intend to stay out of the Navy for approximately 60 days. I was wondering if I could ship over after 60 days directly into a squadron of my own choice. Also, if I have sufficient sea duty, can I ship into a unit for shore duty?—J. K., ATC, USN.

• Current reenlistment regulations permit men to apply to any ship or station within 30 days immediately following discharge. After 30 days, reenlistment must be accomplished at a Regular Navy recruiting station.—Ed.

Hard-Earned Honors

SIR: I would like some information on the number of medals and awards *USS Cowpens* (CVL 25) earned for her part in the war.—W.L.K., SN, USN.

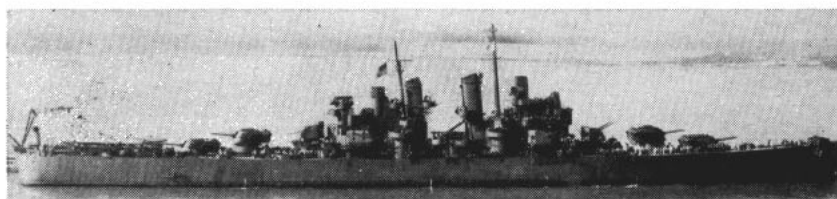
SIR: How many citations did *USS Washington* earn during the period February 1942 to June 1945.—A.B., DC3, USN.

SIR: What citations and decorations is the *USS Biloxi* (CL 80) entitled to.—J.T.M., MMLC, USNR.

• *Cowpens* besides earning Navy Unit Commendation is entitled to 11 stars on Asiatic-Pacific Campaign Medal and two stars on Philippine Liberation Ribbon.

• *Washington* (BB 56) earned 13 stars on Asiatic-Pacific Campaign Medal and two stars on Philippine Liberation Ribbon.

• *Biloxi* earned nine stars on Asiatic-Pacific Campaign Medal.—Ed.



USS Biloxi—Battle-starred Pacific veteran out of commission in Bremerton, Wash., ResFlt.

More on Reduction in Rating

SIR: In your September 1948 issue was a letter concerning a reduction in rating. In my opinion the examples cited do not completely answer the question. W. M., Y2, USN, wanted to know if the prerogative for disrating goes with the individual commanding officer upon transfer to a new command. In this question the man was rated under a certain CO who later was detached and ordered to shore duty in the Reserve Fleet. The man was also transferred to the same shore station only to find himself under his old CO. Since the command had changed, the CO in this case no longer had the prerogative to take away the rating he had previously given the man. Each of the examples you cited is correct but they appear to answer only one side of the question and furthermore they do not fully cover the specific case.

The other half of the question may be brought out by citing an actual case. On a certain date, enlisted man "X" was advanced in rating by captain "Y" on board an active ship being prepared for decommissioning and transfer to the Reserve Fleet. Two months later, when the ship had been transferred to the Reserve Fleet, Captain "Y" was transferred by orders of BuPers and "X" was also transferred to the same duty.

Many months later, "X" was reported for neglect of duty and taken to captain's mast, at which Captain "Y" reduced him to the next inferior rating.

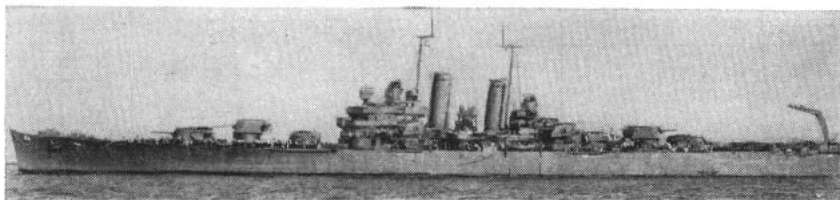
Since there had been a definite change of command and even a transfer to shore duty, it is my firm belief that "X" was illegally reduced in rating.—CDR H. R. P., USN.

• *You are quite right in pointing out that the original question was only half answered by the examples. If Captain "Y" is relieved of command and transferred to an entirely different command*

Reassignment on Reenlistment?

SIR: Can an official letter be submitted to the Chief of Naval Personnel prior to discharge requesting certain duty upon reenlistment? My shore duty expires the same date that I am eligible to reenlist and I would like duty in Alaska.—D.B.B., FCC, USN.

• *A request may be submitted to BuPers via your commanding officer prior to discharge requesting certain duty upon reenlistment. However, as BuPers does not make assignment to specific duty as an inducement to reenlist, your request would be placed on file for consideration at such time as you are available for reassignment. Assignments are governed by availability and obligated service required by current directives. Your request would receive every consideration consistent with the needs of the service.*—Ed.



USS St. Louis—Light cruiser received 11 stars for her part in the Pacific campaign.

only to find that an enlisted man rated by him in the former command has also been transferred to the new command with him, Captain "Y" may not disrate him by word of mouth at mast of a rating established by himself in person in the previous command.

There is an exception to this example, however, in that when one ship is being deactivated and another being completely deactivated by one crew and command as a unit, there being more or less a gradual flow of command from one ship into the other, then although the name of the command may change by orders of BuPers, it has been ruled to be the same command for purposes of disrating at mast.—Ed.

Dual Enlisted—Officer Status

SIR: Why hasn't the Navy Department allowed ex-temporary officers, now U. S. Navy enlisted men, to submit applications for retention in some recognized dual enlisted and commissioned officer status?

As it exists now, an ex-temporary officer, now a regular Navy enlistee, can't apply for a permanent commission, yet, in the same respect, an ex-temporary out of the Regulars, in a Reserve component, can apply for a permanent commission in the Naval Reserve. Seems unfair, unjust and far from an inducement when considering advantages of both branches of the naval service.

It seems a man would be more qualified professionally in a status enlisted/officer than civilian/officer, comparing the former all duty in the Navy with the latter some naval training and civilian occupation.—S. O., YNC, USN.

• *Section 4, Title I of Public Law 732, 75th Congress (the Naval Reserve Act of 1938) states that no officer or man of the Naval Reserve shall be a member of any other naval or military organization except the Naval Militia. In view of this, personnel cannot hold a dual status as an officer in the Naval Reserve and an enlisted man in the regular Navy.*—Ed.

AKA No Longer in Navy

SIR: Could you please tell me the whereabouts of USS Starr (AKA 67).—L. H. B., MoMM2, USNR.

• *Starr was stricken from the Naval Vessel Register in June 1946 and disposed of through the Maritime Commission.*—Ed.

Decorations Due St. Louis

SIR: I wonder if you can tell me the decorations USS St. Louis (CL 49) is entitled to.—L.L., FN, USN.

• *Eleven battle stars on Asiatic-Pacific Campaign Medal have been earned by St. Louis. She is also listed for the Navy Occupation and China Service Medal and Philippine Liberation Ribbon with one star.*—Ed.

Merchant Marine Medals

SIR: I served in the Merchant Marine and I would like to know if campaign medals were issued for its part in the war?—C.G.M., SKSN, USN.

• *U. S. Merchant Marine established its own medals and ribbons for World War II. Requests for information on such awards should be addressed to the U. S. Maritime Commission (c/o Capt. Frank Rusk, USMS), Washington, D.C.*—Ed.

Reserve Retirement

SIR: After reading the August 1948 ALL HANDS about the New Reserve Retirement Plan I became perplexed over whether this information cancels Article H-7401 in BuPers Manual.—M. G., YN1, USNR.

• *No. Public Law 810 (80th Congress) does not cancel Art. H-7401, in regard to the Honorary Retired List, in the BuPers Manual.*—Ed.

Training for Personnel Men

SIR: In ALL HANDS, July 1948 you printed an article about personnel men being assigned PN training at San Diego. What are the requirements necessary for this school?—M.B., PNSN, USN.

• *The course of instruction for personnel men mentioned in ALL HANDS is a specialized course for rated PN's. Class "A" PN schools for non-rated personnel are being established at Norfolk, Va., and San Diego, Calif. See ALL HANDS, p 43, December 1948, Requirements for Class A schools for PN are: Minimum combined score of 110 on GCT and CLER; emotionally stable; have an interest in and ability to meet people, and a desire to work in the field of personnel administration. Minimum of two years high school education is required. High school graduates are preferred.*—Ed.

Brothers Serving Together

SIR: I would like to know what the qualifications are for a person to be transferred to enable him to serve with his brother. I have 22 months obligated service to do. Do I qualify in respect to remaining time to do, or would I have to extend my enlistment for such a transfer? —W. F. D., FN.

• At present there are no restrictions against brothers serving on the same ship. With 22 months obligated service, it is not probable that you would have to extend to serve in the same ship as your brother.

However, you failed to state which ship your brother is serving in, so it is impossible to give a definite answer.

Your attention is invited to BuPers Circ. Ltr. 281-45 (AS-SL, July-December 1945). If your brother is under the same administrative (fleet) commander, you should submit a request to that commander, via your commanding officer, requesting the transfer. If your brother is in the Pacific Fleet and you are in the Atlantic Fleet, or vice versa, the request must come to the Chief of Naval Personnel via your commanding officer and the appropriate fleet commander. The approval of this request will depend on availability of government transportation and personnel requirements.—Ed.

Certificate for CPOs

SIR: In accordance with BuPers Circ. Ltr. 191-46 (AS & SL, July-December 1946) all ships and stations were directed to submit to BuPers by 1 Nov 1946 a list of chief petty officers who were advanced to pay grade 1 between 27 Jan 1942 and 31 Oct 1946 for the purpose of issuing certificates of appointment. What procedure should I follow to determine whether my name was submitted or not? —J. D. R., RMC, USN.

• Over 45,000 names were submitted in connection with this project, which will take many months to complete. At such time as the project is completed, notice to this effect will be published. If not received by that time a request will be appropriate. In the meantime any additional correspondence will tend only to delay the project.—Ed.

Mast Notice in Records

SIR: I have a question I would like answered in ALL HANDS. Should a captain's mast notice be removed from a man's service jacket after a certain period? —J. L. A., ET2, USN.

• BuPers Manual directs entries on page 9 of service records of offenses committed for which punishment was awarded by commanding officer, with date of offense and date of punishment. However, it is the practice in some commands to make an entry on a slip of paper of the offense, date and action of the commanding officer and attach this slip to the service record and it is believed that this is the "captain's mast report" referred to. Usually this slip is removed from the record after a given period of time or on transfer of the individual, such action being at the discretion of the commanding officer. There are no directives in regard to this practice.—Ed.

Souvenir Books

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

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 *Philippine Sea* (CV47). A book of approximately 100 pages telling of the ship's Mediterranean cruise and containing a pictorial history of the ship from launching to the present. The price is \$5.50. Address Lieutenant Commander W. B. O'Neil, USN, USS *Philippine Sea*, c/o Fleet Post Office, New York, N. Y.

Missouri Was There

SIR: I happened to be browsing through an old copy of ALL HANDS dated October 1945. In it there was an article entitled "The People of Missouri Can Be Proud." It said that USS *Missouri* had been hit by a Kamikaze 11 Apr 1945. One of my shipmates who said that he was aboard *Missouri* states that this isn't so. He goes on to say he doubts the rest of the article which says the *Mighty Mo* was in the battles of Iwo Jima, Okinawa and Tokyo. Is it possible that you made a mistake or perhaps the information was not available at the time? —M. J. F., MASN, USN.

• Yes it is possible for ALL HANDS to make a mistake but not this time. The *Mighty Mo* was hit by a low-flying Zeke around 1442 on 11 Apr 1945. The plane struck the ship immediately below the main deck at frame 169 on the starboard side. *Missouri* participated in the Iwo Jima operation in February and March 1945. She also took part in the Okinawa Gunto operation from 16 March to 11 June 1945. Records indicate that she was also in the Third Fleet operation against Japan from 10 July to 15 Aug 1945 (which included Tokyo).—Ed.

Survivor Wants Souvenir Book

SIR: In reading your cumulative reference index of 1947, I note that under code 8:47:29 you list the souvenir book of USS *Quincy* (CA 39). As one of the extremely fortunate survivors, and, I believe, the only person who was with the captain when he died in the pilot house on 9 Aug 1942, I am most anxious to find out how I can get a copy of the book.—J. H. M., LT, USNR (Inactive).

• Because of the lapse of time since the notice was published, ALL HANDS has no information as to whether there are still copies of this souvenir book available. Your inquiry should be addressed to Commander Bremerton Group, Pacific Reserve Fleet, Puget Sound Naval Shipyard, Bremerton, Wash. The price listed in ALL HANDS, August 1947, p. 29, is \$3.00.—Ed.

Retirement Pay at 60

SIR: I would like information as to whether or not I am entitled to a pension now, under the new Reserve pension bill for Reserve officers and enlisted men of the armed forces.

As of 30 June 1948, I had approximately 32 years and four months of enlisted, warrant and commissioned service in the Navy, the Naval Reserve and the "honorary retired list" of the Naval Reserve. I have served more than 11 years as USN and USNR, retired.

My age is 54 years and I served on active duty in both World War I and World War II. According to the bill, retirement is at age 60. However, I am now on the honorary retired list and would like to know if that has any bearing on this case.—E. L. H., LT, SC, USNR (Ret).

• Under the provisions of Public Law 810, 80th Congress, a Reservist must attain the age of 60 years to be eligible to receive retired pay, regardless of his status. As you have not yet reached the age of 60, you are not eligible to receive retired pay.—Ed.

About Driver Rate

SIR: (1) Is there a drivers' rate in the current rating structure? (2) Is it possible for a BM2 to change his rate to driver? (3) Is there a school for heavy equipment? —W. J. W., BM2, USN.

• (1) Yes. In the present rating structure there is a driver rate (CD). It's a Construction Battalion rate. (2) Normally changes to Seabee rates are made if personnel are in Seabee units with definite construction experience. (3) Yes. The Navy has such a course at U. S. Naval Schools, Construction, Port Hueneme, Calif. The course is 12 weeks.—Ed.



The Titan of Metals

THE Navy's Bureau of Aeronautics, Bureau of Ships and Office of Naval Research are cooperating with other government and independent agencies in research, developing and testing a valuable but little-known metal—titanium.

Titanium's high melting point—3,272° Fahrenheit — may make the metal valuable as a material for gas turbine, rocket and guided missile parts. Its many other good qualities give it promise as a possible all-purpose metal as well.

Titanium is the ninth most abundant element and the fourth most abundant structural material on earth. It is estimated to comprise more than one-half of one per cent of the earth's crust. Large quantities of the metal have been discovered in the Adirondack region of New York, in Wyoming, Virginia, Arkansas and in the beach sands of the east coast of Florida.

Earlier experiments with titanium failed to bring about any wide use of the metal, primarily for two reasons. One was that methods of extracting titanium from its ores produced brittleness in the metallic product and the other was high cost. These difficulties are being removed, and the price has been reduced to where it is not prohibitive for some uses of the metal. The Office of Naval Research sponsored a symposium on titanium in which leading industrial and government metallurgists took part, reviewing their research programs.

The three metals more abundant than titanium are iron, aluminum and magnesium. Comparisons between titanium and the other three are interesting and informative. Titanium is about midway between aluminum and iron in weight per unit of volume. It is a little more than two and one-half times as heavy as magnesium.

In tensile strength, cold-worked titanium boasts 120,000 pounds per square inch, compared to 82,000 for the best heat-treated aluminum alloy and 51,000 for magnesium alloy. Ingot iron is rated at 100,000 pounds per square inch, and wrought stainless steel at 185,000. On a weight-for-weight basis, titanium would be equal to or better than stainless steel in strength.

In "yield strength"—an important factor in practical use of metals—titanium again stands out. The yield

strength of cold-worked titanium is 113,000 pounds per square inch—about one and one-half times that of the strongest aluminum alloy and more than three times that of high strength magnesium alloy. Stainless steel's yield strength of 140,000 pounds per square inch would fail to win out in a test of stainless steel and titanium specimens of equal weight.

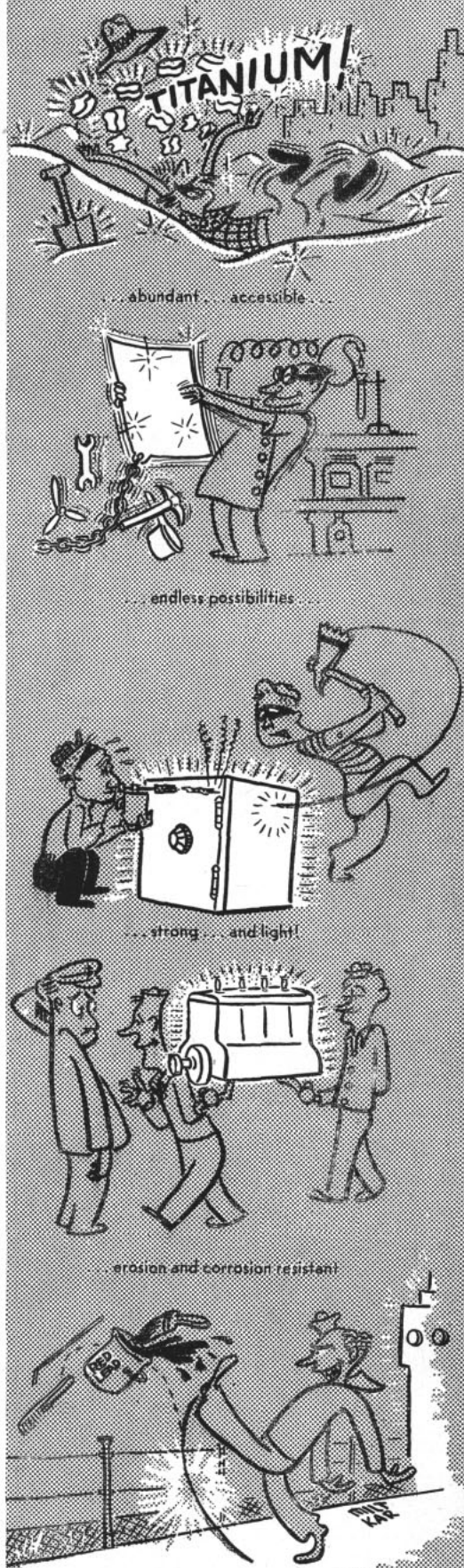
In resistance to corrosion, titanium compares favorably with platinum.

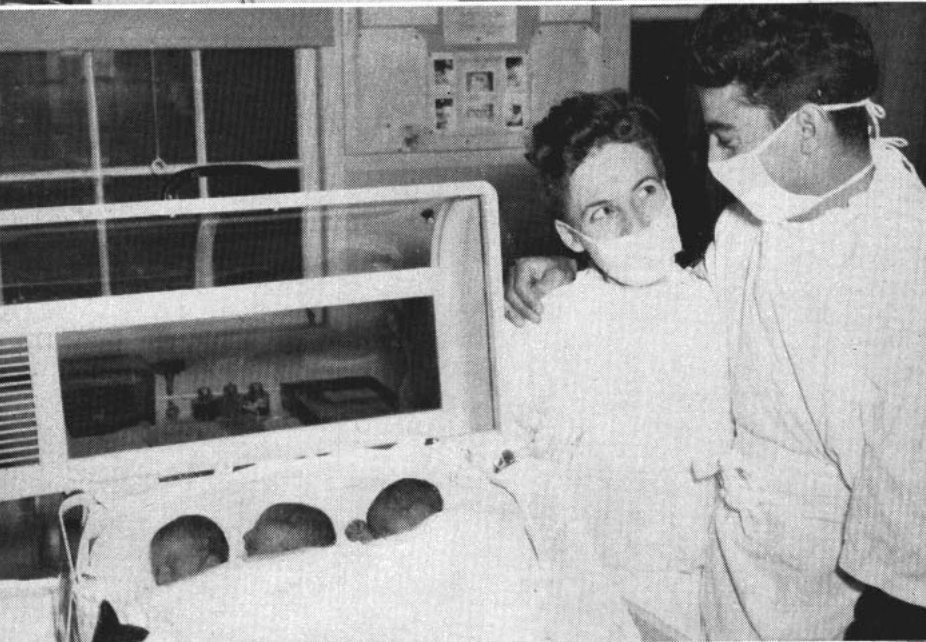
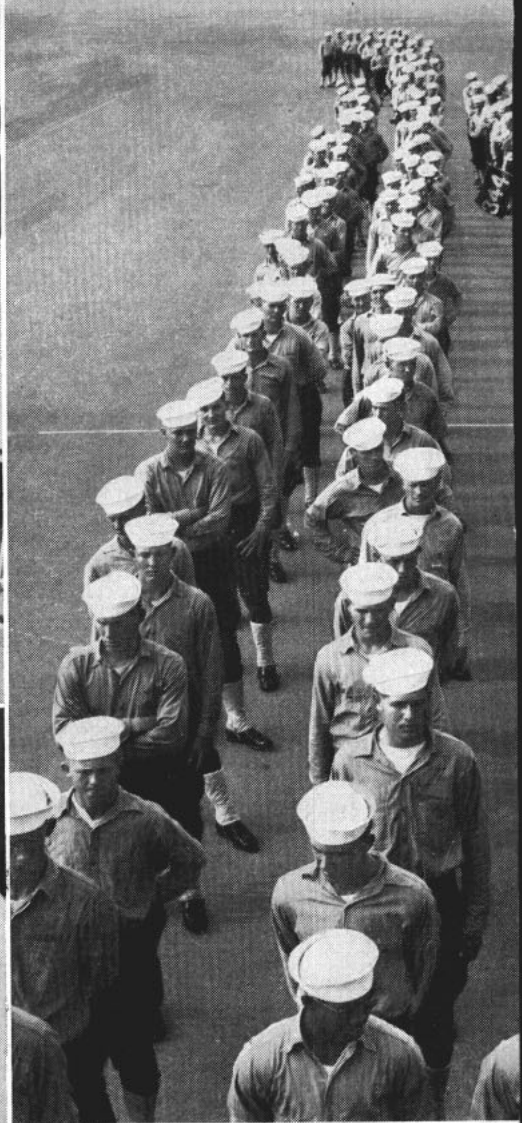
Titanium possesses extremely good qualities of resistance to erosion, as well. Erosion (not corrosion this time) is the mechanical "eating away" of a solid by a fluid—like land being eroded by wind or running water. Metals are subject to it, especially when exposed to swiftly flowing water. Titanium's resistance to it would make it valuable for valve seats, for instance, or valve discs, or propeller blades.

The ability of titanium to be "surface hardened" promises good possibilities in use as pistons, cylinder walls and other motor parts. Certain qualities of elasticity would make it valuable in springs where considerable movement with small variation in load is needed. Titanium is resistant to electrical conduction. Its high strength and light weight indicate a possible use as an aircraft structural material. Its resistance to erosion and corrosion forecast titanium condenser tubes and boiler tubes with a life-length formerly unknown.

Scientists warn that it is still too early to throw away chipping hammers and zinc-chromate brushes, however. It will be a long time before there are any titanium destroyer hulls. Titanium is separated from other elements in the form of a powder which is then formed into larger pieces by various processes. None of the processes is the familiar casting or forging used in steel, and all are slow. And while a plant that will produce one ton of titanium powder a day is planned, 100 pounds per day is about the limit for any one plant at present.

With Navy technicians and other metallurgists working on the problems of titanium alloys, greater production and lower cost, the time may not be far off when titanium will add its strength to the Navy's efficiency. As one Office of Naval Research scientist said, "Titanium will then justify the name bestowed upon it, 'Titanium—the Titan of metals.'"





TODAY'S NAVY

100 Ships, 35,000 Men to Take Part in Maneuvers; Anti-Sub and Amphib Operations Will Be Featured

The Navy will conduct large-scale exercises in the Caribbean area from 14 February to 1 April when the Atlantic Fleet will maneuver in conjunction with the Marine Corps, U. S. Army and Royal Canadian Army units.

A hundred ships and 35,000 men will take part in the extensive operations which will be climaxed by an amphibious assault landing on the island of Vieques, Puerto Rico, with D-Day scheduled for 2 March. Vieques will be under "enemy" control with a substantial garrison of troops "defending" it. The "defenders" will have no surface support to ward off

the invading forces, but a large group of submarines and aircraft will oppose the landing operations.

The maneuvers have been planned to give the Navy invaluable training in hunter-killer anti-submarine operations, while Marine Corps and Army units will get experience in the latest amphibious techniques.

The Atlantic Fleet's Second Task Fleet will support operations with aircraft carriers and their air groups, USS *Missouri* (BB 63), cruisers, destroyers, submarines, aircraft squadrons, a helicopter group, seaplane tenders, minesweepers, fleet oilers, and other auxiliary units of the fleet. Type and inter-type training will be conducted by these vessels from 21 February to 21 March, then supporting the following amphibious operations at Vieques.

Invasion of the island will be effected to destroy and capture "enemy" personnel and installations in the eastern sector of Vieques. The invading force will be composed of vessels of the Amphibious Force, Fleet Marine Force air and ground units, U. S. Army units, three Canadian Army platoons, U. S. Navy beach groups, transports, landing craft and minesweepers.

A hunter-killer group will patrol the invasion area's waters, ferreting out and destroying the "enemy's" submarine defenses.

← The Navy in Pictures

VOLUNTEERS, more than 3,000 strong, turned to when a call went out to replenish the San Diego community blood bank (top right). Top left: singing star Doris Day visits on board *Tucson*. Center left: Raymond Camaradella, AEI, USNR, and wife have three new reasons for rejoicing and they're all daughters. Bottom left: Aloha! Robert E. Bruggema, ENC, USN, greets wife and daughters on their arrival in Pearl Harbor. Lower right: Herman Frenzl, QMC, USN, pours 'joe' for CPL Troy Mathews who arrived with the vanguard of 2,700 Army troops to be housed temporarily at NavRecSta, Seattle, Wash.

MARCH 1949

Here's the correct calendar for March, prepared in the same size as the incorrect one appearing in the calendar for the year 1949 on the back cover of ALL HANDS, December 1948. If you're using that calendar for reference, clip out this corrected version for the month of March and paste it in proper place.

MARCH 1949						
SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		



EAGER!—Because there was no recruiting station in Hawaii, 18-year-old James E. Anderson flew stateside at his own expense to enlist in the Marines.

Rescue Craft Standardized

Rescue boat hulls, engines, parts and supplies employed by the Navy and Air Force will be standardized under a coordination agreement between the two services, a result of a three-month long study.

The Navy's Bureau of Ships will have control of procurement, design, maintenance, repair and supply for both branches.

In addition to the many rescue craft used by the Navy, Air Force activities near water areas maintain marine rescue boats under an individual command responsibility.

Rescue craft now in use range from the 18-foot "swamp glider" propelled by an aircraft engine to an 85-foot boat with twin engines.

Navy Develops New 'Iron Mike'

Stall-proof and comparatively lightweight, a new mechanical pilot with full automatic controls will fly and land Navy aircraft in the worst of weather conditions.

The new device has been installed on a Douglas DC-3 twin engine transport for testing during the past 18 months, bringing the craft to perfect landings at fairly low speeds ranging from 70 to 75 knots depending on loading conditions.

Under contract with the Special Devices Center of the Office of Naval Research, the development program was begun in 1945.

Regardless of whether the plane

is in a turn, climb, glide or level flight, the auto-pilot prevents the craft from stalling.

Its working principle is based on the craft's "angle of attack," which for general purposes is the acute angle between the direction of the relative wind and a line through the leading and trailing edges of the wing. Variations in this angle are compensated automatically by the gear, which increases or decreases power and moves the control surfaces.

The system controls the plane at high or low airspeeds under any loading conditions and will fly the craft to a complete landing on the runway

by following a directional beam from the field.

The experimental model weighs only 140 pounds, no attempt having been made as yet to reduce weight and volume. It is believed the weight can be brought down to the neighborhood of 60 pounds.

Dividend Declared

The Island Trading Company of Micronesia is making money.

A dividend of \$100,000 has been paid to the Deputy High Commissioner, Trust Territory of the Pacific Islands, for deposit in the Trust Territory Treasury. The funds will be used for the benefit of the population of the territory.

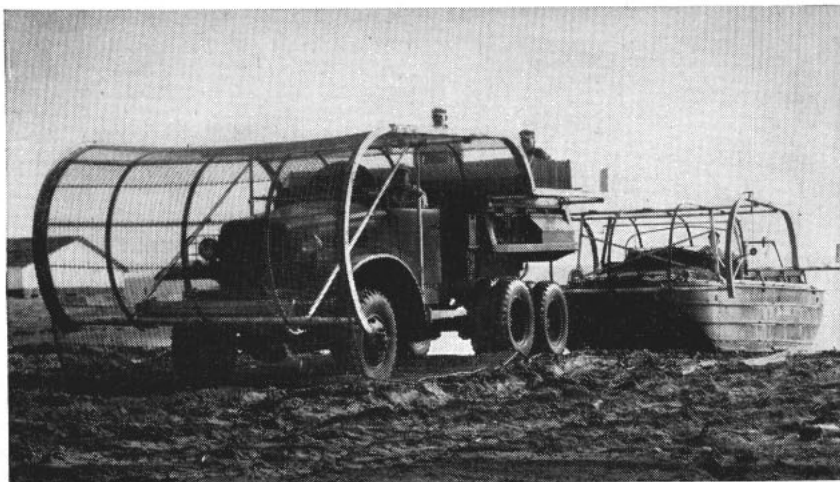
Formed by the Navy Department in the fall of 1947, the Island Trading Company handles imports and exports for the Micronesian Islands. The organization is staffed by naval officers and enlisted men, civil service employees and natives of the territory.

Funds derived from company profits will be returned to the people of the Trust Territory in the form of education, medical, economic progress and other public projects.

Mediterranean Rotation

Fourteen ships of the United States Sixth Task Fleet in the Mediterranean have been relieved by a similar number of vessels of the same type in accordance with the Navy's frequent rotation policy for that area.

Ships which have been assigned to the Mediterranean area are the aircraft carrier *USS Philippine Sea* (CV



MAT-LAYING trucks and ducks have been developed by Marine Corps to provide substantial roadbeds for vehicular traffic over soft, boggy beaches.

47); light cruisers *uss Manchester* (CL 83) and *uss Spokane* (CL 120); destroyers *uss Everett F. Larson* (DD 830), *uss Goodrich* (DD 831), *uss Hanson* (DD 832), *uss Herbert J. Thomas* (DD 833), *uss Gearing* (DD 710), *uss Eugene A. Greene* (DD 711), *uss Vogelgesang* (DD 862), *uss Steinaker* (DD 863), *uss Kenneth D. Bailey* (DD 713) and *uss Charles R. Ware* (DD 865); and the cargo ship *uss Winston* (AKA 94).

Vessels relieved in the operation are the aircraft carrier *uss Franklin D. Roosevelt* (CVB 42); light cruisers *uss Providence* (CL 82) and *uss Lit-*

tle Rock (CL 92); destroyers *uss Compton* (DD 705), *uss Gainard* (DD 706), *uss Harlan R. Dickson* (DD 708), *uss Hugh Purvis* (DD 709), *uss Hyman* (DD 732), *uss Beatty* (DD 756), *uss George K. MacKenzie* (DD 836), *uss Ernest G. Small* (DD 838), *uss Power* (DD 839) and *uss Glennon* (DD 840); and the cargo vessel *uss Montague* (AKA 98). The heavy cruiser *uss Albany* (CA 123) was scheduled for relief at a later date.

Marine detachments were rotated in the vessels to which they were assigned.

Cold Storage Plant on Guam

Termed one of the most modern and complete in the world, a large cold storage building has been finished to provide fresh fruits, vegetables and dairy products to personnel on Guam.

Fresh food supplies which previously were available only for days at a time probably will be available at all times, reports from Guam indicate.

The plant, begun in mid-1947, was nearly complete when the million-dollar fire of April, 1948, struck the island. Although damaged, the plant was completed on schedule.

Navy Chiefs Set American Record for Depth Attained in Open-Sea Dives

Breathing a mixture of helium and oxygen, two Navy CPOs have set a new record for depth attained by American deep-sea divers under working conditions. "Deeper" dives have been made in tanks where the effects of great depth can be created by air pressure exerted upon shallow water.

The new open-sea record of 485 feet was set while working from the submarine rescue vessel *uss Chanticleer* (ASR 7) off Key West, Fla. The depth exceeds by 45 feet that attained by Navy divers in June 1941 off Portsmouth, N.H., while diving on the sunken submarine *uss O-9*.

George W. McCullough, GMC, USN, of Baxter, Mo.—attached to *Chanticleer*—and Wesley Singleton,

MEC, USN, of Goldsborough, N.C.—a member of the Navy's Experimental Diving Unit—are the two chiefs who made the record-breaking descent. Chief McCullough began his diving career in 1936 in Canal Zone waters while serving aboard the submarine rescue vessel *uss Mallard* (ASR 4). Chief Singleton is also a veteran deep-sea diver. The descent was made in the course of experimental work and training for divers of Submarine Squadron 4.

The divers did not suffer any undue discomfort, although they were saturated with gases compressed to more than 215 pounds per square inch. The secret of this hard-to-believe fact is that the human body absorbs variations in

pressure through every cubic centimeter of flesh and bone, instead of resisting pressure as an air-tight vessel would do.

The dive was of short duration, the men spending only ten minutes under water and one minute actually on the ocean floor. Despite the brevity of the descent, the divers had to spend almost one and one-half hours in a pressure chamber aboard *Chanticleer* after returning to the surface, to complete their decompression and avoid "the bends" or caisson disease.

British divers hold the international record for depth attained in open water. In August 1948 a British sailor descended 536 feet in Loch Fyne, Argyllshire, Scotland, working from *HMS Reclaim*.



NEW RECORD for depth for American open-sea divers was established by George W. McCullough, GMC, (left) and Wesley Singleton, MEC. Working off *Chanticleer* with helium-oxygen, they descended 485 feet.

Oceanographic Survey

Two seaplane tenders, *USS San Pablo* (AVP 30) and *USS Rehoboth* (AVP 50) are being outfitted for an extensive oceanographic survey to chart the bottom of the world's oceans. They are the largest vessels ever equipped for this type of duty.

According to present plans, the survey will be the most extensive ever conducted. Eventually the two vessels hope to survey all the oceans of the world. In addition to obtaining the usual information concerning currents, winds, temperature, salinity and other surface phenomena, the Navy hopes to obtain much new information on the topography of the ocean bottom.

While the vessels are underway sonar gear will be used continuously.

Loran gear will also be operated constantly, and the data obtained from these sources recorded on charts. Samples of the sediment on the ocean bottom will be taken regularly by use of scoops and free-fall coring tubes. Samples of sea water containing minute forms of animal and vegetable life will be obtained and turned over to various research groups for analysis.

The two vessels will travel in company on the survey cruises, which will last from two to three months each. The first cruise is expected to be completed in May or June 1949. The vessels will be under the technical control of the Hydrographic Office. The project is being sponsored by the Chief of Naval Operations in conjunction with the Bureau of Ships and the Office of Naval Research.

Navy Delivers 'David-Apollo'

The Navy undertook an unusual and exacting task when it pitted its abilities against the difficulties of statue-moving.

The destroyer tender *USS Grand Canyon* (AD 28) was detailed to bring a Michelangelo statue known as "David" or "David-Apollo" from Naples, Italy, to Norfolk, Va. The four and one-half-foot figure was brought, padded and double crated, to the pier by truck—preceded by a guard of honor. With all hands mustered on top-side, a suitable ceremony was performed while the statue was hoisted aboard and lowered into the ship. Approximately 80 Latin dignitaries were present, and movie cameras recorded the rite.

After arriving in the U. S. and removing the statue from *Grand Canyon*, the Navy undertook the land portion of the transportation job. A Navy truck, manned by a Navy commander, a Navy driver and a sailor armed with a machine gun, hauled the figure from Norfolk to Washington, D.C. There, "David" was placed safely in the National Gallery of Art.

In loaning the statue to the U. S., Italy side-stepped its own law made some years ago forbidding the removal of art objects from the country. Disregard of the law was justified by the Italians on the grounds that the prohibitive rule is to be repealed shortly.

The small "David" was sculptured by Michelangelo during his old age, and is a copy of an 18-foot-tall statue created by the artist in his youth. Until the statue was brought to America, Michelangelo was believed to be one of only two great artists not represented in this country. The other is Leonardo da Vinci.

The statue will be returned to Italy at some future date.

Navy Develops First Self-Starter for Jets

A successful self-starter for turbo-jet and turboprop aircraft engines has been developed through joint research by the Navy and a commercial manufacturer.

The new self-starting system—the first of its kind—eliminates the need for cumbersome storage batteries or other heavy auxiliary power units.

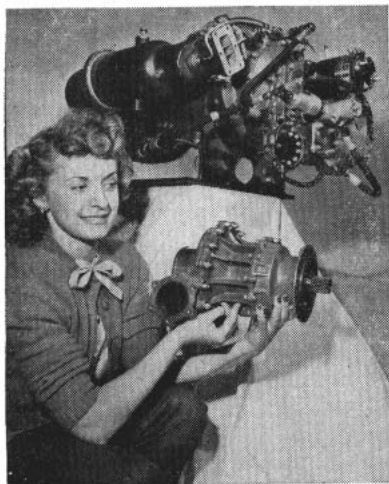
Turbo-jet engines present an entirely different problem than reciprocating engines do in the matter of starting. Starters for reciprocating engines in naval aircraft have a power output of two to four horsepower, while starters for turbo-jet

and turbo-propeller engines must have from 10 to 250 horsepower. The major problem has been to develop a starter of sufficient power which is at the same time small enough and light enough to be used in aircraft.

The system chosen by the Bureau of Aeronautics for development begins with a three-fourths horsepower electric starter which obtains its electricity from a single storage battery. The electric motor starts a single-stage radial gas turbine which, in turn, rotates a two-stage radial air compressor. Compressed air is bled into a high-speed air turbine starter which is attached directly to the shaft of the turbo-jet or turboprop engine. While the starter may sound complicated, its entire weight—aside from the battery—is only 88 pounds for the bleed-off version. A similar gas turbine, an auxiliary power unit, weighs 95 pounds.

Many other uses and advantages have become apparent for the pneumatic starting system. The compressed air provided by the gas-turbine-powered compressor can perform various functions in the aircraft, such as driving a generator or alternator to provide auxiliary power for cargo hoists, heating and air-conditioning units.

Installed in the plane itself, the new unit will allow jet and turboprop aircraft to use isolated bases which are not equipped at present to start their engines.



SELF-STARTER for jet and turbo prop engines is held beside the bleed-off version of the gas turbine.

New Navy Hospital

A new hospital is being built by the Navy to replace the temporary structure at the Naval Hospital, St. Albans, Long Island, N.Y.

Consisting of a six-story administration and treatment building, a two-story subsistence building and six three-story ward buildings, the new hospital will cost \$14,823,000, and is the largest lump-sum hospital contract ever awarded by the Bureau of Yards and Docks.

Included in the hospital facilities will be a 20,000,000-volt betatron, the largest ever built for cancer therapy.

The betatron therapy building will be constructed underground and surrounded by 18-inch concrete walls. It will have a six-inch floor and a 12-inch ceiling, plus earth and concrete cover. Because of the penetrating power of the rays generated by the betatron the end of the room toward which the beam is focused will be backed by an additional eight feet of earth fill and a second concrete wall.

Doors to the betatron room will be covered by sheet lead one-inch thick. The betatron tube will be surrounded by a heavy lead container and cooled by freon gas. During X-ray treatments by the apparatus the machine will be operated from another room by remote control and the operator will view the patient by television.

Completely modern, the hospital's buildings will be equipped with conduits for television and bedside radios at each of the 600 beds. The operating unit will be air conditioned with means to control relative humidity and temperature at a constant level. The floors will be grounded to eliminate static electricity and prevent explosion of anesthetic vapors. All buildings will be connected by passageways.

The hospital will require two and a half years to complete.

Portable X-Ray Machine

Navy and civilian technicians have perfected an X-ray machine which combines high penetrating power, light-weight portability, and maneuverability in close spaces aboard ship.

After three and one-half years of work, this equipment has been released for general industrial and medical use.

Previous X-ray machines were of two types. One type had a comparatively light tube head, but required heavily armored high tension leads which prevented suitable manipulation in narrow spaces aboard ship. The other type, having flexible, low-power leads, has been too large and heavy for many uses. The new equipment combines the lightness in weight and small size which are necessary for portability aboard ship with flexible, low-power leads. The leads may be attached to the tube head and transformer after the head has been correctly positioned.

The gas insulated tube head of the new equipment weighs only about 108 pounds and is less than 16 inches in diameter and about 38 inches long. The head contains the transformer and X-ray tube. Its rated output is 250,000

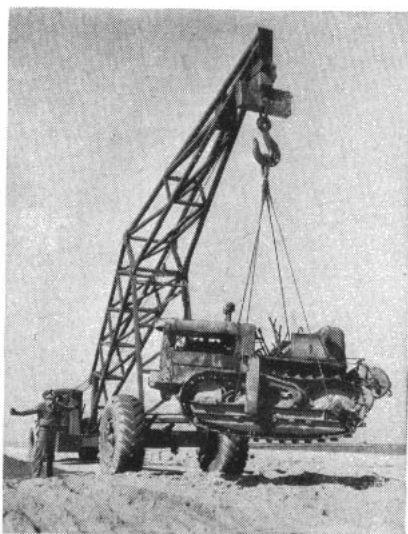


VERSATILE attack plane, faster and heavier armed than predecessors, AM-1 Mauler has passed carrier qualification tests on board USS Kearsarge (CV33).

volts, but because of tube and transformer characteristics it is comparable to previous equipment rated at approximately 280,000 volts.

The new equipment was developed primarily for industrial use, especially for radiographing welds in ships' hulls. It is equally suitable for locating defects in piping and machinery already installed in the ship and for examining welds in boilers and large pipe lines.

Because of the penetrating power of the X-rays produced, the equipment is expected to be valuable in the medical field. The only heavy portion of the equipment, the power unit, can be located as far as 200 feet from the head and control panel.



HEAVY tractor floats through the air with greatest of ease, as tank transporter is used by daring Seabees.

One Panther Per Day

A group of 400 *Panther* jet fighter planes is coming off the assembly line at the rate of one per day. The planes are destined for duty aboard Navy aircraft carriers (see *ALL HANDS*, January 1948, p. 23).

The Grumman *Panther*, designated the F9F by the Navy, is expected to be one of the two chief operational planes aboard flattops during the next few years. The other fighter is the twin-jet McDonnell F2H *Banshee*.

Approximately one-third more man-hours per plane are required for the *Panther* than for building the F8F *Bearcat*, the last propeller-driven fighter built by Grumman. Closer tolerances in assembling parts and more complex operations requiring special tools are the factors that build up the necessary man-hours. Plant officials state that this would not necessarily bring about slower production, but would increase the number of people working on each plane. As a result, and because of increased material costs, the new plane is more expensive.

The *Panthers* now coming off the assembly line are little changed from original models completed a year ago.

With its one-a-day schedule, the manufacturer is now turning out only as many planes in a week as it produced during an eight-hour shift at peak wartime production. The single "pilot assembly line" now operating could be expanded quickly, if necessary, to vastly increase the rate of output.

TODAY'S NAVY

2 Tin Cans to Turkey

The Navy is transferring two of its destroyers to the Turkish Navy.

Veterans of World War II, *uss Buchanan* (DD 484) and *uss McCalla* (DD 488) are being reactivated at the Naval Shipyard, Charleston, S.C., in preparation to being sailed to Turkey early this year.

Nucleus crews of the Turkish Navy consisting of six officers and 31 enlisted men per ship are assisting in the reactivation. They will be embarked in the ships as passengers during the voyage. The vessels will be operated by Navy crews until arrival at Turkey.

A small number of U. S. Navy personnel will remain in Turkey for several months after the transfer to act as instructors and technical advisors. Other crew members will return to the U. S. immediately to their regular duty stations.

The present commanding officers of the destroyers *uss Cone* and *uss Cory* will assume command of the two transferred destroyers for the voyage. They will return to their regular commands after the transfer has been effected.

Buchanan was commissioned in March 1942, participated in seven major operations in the Pacific and was awarded the Presidential Unit Citation for service throughout the Solomons campaign.

McCalla was commissioned in May 1942, participated in 15 major engagements and was credited with destroying or assisting in the destruction of one enemy heavy cruiser, two destroyers and miscellaneous landing craft.

Transfer of the vessels was made



BATTLE efficiency 'E' is painted on bridge of *USS Ernest G. Small* (DD838) by John B. Turner, BM1.

under Public Law 472, 80th Congress, which authorized funds for the Greek-Turkish aid program.

'Flying Wing' Fighter

The Navy has a new "flying wing" fighter designed for carrier operation.

Tailless, and with swept-back wings, the jet plane has successfully completed its initial flight tests and is expected to be placed in production. Unconventional in appearance, it is capable of speeds in excess of current models of operational jets, land or carrier bases, and is rated in the "over 600-mile-an-hour class."

The plane is designated as the XF7U-1, and is powered with two turbo-jets. Additional power for combat performance is supplied by after-burn-

ers. The plane has a high rate of climb that is primarily due to its high thrust-weight ratio and its tailless design which presents less exposed surface to create drag.

To overcome the tremendous forces brought on by high speed flight, all controls in the fighter are provided with hydraulic boosts. By this boost system the pilot provides, in effect, only the signal for the work he desires to be done; the actual work is performed by jacks, somewhat similar in theory to hydraulic automobile jacks. Since the control surfaces are hydraulically operated, the designers had to incorporate an artificial "feel" for the pilot which simulates the control forces encountered in conventional aircraft.

One-Man Force

Even though it's a one-man force, the Navy for the first time since 1828 has an enlisted man assigned to duty at Carlisle Barracks, Pa.

He is Joseph T. Swatski, YNC, who was ordered to duty at the Armed Forces Information School in Carlisle, a former Army institution, to lend a knowledge of Navy administrative details when the number of Navy instructors increased as the school became available to personnel of all services.

The last enlisted personnel assigned to Carlisle were attached to a Navy recruiting station there in 1828.



Chief Swatski



RADICAL, delta-shaped wing and blistering speed characterize the XF7U-1, one of Navy's new shipboard fighters.

Pilotless Aircraft

Stub-winged missiles tested at the Naval Air Missile Testing Center, Point Mugu, Calif., have made the longest sustained flights ever made by pilotless aircraft powered by ram-jet engines.

The Navy-tested missiles are designated PTV-N-2A (Gorgon IV). Piloted by remote control and tracked by radar, they have made several sustained controlled flights of more than 10 minutes.

Ram-jet engines depend on a difference in momentum between entering air and exhaust gases for their thrust. They have no thrust until they reach a certain speed, and therefore cannot take off under their own power. In the tests at Point Mugu, the Gorgon IV was taken aloft and released by a modified P-61 Black Widow fighter borrowed from the Air Force.

The 1,600-pound Gorgon is a high-winged monoplane made entirely of metal. It is 22 feet in length and has a wing span of 10 feet. Seven hundred pounds of its weight is derived from the 116 gallons of ordinary 80 octane gasoline ram-jet fuel with which it is supplied when it is launched.

Power for the Gorgon IV is furnished by a circular ram-jet suspended below the fuselage. It is seven feet long and 20 inches in diameter at its widest point. The engine has no moving parts except a fuel pump. About the only other part commonly associated with a power plant is a single spark plug.

The missile is completely instrumented to send to a ground receiving station such data as speed, altitude, brake drag, controllability, engine operation and other vital information. The telemetering system proved to be highly reliable. Much information for further evaluation of the ram-jet was recorded during the flights.

Parachutes installed in the Gorgons are released automatically when powered flight is terminated. In several instances during the tests, the missiles were recovered with very little damage and only a minimum of work was necessary to prepare them for further flight.

Ram-jet engines are believed to have almost unlimited possibilities for driving missiles at speeds far beyond that of sound. The Gorgon IV, however, is not designed nor intended to fly at such speeds. When a high subsonic speed was reached in the tests, drag brakes were applied to maintain the desired velocity.



WORKHORSE Catalinas of VR-23 haul unusual cargoes to natives of Trust Territory as part of Navy's effort to make the AVCA self-sufficient.

PBYs Haul Variety of Cargoes to Trust Territory

Changing times touch the islands of the south seas as well as the rest of the world, as inhabitants of the Trust Territories of the U.S. Navy can readily observe. While Grandpa tells of the excitement caused by visiting trading schooners "only yesterday, seems like," Junior dashes out to watch a tramp seaplane come into harbor.

Veteran PBYs of Air Transport Squadron 23 are the "tramp steamers of the airways" that run the island circuit today. In variety of cargo carried, these ships hold their own with the most diversified trader of any era. They get there with the goods, too, be it babies, bugs or boatswains.

The planes constitute feeder lines for the Military Air Transport Service. They serve areas of the Trust Territory not normally reached by surface transportation. Being virtually the only means of communication between the widely scattered islets and atolls, the plane crews encounter a fantastic array of hauling jobs.

Palau snakes to be moved to a MATS terminal for further transfer to the San Diego zoo was one weird cargo. A species of large black wasps called *Scolias* flown from Singapore, to the western Carolines to combat coconut beetles was another.

Once the squadron flew 270 white

rats to Ponape Island in the eastern Carolines for experimental purposes in fighting a tropical ailment.

Radios and newspapers are rare in the islands touched by the flying schooners, so the island citizens welcome the fliers as bearers of world news. Many of the islands are visited by ships only at intervals of two or three months.

Crews of the squadron are faced often with difficult problems of seamanship. There are few established facilities for planes, and the crewmen must improvise to suit the current situation. At times they find aircraft mooring buoys laid by the squadron; at others they must tie up to sunken ships, palm trees or marker buoys. Sometimes it is necessary to drop anchor on coral formations protruding upward from deeper water. The only aids to navigation in the remote areas often are the plane commander's judgment and experience.

The PBY Catalina piled up a war record that remains impressive even now with the advent of jet propelled aircraft. When the Cats first arrived in the South Pacific during the war, most men were inclined to ridicule these awkward looking flying boats and facetiously nicknamed them "Dumbos" or flying elephants. In the ensuing months the Cats earned the respect of all.

SIDELINE STRATEGY

"There are not only two Iron Men, but three or maybe four," says Commander Randolph Meade Jr., USN, in response to ALL HANDS' query on the history of the famous trophies. "The two



trophies pictured in ALL HANDS were in Battle Force and Asiatic Fleet competition. There was another Iron Man competed for by the Scouting Force as late as 1940, but I don't know what happened to it. It seems the Atlantic Fleet also had an Iron Man, but I'm not positive."

* * *

When a Pacific Fleet football squad composed of DesPac and Hawaiian Air Command players took on a Mexican All-Star team in a post-season game they were worried as much about the high altitude as they were the flashy, aerial-minded Mexican team. The playing field was a mile and a half above sea level and personnel unaccustomed to the height were usually gasping for breath after a few minutes of exertion. The



Navy gridironers overcome the thin-air handicap by feeding the players oxygen during the game and went on to win 33-26.

* * *

Personnel at the Naval Construction Battalion Detachment 1801, located at Point Barrow, Alaska, are howling with indig-

nation at an item which appeared in this column (November 1948). "We desire to take issue with our sea-going cohorts on board USS *Union* who claim they are North Pole Softball Champs," they write. "While we year-around residents don't mind the summer time visitors having their fun, we do feel they shouldn't claim the championship based on only one game and that game not against the real champions."

The Seabee residents of the Far North went on to say they chalked up seven victories against the native team and compiled a total of 13 victories against no defeats. "In fact, the Seabees of NCB D



1801 are the hottest outfit in the Arctic," they report.

* * *

Several net stars of last year's fine Navy basketball teams as well as an excellent crop of newcomers will be swishing 'em this season. SubPac has a great guard in Lieutenant (junior grade) W. W. (Wild Willie) Chandler, MC, USNR. High scoring ace Kenneth Fons, BM3, USN, is sparking the Naval Quarters I quintet. Pearl Harbor Naval Base has a good man in Obra Abbott, YN3, USN.

Preliminary reports indicated several basketball teams around the Navy are showing championship class. NAS San Diego, NAS Moffett Field, MCRD San Diego, NATTC Memphis, Parris Island Marines, Pensacola Navy, NAS Norfolk, Little Creek Amphibs, Naval Quarters I, Washington, D. C., and, of course, Quantico, appear to be rolling along nicely. —Earl Smith, PNC, USN, ALL HANDS Sports Editor.

All-Navy Boxing Tourney

The All-Navy boxing championship bouts will be held in the Civic Auditorium, Oakland, Calif., during the week of 22 May 1949.

One eight-man team from each of the Navy's eight sports groups will throw leather at the final matches. These teams will consist of a group champion in each weight division. The All-Navy champs in each weight division will be picked on a single-elimination basis.

Picking the top contender in each sports group to represent that group at the All-Navy finals will be accomplished by a designated command within the group. These commands are:

- Com 11 will select a champion in each weight division from among the fighters of the 11th, 12th, 13th and 17th naval districts to represent the West Coast Group in the finals.

- ComWesSeaFron will select a champion in each weight division from the pugilists of all Pacific Fleet units on the West Coast to represent the Pacific Fleet Group in the finals.

- ComServPac will pick one champ in each weight division from the boxers of all naval activities ashore or afloat in the Hawaiian Area to represent the Hawaiian Group in the finals.

- ComServPac will also pick a champion in each weight division from the fighters of all naval activities based west of the Hawaiian Islands to represent the Far East Group in the finals.

- Com 6 will select a champion in each weight division from the fighters of the 6th, 8th and 9th naval districts to represent the South Central Group in the finals.

- Com 3 will pick a champion in each weight division from the fighters of the 1st, 3rd and 4th naval districts to represent the Northeastern Group in the finals.

- Com 5 will pick a champion in each weight division from fighters of the 5th, 10th and 15th naval districts, PRNC and SRNC to represent the Middle Atlantic Group in the finals.

- ComServLant will pick a champion in each weight division from among pugilists of Fleet and shore-based units of the Atlantic Fleet, including units operating in Europe and the Mediterranean to represent the Atlantic Fleet Group in the finals.

All enlisted personnel on active duty in the Navy, Marine Corps and Coast Guard are eligible to take part in All-Navy boxing competition. Any

person with professional boxing experience is ineligible to compete.

Amateur Athletic Union Rules for Boxing will govern the All-Navy boxing championship tournament. BuPers has directed that strict interpretation of rules be applied.

Outstanding Athlete

An outstanding woman athlete is now executive officer of the Wave Training School, Great Lakes, Ill.

The exec is Lieutenant Rayma Wilson, (W.) USNR, a former Olympic track and swimming star. Lieutenant Wilson was a member of the 1928 U. S. Olympic team and established world records for the 400 and 800 meters dashes at the Olympic Games held in Holland that year.

Prior to her present assignment Lieutenant Wilson served as recreation and athletic officer of the Wave Midshipman School, Northampton, Mass.; Wave Training School (Enlisted) Bronx, N. Y., and of NAS Kahului, Maui, T.H. She also was a physical education instructor at the University of Southern California while working for her Ph.D. degree.

In addition to her track and swimming accomplishments, Lieutenant Wilson holds the Navy's Expert Pistol medal.



LT Wilson

Impressive Sports Record

Athletes of Utility Squadron 7, Pacific Fleet, are rolling along in fine style. Fielding teams in 11 sports, the Squadron's "Invaders" teams have compiled an impressive record.

The activity's basketball team collected trophies for the North Island Fleet Air Detachment Championship, the NAS North Island Perpetual Trophy and the 11th Naval District Eastern League championship.

Improved Physical Fitness

The need has been emphasized for increased effort by naval personnel in acquiring and maintaining a satisfactory state of physical fitness.

In a message to all ships and stations, BuPers pointed out that through Bureau-sponsored competition in the major sports a large number of officers and enlisted personnel

are taking part in athletic games designed to improve their physical well-being. While this program generally encourages individuals to give consideration to their own physical condition, additional impetus is required for the program to be more fully effective.

Flag and commanding officers were requested by the directive to inaugurate a vigorous campaign emphasizing the importance of physical fitness to both the individual and the Navy. They were asked to stress the fact that physical fitness is a matter of "individual responsibility."

BuPers stated that officers and enlisted personnel, through personalized effort and self-discipline, must include some form of exercise in their daily routine in order to attain a state of physical fitness commensurate with that expected of military personnel.

The letter pointed out that successful prosecution of a physical fitness program lies with the commanding officer, since he is cognizant of the problems affecting his command. By encouraging the use of available athletic facilities, both ashore and afloat, and by granting more off-duty time to



ON-THE-JOB training is given Guamian high school student by T. B. Razlaff, PIC, of the Guam News staff.

personnel for this purpose as operating schedules and work loads permit, BuPers feels a higher standard of physical fitness can and will be achieved.

Now 3 Men Have Earned 8 Good Conduct Awards

While not yet reaching any astronomical proportions, the number of Navy men known to have earned eight Good Conduct Awards is increasing. There are now three.

The third man to earn this impressive array of awards is Charles J. Holmes, QMC, USN, known more widely in the Navy by his former name—Charles J. Czuprynski. The other two are Bruno Reich who retired from the Navy in 1947 as chief yeoman and Paul Kempe who retired in 1922 as a chief boatswain's mate. (See ALL HANDS, November 1948; p. 55).

Chief Holmes, who was ordered to NTC, San Diego, Calif., in April 1948 as a recruit instructor, began his naval career in 1919, at the age of 17. He enlisted at Buffalo, N.Y., received recruit training at NTS Great Lakes, Ill., was given additional training at Hampton Roads, Va., and went to sea aboard the battleship *USS Delaware*.

Duty aboard a long series of the Navy's most legendary ships followed, with names like *USS Oglala*, *USS Canopus* and *USS Chaumont* appearing among his duty assignments.

For three and one-half years he was a signal instructor at the Naval Academy, Annapolis, Md. Other shore billets were a period on the Honolulu, T.H., shore patrol, a tour of recruiting duty and an assignment as officer-in-charge of small craft, Newport, R.I. He held the ranks of boatswain and chief boatswain during World War II.

The change in the chief's name from Czuprynski to Holmes is in itself an interesting and inspiring story. Although Holmes had contemplated the change for years, it was not until 1947 that he got a court decree permitting it. The new name became official in the Navy in 1948.

"With conditions as they are I wish to bring up my children in an American way and American atmosphere," Chief Holmes stated in requesting the change. "My oldest daughter came home from school one day and wanted to know why she had to spell her name while other children did not have to. I've been spelling it for over 20 years and know only too well the confusion it has caused at times."

THE BULLETIN BOARD

Qualified Enlisted Waves May Apply for Commissions To Fill Existing Vacancies

Indoctrination classes for women selected for appointment as line officers in the Regular Navy under authority of BuPers Circ. Ltr. 182-48 (NDB, 15 Oct 1948) will convene twice each year—in January and July.

In stating the above, BuPers Circ. Ltr. 244-48 (NDB, 31 Dec 1948) reiterates that qualified enlisted women on active duty may apply for appointment to fill existing vacancies in the Regular Navy in the Line and Medical Service Corps. Applications for appointment to the Line must be in the Bureau of Medicine and Surgery by 1 May to make applicants eligible for assignment to the July class.

No quotas will be assigned under the program. Applications of all qualified candidates will be forwarded. Selected candidates will be appointed ensign in the Line or in the Medical Service Corps.

Qualifications and method of making application are prescribed in BuPers Circ. Ltr. 182-48. Applications for appointment in the Medical Service Corps as requested by that letter are desired until further notice. It is anticipated that applications for appointment to other staff corps will be requested later.

All applications received after deadlines automatically will be considered for the next class.

New School Will Convene For Navy Instrumentmen

First class of a new school for training instrumentmen will convene on 2 May 1949.

Known as the Naval School, Instrumentmen, Class A, the school will operate as a component of the Advanced Technical Service Schools, Receiving Station, Washington, D.C.

The course of instruction will be 32 weeks in length. With an instruction capacity of 20 students, 10 trainees will be admitted every 16 weeks. Ratings eligible for the course will be seaman apprentices, seamen, fireman apprentices, firemen, and instrumentmen, third class.

Fleet Oiler's Gun Crews Prove They're Hot Shots

Target drones are ducks on the pond for keen-eyed 40-mm. gun crews of the tanker USS *Waccamaw*.

Four went up and four came down under *Waccamaw's* guns during Sixth Task Fleet gunnery firing exercises in the Mediterranean, a surprising mark for a ship whose crew is composed of one-third boots and whose three 40-mm. gun captains are a third class boatswain's mate, a first class gunner's mate and a seaman.

Although *Waccamaw* (AO 109) was a relative newcomer to the fleet, personnel of the task force are reportedly asking themselves whether the ship is a fleet oiler as designated or a cruiser. *Waccamaw's* men had been at the guns for only two firings previous to the exercises.

Schools for Telemen Opened In Norfolk and San Diego

Schools for the instruction of present and future telemen now are in operation following reorganization and revision of courses at San Diego, Calif., and Norfolk, Va.

Students will receive 16 weeks of training at the newly established Class A school for telemen in Norfolk and San Diego. The schools are intended to equip personnel in technical qualifications for the rating of TE3. The first class convenes 14 Feb 1949, with new increments of 15 entering every four weeks thereafter.

The Class A telemen schools replace the former teletype operators' school at Norfolk and absorbs portions of a similar course at San Diego. They provide complete training in operation of teletype equipment. Quotas are administered by ComServPac and ComServLant for Fleet units and by BuPers for recruits.

Effective 31 Jan 1949, the curriculum for the Class C Teletype School, San Diego, Calif., was revised, eliminating the four-week operators' course. This course has been incorporated in the telemen school. Trainees eligible for teletype school continue to be rated radiomen, telemen or fully-qualified strikers.

Information Clarified on Pay Status of Reservists Receiving Disability Pay

Many letters have been received noting the discrepancy between certain paragraphs in ALL HANDS, October 1948, p. 40, and current laws and regulations on the subject.

Members of the Organized, Volunteer, and Merchant Marine Reserve, including personnel on the honorary retired list of the Naval Reserve, with or without pay, may not draw in their Reserve status any monies from naval appropriations if they are receiving monies from the government of the United States for their own service-connected disabilities.

They may renounce, as distinguished from temporary waiver or suspension of, their entitlement to monies from the government of the United States for their own service-connected disabilities and, subsequent to presentation of documentary evidence from the Veterans Administration that payment of the renounced disability awards have been discontinued as of a given date, they may, in their Reserve status, thereafter receive monies otherwise due from naval appropriations at any time subsequent thereto.

A member of the Fleet Reserve may, for personal reasons, elect to receive a disability award from the government of the United States for his own service-connected disability concurrently with receipt of his retainer pay, provided, he executes a waiver of retainer pay in an amount equal to the amount of the award otherwise due from the Veterans Administration.

Fleet Reservists and personnel on the honorary retired list of the Naval Reserve may not receive pay for attending drills or performing equivalent instruction or duty, appropriate duty, administrative functions, or training duty, but may be ordered to active duty in time of war or national emergency or with their own consent in peacetime, provided their retainer or retired pay and any compensation received from the government of the United States for their own service-connected disabilities, is suspended for the duration of their respective periods of active duty.

Here's Complete Roundup of Proposed Legislation Affecting Naval Personnel

The opening of the 81st Congress saw many bills proposed for legislation which may affect the naval establishment.

Action on bills passed by Congress and signed into law by the President will be followed in future issues of **ALL HANDS**.

Here are some of the bills in which naval personnel are interested:

Dependents Travel—House of Representatives Bill No. 50: Introduced; to extend section 12 of the Pay Readjustment Act of 1942 to cover travel of dependents in anticipation of orders of permanent change of station.

California Academy—H.R. 82: Introduced; to provide for an additional naval academy in the southern district of the State of California.

Leave Payment—H.R. 109: Introduced; to amend the Armed Forces Leave Act of 1946 to provide that payments be made to survivors for unused leave accumulated after 8 Sept 1939 by a member of the armed forces separated from service by death before 1 Sept 1946.

Dependents Facilities—H.R. 140: Introduced; relating to the furnishing of transportation and housing facilities for the immediate family of members of the armed forces on duty outside the U. S.

Academy Appointments — H.R. 172: Introduced; to increase the number of midshipmen at the U. S. Naval Academy allowed for delegates in Congress.

Service Transfers—H.R. 236: Introduced; to authorize the interservice transfer of officers.

Reserve Benefits—H.R. 318: Introduced; to provide for benefits for members of the Reserve components of the armed forces who suffer disability or death from injuries incurred while engaged in active duty training for periods of less than 30 days or while engaged in inactive-duty training.

Oleomargarine Utilization — H.R. 330: Introduced; to authorize the use of oleomargarine by the armed forces.

Pension Exemptions—Senate Bill No. 87: Introduced; to grant exemption from income tax with respect to \$1,500 of the amount paid to any individual by the U. S. or by any state or political subdivision thereof as a pension, retired or retirement pay, or as a retirement annuity.

Navy First Enlistments Drop Due to Restricted Quotas

Navy first enlistments for three, four or six years dropped off in November 1948 due to restricted recruiting quotas while reenlistments, extensions and one-year enlistments of 18-year-olds showed an increase.

First enlistments, exclusive of one-year trainees, were 6,405; reenlistments and extensions totaled 2,125; and one-year enlistments, 1,827. Total Navy enlistments during the month were 10,357.

Normal first enlistments in the Marine Corps totaled 703 during November, there were 486 one-year enlistments by 18-year-olds, and 453 reenlistments and extensions—for a total enlistment figure of 1,642 for the month.

The armed forces as a whole showed an increase of more than 15,000 during the month.

New Academies—S. 151: Introduced; to provide for the construction, equipment and operation of an additional military academy and an additional naval academy.

Extension of Benefits—S. 215: Introduced; to extend disability and death benefits to personnel of the Reserve components of the armed services while on active duty or in training.

Reserve Allowances—S. 222: Introduced; to provide for payment to certain retired Naval and Marine Corps Reserve officers of a lump sum equal to their active duty pay and allowances for the period during which such officers remained in an inactive status without pay.

Retirement Limits—S. 223: Introduced; to remove the limitation on amount of retirement pay under certain conditions, of persons retired for disabilities resulting from injuries or disease incurred in line of duty in the military or naval services.

Mustering-Out Sums—H.R. 477: Introduced; to amend the Mustering-Out Payment Act of 1944, as amended, to provide mustering-out payments for certain persons discharged or relieved from active duty service in the armed forces to accept employment.

Free Postage—H.R. 548: Intro-

duced; to grant free postage to members of the armed forces who have been inducted into the service under the provisions of the Selective Service Act of 1948.

Tax Exemptions—H.R. 563: Introduced; to amend the Internal Revenue Code to provide certain exclusions from gross income with respect to the pay of military personnel.

Survivors Pensions—H.R. 567: Introduced; to provide that pensions shall be extended to widows and children of deceased World War II veterans on the same conditions as they are now extended to the wives and children of deceased World War I veterans.

Household Effects—H.R. 778: Introduced; to authorize payment for the transportation of household effects of certain naval personnel.

Service Welfare—H.R. 886: Introduced; to provide for the common defense in relation to the sale of alcoholic liquors to the members of the land and naval forces of the U. S. and to provide for the suppression of vice and gambling in the vicinity of military camps and naval establishments.

Pension Awards—H.R. 899: Introduced; to liberalize the basis for award of disability pension.

Pension Increases—H.R. 900: Introduced; to provide increases of compensation for certain veterans with service-connected disabilities who have dependents.

Separated V-10 Personnel May Reenlist in Class V-6

V-10 enlisted personnel (Waves) being processed for separation no longer have an option to elect release to inactive duty.

They may, however, reenlist in USNR Class V-6 for inactive duty. Recruiting Multiple Address Order No. 10-48 of 9 Dec 1948 authorizes separation activities to reenlist women eligible and applying for reenlistment in USNR Class V-6 for inactive duty.

All enlisted women at present serving in Class V-10 USNR are to be discharged by 15 Apr 1949. BuPers letter Pers-62-zkk dated 8 Dec 1948 to commandants points up the terms of reenlistment for such personnel.

Ship's Service Profits Help Pay for Navy's Welfare and Recreation Programs

Did you know that every time you spend a dollar in your ship's service store or ship's store you're rewarding yourself in more than one way? It's a fact. First, you get the merchandise you bought. Then later the profit earned from the sale is returned to you in the form of movies, or a book from the library, or maybe it's that new ping pong set you're enjoying.

Every time you indulge in a few catcalls or give out with the oh's and ah's as a svelte siren gives with the bedroom eyes on your ship's movie screen, you can be mighty proud you released your squeeze on the buffalo adorning that last remaining nickel. That is, if you patronize your ship's store and also enjoy recreational facilities the Navy's supplying every sailor.

If you want to know how all this comes about, lend an ear.

Since numbers are impressive you should be interested to know that for the fiscal year 1948 (that's the one which ended last 30 June), men in the Fleet and shore based activities

contributed \$7,892,631 to the Navy's welfare and recreation program. That figure represents profits from ship's service stores and ship's stores—a little less than 77 per cent of the total amount of \$10,242,631 which was available from all sources for welfare and recreation purposes.

In other words, your purchases of toothpaste, candy, shaving gear and other necessities or comforts paid for the greater share of the recreation program you should be enjoying now. With Grable taking a back seat for awhile, look at some other figures.

During fiscal year 1948 profits from ship's service stores and ship's stores which were used for the Navy's welfare and recreation program were as follows:

- Ship's service stores—\$5,924,199.
- Ship's stores—\$1,968,432.

The difference between the total of these two figures—\$2,350,000—was what Congress appropriated. But what the Congress appropriated, then and for the present year, could be spent only for certain specified activities. The welfare appropriation is confined to spending on libraries, payment of teachers for naval dependents outside continental United States, the Armed Forces Radio Service, motion pictures for overseas bases and on naval vessels, and certain ecclesiastical equipment.

That leaves a big hunk of money still necessary to operate the Navy's recreation program. It is this program, administered by your commanding officer under general policies set by the Bureau of Personnel, that aims to keep you in a high state of happiness all the time. It's this program that attempts to keep you mentally, physically and emotionally fit. It's a going concern in supplying wholesome creative activities such as music, arts and crafts, athletics, dramatics, social activities and the like.

So great—and important—is this adjunct to naval life that its financing should be of interest to all hands. For example, it costs over \$3,000,000 alone to supply fleet and overseas bases with motion pictures. Roughly half of this amount is provided by Congress. Appropriations by themselves obviously are hardly enough for the huge welfare and recreation program. That's where every man in the Navy comes in.

Out of every dollar spent in a ship's service store between six and seven cents profit is channeled to the welfare and recreation program throughout the Navy. That's the general average after payment for the actual cost of the item purchased and all operating expenses. This money is known as non-appropriated funds.

It's this money—your money—which pays for nearly all your recreational activities and equipment. Here's what you get:

Motion Pictures—The flickeroos that reach your ship or overseas station, you already know, are your principal form of entertainment. Five motion pictures are selected by BuPers each week for distribution to overseas personnel and forces afloat. Distributed soon after national release, 23 copies of each are leased for your enjoyment. In continental United States distribution is handled by naval district motion picture officers.

The movies are the most widely patronized of all the recreational programs. Your likes and dislikes are taken into consideration by the Navy Motion Picture Exchange at Brooklyn, N.Y. Selections are based on past experience, and while more sailors prefer musicals to other types of pictures, you can be assured that other kinds of films will be shown. If you'll look over the annual library of movies, you'll find pictures to suit a wide range of tastes.

Armed Forces Radio Service—Most sailors are familiar with this listening feature which is a joint activity of the Army, Navy and Air Force with headquarters in Los Angeles, Calif. AFRS supplies shortwave broadcast programs to overseas bases and de-commercialized recordings to individual ships and stations overseas and to hospitals within the U. S.

No small task is the supplying of this entertainment medium. Only days, and hardly more than a week, elapse between the time a major nation-wide radio program is broadcast in the U. S. and when its recorded counterpart reaches your ship or overseas station. Arrangements often are made for broadcasting special sports or other events via shortwave direct to you.

V-Disc Program—Another cooperative venture, this program provides the latest in musical and entertainment recordings for the benefit of

WAY BACK WHEN



Show A Leg

A recruit first greeted with the term "show a leg" may wonder at the origin of this old sea term.

In the days of King George III it was customary for sailors to have women accompany them on the longer voyages. The bosuns holding reveille had to have some way to tell whether an occupant of a bunk was male or female so he would ask to see a leg. If it was adorned in silk the occupant could go on back to sleep. If not, it was hit the deck and turn to.

In today's Navy showing a leg is proof that you're awake and that you have heard reveille.

forces afloat and overseas. Name bands, singers and other artists furnish the talent for the 30-minute records. V-disc kits contain 10 of these recordings. Ships and stations subscribe to this service, making payment from local recreation funds.

Hobbycraft—A war-time baby, this youngster has grown to become one of the Navy's most diversified programs designed to reach virtually every ship and station. Represented are 30 hobbies from lapidary art to wood-working. It's BuPers' hope that every ship or station which wants a hobby shop will be able to realize that desire. Details of planning are available, including specifications, instructions, plans, lists of materials, tools and supplies.

Athletics—There's hardly a person in the Navy who is not affected by the physical fitness feature of the recreation program—either as participant or spectator. While the main purpose of this phase is to maintain a high degree of physical fitness for naval personnel, a corollary desire is to have sailors get the benefits of competitive sports.

Whether you're playing catch or are a member of a basketball or football team makes no difference. It's the idea of developing competitive spirit, teamwork, sportsmanship and pride in the organization. The equipment you use comes out of the recreation funds which are built up by your ship's service and ship's store purchases.

Library Service—All the reading done by sailors isn't confined to the so-called comic books. Known as voluminous readers, American sailors are particularly fortunate in having a library service that suits the needs and likes of every man. Those books on the shelves of your ship's library didn't get there by accident—on the contrary, it is a carefully planned operation. The selection and distribution of new books is carried out by BuPers as is initial stocking of libraries for ships and stations going into commission.

Quota of books for shore stations is two books per man, while the average is one and a half for ships. Periodic shipments of new books are made automatically and additional replacements issued as required.

All this and more is yours, mostly because of your purchases in ship's service stores and ship's stores. Three funds take care of the Navy's welfare

Flag Rank Orders for the Month of January

Flag rank orders for last month: Rear Admiral Bernhard H. Bieri, USN, Com 11, was ordered as representative of CNO on military staff committee, United Nations Security Council.

Rear Admiral Wilder D. Baker, USN, ComServLant, was ordered as Com. 11.

Rear Admiral Clifton A. F. Sprague, USN, ComCarDiv 6, was ordered as Commander, NavAir Bases, 11th and 12th Naval Districts.

Rear Admiral Malcolm F. Schoeffel, USN, Deputy Chief, BuOrd, was ordered as ComCarDiv 6.

Rear Admiral Ralph E. Jennings, USN, ComCarDiv 4, was ordered as ComFair Alameda, Calif.

Rear Admiral Roscoe F. Good, USN, ComCruDiv 3, was ordered as ComServLant.

Rear Admiral George C. Dyer, USN,

ComCruDiv 10, was ordered to duty with CNO.

Rear Admiral John A. Snackenber, USN, Chief, Naval Group, American Mission for Aid to Greece, was ordered to duty with BuOrd.

Rear Admiral Frederick I. Entwistle, USN, ComPhibGrp 3, was ordered to duty with BuOrd.

Rear Admiral Walter E. Moore, USN, ordered as Chief, Naval Group American Mission for Aid to Greece.

Rear Admiral Burton B. Biggs, USN, chief of staff and aide, ComServPac, was ordered to duty on Armed Forces Petroleum Board, EXOS.

Rear Admiral Lorenzo S. Sabin, USN, NavGunFactory, Washington, D. C., was ordered as deputy commandant, Industrial College of Armed Forces.

Rear Admiral Milton E. Miles, USN, was ordered as ComCruDiv 10.

and recreation needs—local, command and the BuPers central recreation fund. Net profits from ships' and stations' resale activities are immediately available to the commanding officer to support his local program. The excess of these sources reverts to BuPers' central fund.

The combination of the three funds together with appropriated monies are used to support the program in the over-all procurement of services on a Navy-wide basis. BuPers' funds are redistributed to individual ships and stations which need support for their local programs. To more clearly understand this operation, let's take a look at composition of the various funds:

- Local recreation funds are built up from profits of ship's service stores and ship's stores.

- Command funds derive their incomes from assessments upon local recreation funds within the commands. When justified and funds are available, grants from the BuPers' central fund may be made.

- The BuPers' central recreation fund is replenished mainly from deactivated local recreation funds and a percentage of profits returned from local recreation funds.

These are the funds which maintain the Navy's recreation program. BuPers alone allots from its central fund money for many items on a

Navy-wide basis which could not be done otherwise. It also makes allotments to local commands where necessary and advisable. During the last two fiscal years, BuPers spent more than \$3,000,000 of non-appropriated funds. That's in addition to approximately \$7,000,000 which went directly to local recreation funds from profits of the Navy's resale activities.

Because of this tremendous spending rate, BuPers in conjunction with the Bureau of Supplies and Accounts issued a directive calling for (1) increasing the percentage of ship's store profits sent to the BuPers central recreation fund, (2) resuming a percentage levy by BuPers against ship's service store profits, and (3) a Navy-wide reduction in spending non-appropriated funds. BuPers expects to spend \$2,700,000 in the present year ending 30 June 1949 for non-appropriated support for fleet movies, grants for improvements and to pay existing commitments.

It's all an involved process, but each person in the Navy benefits, whether by a movie he can enjoy on his ship, or when he's reading a book supplied by the Navy. The Navy man can be pleased, too, to know that the Navy is looking out for his welfare and recreation interests and that he in turn is contributing his share to the huge program when he goes to the gedunk stand and says, "A coke, please."

Correspondence Courses Open To Certain Naval Personnel Under G.I. Bill of Rights

Correspondence courses from certain educational institutions are open to many naval personnel now on active duty through the G. I. Bill of Rights. This is but one of several educational benefits to which many active duty personnel are entitled.

Enrollment in such correspondence courses is through the Veterans Administration. Participation in the G. I. Bill program is not to be confused with courses offered by the U. S. Armed Forces Institute (USAFI) or college and university correspondence courses taken through USAFI.

If you're interested and you think you may be entitled to take correspondence courses under the G. I. Bill—with Uncle Sam paying the bills—BuPers advises the following procedure for enrollment:

- Request a catalogue of courses from the educational institution you've chosen.

- Personnel on duty ashore within the continental limits of the United

Massachusetts' Ex-Crewmen Will Hold Reunion in Boston

Personnel formerly attached to USS *Massachusetts* (BB 59) will meet in a Boston hotel for another reunion sometime during the month of May, 1949.

The planning committee wants to hear from all personnel, both discharged and active, before the event. Address James L. Harrington, 158 Salem St., Reading, Mass.

States should see their civil readjustment officer. This officer will advise them of their eligibility and refer them to the nearest regional Veterans Administration office. A list of regional VA offices is contained in BuPers Circ. Ltr. 178-48 (NDB, 30 Sept 1948).

- Personnel on duty afloat or on overseas shore duty should see their civil readjustment officer who will furnish eligibility advice. Such personnel should write to the Foreign Operations Division, Registration and Research Service, Vocational Rehabilitation and Education, Munitions Building, Washington 25, D.C.

In writing to the appropriate VA agency, personnel should request an "application for course of education or training" (VA Form 7-1950). Items 1 through 20 of this form must be filled out. The completed form should be returned to the correct VA agency with a certified or photostat copy of appropriate separation documents.

VA determines eligibility in all cases. If you are declared eligible for the educational benefits, VA will forward two copies of its "certificate of eligibility and entitlement" (VA Form 7-1953). When you receive these forms, complete items 9 through 19 of Part II and forward them directly to the educational institution along with a statement of the courses desired.

Following is a complete list of the colleges and universities offering the correspondence courses. Institutions offering high school courses are marked with an asterisk (*):

Alabama—University of Alabama*, University, Ala.

Arizona—State College at Tempe*, Tempe, Ariz.

Arkansas—State Teachers College*, Conway, Ark.

California—Golden Gate College, 200

Golden Gate Avenue, San Francisco 2, Calif.; University of California*, Berkeley 4, Calif.

Colorado—University of Colorado*, Boulder, Colo.; University of Denver, Denver, Colo.; Colorado State College of Education, Greeley, Colo.

Florida—University of Florida, Gainesville, Fla.

Georgia—University System of Georgia, Atlanta, Ga.; University of Georgia, Athens, Ga.

Idaho—University of Idaho, Moscow, Idaho; Northern Idaho College of Education, 5th and 8th Avenue, Lewiston, Idaho.

Illinois—Loyola University*, Chicago, Ill.; University of Illinois, Urbana, Ill.; George Williams College, Drexel Avenue at 53rd Street, Chicago 15, Ill.

Indiana—State Teachers College, Terre Haute, Ind.; Indiana University*, Bloomington, Ind.

Iowa—Parsons College, Fairfield, Iowa; University of Iowa, Iowa City, Iowa.

Kentucky—University of Kentucky*, Lexington, Ky.

Louisiana—State University, Agricultural & Mechanical College*, Baton Rouge, La.

Maine—University of Maine, Orono, Maine.

Michigan—University of Michigan*, Ann Arbor, Mich.; State Normal College, Ypsilanti, Mich.

Minnesota—University of Minnesota, Minneapolis, Minn.

Mississippi—Mississippi Southern College*, Hattiesburg, Miss.

Missouri—Central Missouri State College, Warrensburg, Mo.; Northwest Missouri State Teachers College*, Maryville, Mo.; Southwest Missouri State Teachers College, Springfield, Mo.; University of Missouri*, Columbia, Mo.

Nebraska—Midland College of the United Lutheran Church in America, Fremont, Neb.; University of Nebraska*, Lincoln, Neb.; State Teachers College, Wayne, Neb.

Nevada—University of Nevada, Reno, Nev.

New Jersey—John Marshall College, Jersey City, N. J.

New Mexico—University of New Mexico, Albuquerque, N. M.; New Mexico Highlands University, Las Vegas, N. M.

North Carolina—North Carolina State College of Agriculture and Engineering, Raleigh, N. C.; University of North Carolina, Chapel Hill, N. C.

North Dakota—North Dakota Agricultural College*, Fargo, N. D.; University of North Dakota*, Grand Forks, N. D. State Teachers College, Dickinson, N. D.

Ohio—Ohio University*, Athens, Ohio. Oklahoma—Oklahoma Agricultural & Mechanical College*, Stillwater, Okla.; Central State College*, Edmond, Okla.; Northeastern State College*, Tahlequah,

Navy Will Foot Tuition Costs For Off-Duty College Training

Personnel interested in taking courses at universities and colleges during off-duty hours with the Navy footing the bill (see ALL HANDS, p. 41, January 1948), may obtain funds for tuition costs in the following manner:

- Confer with your educational officer who will tell you the procedure necessary to get your CO's approval.

- Apply directly for admission at the educational institution you've chosen.

- After receiving your letter of admission from the institution, submit a request for approval of funds to your CO.

Your CO then will request the necessary fund allocation from the district commandant. The district commandant in turn sends to the educational institution the approved request for funds, with a copy to you. That's when you can start your studies.

A sample letter of request with the CO's endorsement along with pertinent procedures are outlined in BuPers Circ. Ltr. 224-48 (NDB, 30 Nov 1948).

Okl.; University of Oklahoma*, Norman, Okla.; East Central State College*, Ada, Okla.; Southwestern Institute of Technology, Weatherford, Okla.

Oregon—State System of Higher Education*, Eugene, Ore.

Pennsylvania — International Correspondence School, Scranton 9, Penn.; State College*, State College, Penn.

South Carolina—University of South Carolina*, Columbia, S. C.

South Dakota — University of South Dakota*, Vermillion, S. D.

Texas — Abilene Christian College, Inc.*, Abilene, Tex.; College of Arts and Industries, Kingsville, Tex.; East Texas State Teachers College, Commerce, Tex.; North Texas State Teachers College, Denton, Tex.; Sam Houston State Teachers College, Huntsville, Tex.; Southern Methodist, Dallas, Tex.; Southwestern Business University, Houston, Tex.; Stephen F. Austin State College, Nacogdoches, Tex.; Texas Technological College*, Lubbock, Tex.

Tennessee — George Peabody College for Teachers, Nashville 4, Tenn.

Utah — State Agricultural College*, Logan, Utah; University of Utah*, Salt Lake City, Utah.

Virginia—University of Virginia, Charlottesville, Va.

Washington—State College of Washington, Pullman, Wash.; University of Washington*, Seattle, Wash.; Western Washington College of Education, Bellingham, Wash.; Eastern Washington College of Education, Cheney, Wash.

Wisconsin—University of Wisconsin*, Madison, Wis.; Saint Albertus College (Dept. of Music), Racine, Wis.

Wyoming — University of Wyoming*, Laramie, Wyo.

District of Columbia—Home Study Institute*, Takoma Park, Washington, D. C.

Officers Asked to Submit Recent Photo to BuPers

Navy officers who have not furnished BuPers with a recent photograph of themselves are requested by BuPers Circ. Ltr. 239-48 (NDB, 15 Dec 1948) to do so at the earliest opportunity.

The letter emphasizes that the full name, grade, corps, and file number of the officer should be written or printed upon the back of his photograph. Also, the date when the picture was taken should be included.

Photographs should be approximately four inches wide and six inches high. No group pictures should be submitted, and photographs should not be mounted.

Navy NSLI Allotments Given Special Protection

Naval personnel who pay National Service Life Insurance premiums by allotments of pay will be protected by an "administrative allotment" to cover increased premiums for renewed term insurance when earlier term policies expire.

The administrative allotment procedure is authorized by a joint BuSanda—BuPers letter to all ships and stations, dated 1 Dec 1948 (NDB, 15 Dec 1948). It is intended to protect personnel whose term contracts are expiring and who might not have been informed in time to register new allotments to renew their insurance as authorized by Public Law 838, 80th Congress.

The Veterans Administration will furnish notices of expiration of term insurance to policyholders through the Field Branch, BuSanda, Cleveland, Ohio. Upon receipt of such notices, the field branch will stop existing allotments and will register and pay administrative allotments for the monthly renewal premiums specified by the VA notices. The notices of expiration of term insurance will then be forwarded to disbursing officers with instructions to adjust individual pay records and to deliver the notices to COs. The letter outlines steps to be initiated by COs regarding signing and distribution of renewal application forms.

When an allotment has been started under this procedure and the individual desires that it be stopped, Allotment Authorization (NavSanda Form 545) will be handled in routine manner. The effect of such allotment stoppage will occur when the documents reach Field Branch, BuSanda, Cleveland, Ohio.

VA forwarded a number of notices of expiration of term insurance directly to individuals before the present procedure was initiated. These have been acted upon in accordance with BuPers Circ. Ltr. 159-48 (NDB, 31 Aug 1948). Individuals whose notices reached them after the indicated date of expiration of their term insurance contracts are protected by the letter concerned here. Persons who pay term insurance premiums by direct remittance will receive notices of expiration and instructions for renewal direct from the VA office having jurisdiction over the insured's account.

The letter gives in considerable detail the action to be taken by COs and disbursing officers in connection with these administrative allotments. A forthcoming instruction memorandum for Volume V, BuSanda Manual, will set forth in complete detail the action to be taken by COs and disbursing officers.

Almar 61, dated 11 Oct 1948 outlines the procedure for handling renewals of term NSLI for Marine Corps personnel.

Term contracts which became effective after 7 Oct 1940 and before 1 Jan 1946 expire eight years after the effective date. For comprehensive information on National Service Life Insurance, see ALL HANDS, January 1949 (pp. 48-52).

HOW DID IT START



Striking Ship's Bell

Striking the ship's bell originated back in the days of the half-hour glass. It was the duty of the ship's boy to turn the glass at the end of every half hour. To show that he was doing his duty he would give the bell on the quarterdeck a lusty swing every time he turned the glass.

Later, ship quartermasters discovered that this was an excellent method for showing the passage of a watch and calling the next watch.

To make it simpler, they began having the bells tolled in increasing numbers as the watch progressed. One bell denoted the first half hour of a watch; at the beginning of the second half hour of the same watch there would be another bell and so on until eight bells had been sounded. At the beginning of every watch the bells would be tolled anew.

Here Are Correct Abbreviations of Navy, MarCor Ranks and Ratings

Here is a list of Navy and Marine Corps ranks and rates with their correct abbreviations.

A chart showing new Navy rates and ratings and their abbreviations was published in ALL HANDS, March 1948, pp. 50-58. A follow-up item appeared in ALL HANDS, August 1948, p. 53, giving changes in the rating structure and advancement qualifications which had been put into effect after the March information was compiled.

Navy rates and ratings given in this table are general service ratings only. Emergency service ratings are indicated in most cases by the same two letters as designate general service rates and ratings, with a third letter added to provide a finer distinction between specialties. Exclusive emergency service ratings, also omitted from this chart, are symbolized by three-letter abbreviations, the first two letters of which are ES in all cases.

Abbreviations for CPO rates consist merely in a capital C placed immediately after the two capital letters designating the general service ratings: ABC, for instance, to designate chief boatswain's mate. Abbreviations for PO rates other than chief consist of the number 1, 2, or 3 after the two letters of the general service rating: for example, AB1 to designate aviation boatswain's mate first class, QM2 to designate quartermaster second class, and YN3 to designate yeoman third class.

Enlisted Navy rates and ratings are arranged here with their abbreviations

in alphabetical order. No indication of seniority among them is intended.

Commissioned officer ranks (Navy)

Fleet admiral	FADM
Admiral	ADM
Vice admiral	VADM
Rear admiral	RADM
Commodore	COMO
Captain	CAPT
Commander	CDR
Lieutenant commander	LCDR
Lieutenant	LT
Lieutenant (junior grade)	LTJG
Ensign	ENS
Midshipman	MIDN
Aviation cadet	ACAD

Commissioned warrant officer ranks (Navy)

Chief boatswain	CHBOSN
Chief gunner	CHGUN
Chief torpedoman	CHTORP
Chief machinist	CHMACH
Chief electrician	CHELEC
Chief radio electrician	CHRELE
Chief carpenter	CHCARP
Chief ship's clerk	CHSCLK
Chief pay clerk	CHPCLK
Commissioned warrant officer,	
Hospital Corps	CWOHC
Chief aerographer	CHAERO
Chief photographer	CHPHOT

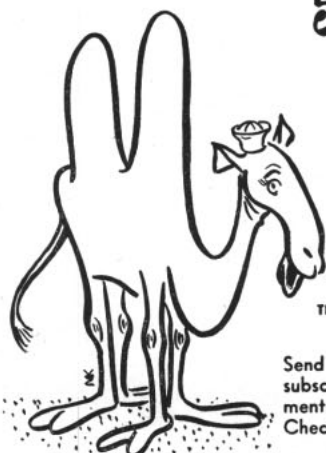
Warrant officer ranks (Navy)

Boatswain	BOSN
Gunner	GUN
Torpedoman	TORP
Machinist	MACH
Electrician	ELEC

Radio electrician	RELE
Carpenter	CARP
Ship's clerk	SCLK
Pay clerk	PCLK
Acting pay clerk	PACT
Warrant officer,	
Hospital Corps	WOHC
Aerographer	AERO
Photographer	PHOT

Enlisted ratings (Navy)

Aviation apprentice	AA
Aviation boatswain's mate	AB
Air controlman	AC
Aviation machinist's mate	AD
Aviation electrician's mate	AE
Aviation photographer's mate	AF
Aerographer's mate	AG
Aviation storekeeper	AK
Aviation electronicsman	AL
Aviation structural mechanic	AM
Airman	AN
Aviation ordnanceman	AO
Airman recruit	AR
Aviation electronics technician	AT
Boatswain's mate	BM
Boilerman	BT
Builder	BU
Driver	CD
Construction electrician's mate	CE
Mechanic	CM
Construction man	CN
Construction apprentice	CP
Construction recruit	CR
Commissaryman	CS
Communications technician	CT
Dental apprentice	DA
Damage controlman	DC
Disbursing clerk	DK
Draftsman	DM
Dentalman	DN
Dental recruit	DR
Dental technician	DT
Electrician's mate	EM
Engineman	EN
Electronics technician	ET
Fireman apprentice	FA
Fire controlman	FC
Fireman	FN
Pipe fitter	FP
Fireman recruit	FR
Fire control technician	FT
Gunner's mate	GM
Hospital apprentice	HA
Hospital corpsman	HM
Hospitalman	HN
Hospital recruit	HR
Interior communications	
electrician	IC
Instrumentman	IM
Journalist	JO



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Printer	PI
Patternmaker	PM
Personnel man	PN
Parachute rigger	PR
Quartermaster	QM
Radarman	RD
Radioman	RM
Seaman apprentice	SA
Steward	SD
Ship's serviceman	SH
Storekeeper	SK
Seaman	SN
Sonarman	SO
Seaman recruit	SR
Surveyor	SV
Steelworker	SW
Steward apprentice	TA
Tradesman	TD
Teleman	TE
Torpedoman	TM
Stewardsman	TN
Steward recruit	TR
Utilities man	UT
Yeoman	YN

Commissioned officer ranks (Marine Corps)

General	Gen
Lieutenant general	LtGen
Major general	MajGen
Brigadier general	BrigGen
Colonel	Col
Lieutenant colonel	LtCol
Major	Maj
Captain	Capt
First lieutenant	1st Lieut
Second lieutenant	2nd Lieut

Warrant officer ranks (Marine Corps)

Commissioned warrant officer	CWO
Warrant officer	WO

Enlisted ratings (Marine Corps)

Master sergeant	MSgt
Technical sergeant	TSgt
Staff sergeant	SSgt
Sergeant	Sgt
Corporal	Cpl
Private first class	Pfc
Private	Pvt

Navy Volunteers Replenish Depleted Blood Bank

More than 3,000 men of the U. S. Naval Training Center in San Diego, Calif., responded in a single day when a call went out for volunteers to replenish a depleted supply of blood in the community's blood bank. (See pp. 32-33.)

The blood was donated for use in transfusions.

Since the San Diego naval hospital is one of the major beneficiaries of the bank and the Navy is one of its sponsors, the commandant of the district asked the cooperation of local naval activities.

The Navy has followed up its in-

itial donations, with practically every recruit company and other groups responding unanimously. A regular schedule is followed and Navy buses transport donors from the station to the blood bank.

A letter from the blood bank's director to training station officials stated that "we now have, for the first time since the bank opened, a safe balance of blood."

Within 10 days, the bank had received calls for blood from 14 hospitals in the county, a demand which was supplied largely through donations from Navy personnel.

Two New Instructor Schools Opened to Provide Courses In Teaching Techniques

Two Instructors Schools, Class C-I, have been established to provide courses in instructor training for officers and enlisted personnel whose duty is primarily concerned with instructing or the administration of instruction.

The two new instructors' schools are located at U. S. Naval Training Center, San Diego, Calif., and U. S. Naval Receiving Station, Norfolk, Va. The officer-in-charge of each school is assisted by three civilian educators who instruct the various classes and evaluate the teaching techniques of the nine enlisted instructors.

Primarily, the schools provide four separate courses in the techniques of teaching:

- Basic course for officers and enlisted personnel ordered to instructor duty in enlisted service schools.

This course will be required for instructor duty in enlisted schools under the cognizance of BuPers. Candidates who do not successfully complete the course will not be ordered to instructor duty.

- A four-week special course for enlisted personnel of the NROTC. This course will be conducted twice yearly—in January and June.

- A two-week shipboard training course for selected officers and enlisted personnel of the forces afloat, convening the first and third Mondays of each month.

This course has a capacity of approximately 20 officers and 20 enlisted men per class. The course replaces the

formal shipboard training programs previously conducted in the 3rd and 12th Naval Districts.

Instructions for requesting quotas are given in BuPers Circ. Ltr. 231-48 (NDB, 15 Dec 1948), which contains all this information about the schools.

- A two-week instructor training course for selected officers and enlisted personnel of the Naval Reserve, convening the first and third Mondays of each month. Capacity of this course is 10 officers and 30 enlisted persons per class.

Further details in connection with the operation of these schools will be issued by separate correspondence as required. The forces afloat and the district commandants are urged to participate in the courses offered by these schools to the maximum extent possible, to improve training programs throughout the naval establishment.

73 Officers to Be Eligible By 31 March for LTJG Rank

Seventy line ensigns and three Supply Corps officers now are eligible or will be eligible by 31 Mar 1949 for promotion to the rank of lieutenant (junior grade) in the Navy or Naval Reserve.

Eligible officers are listed in an enclosure to BuPers Circ. Ltr. 220-48 (NDB, 30 Nov 1948), which includes instructions for such officers in accepting promotion. Those included in circular letter 220-48 are Reserve officers and USN (temporary) officers. They are in addition to the permanent officers listed in BuPers Circ. Ltr. 139-48 (NDB, 31 July 1948).

Procedures Listed for Putting Reserve Retirement Program into Effect

Procedures for implementation of the Reserve retirement plan, passed as a part of Public Law 810 by the 80th Congress last year, have been announced by the Navy.

The law makes Reserve members of the armed forces eligible for retired pay at the age of 60 if 20 years of satisfactory Federal service, active and inactive, have been completed and other requirements are met. To the secretaries of the three branches was left the task of prescribing appropriate standards for the retention and promotion of Reservists and to place individuals who fail to conform to these standards and qualifications in such status that they can no longer accrue retirement credits.

Both men and women Reservists are eligible for retirement benefits under the act.

Applicants must not be eligible for or receiving any other retired pay for military services.

To qualify, the last eight years of service must have been served in a Reserve component of one of the armed forces. If the candidate was a member of a Reserve component on or before 15 Aug 1945, he must have performed active Federal service dur-

ing a portion of the time of U. S. participation in one or both World Wars.

Prior to 29 June 1948, each year of Reserve service (not necessarily continuous) in any of the authorized Federal services is considered to be a year of "satisfactory" Federal service for the purpose of establishing eligibility to receive pay under the Act, whether or not the service included membership in an Organized Reserve unit or training duty.

On or after 29 June 1948, a Reservist must accrue a minimum of 50 points of credit in a year in order for that year of service to be considered a year of satisfactory Federal service for retirement purposes under the act. The "year" referred to here is the anniversary year commencing 29 June 1948, for all members of the Naval Reserve at that time, so long as they remain continuously in a Federal service status.

For persons who become members of the Naval Reserve or otherwise entered the Federal service after 29 June 1948, the year is an "anniversary year" ending on the day preceding the anniversary of the last entry or re-entry into current Federal service.

Points are earned by attendance at drills, completion of equivalent instruction or duty, satisfactory completion of correspondence courses, performance of appropriate duty, training duty or active duty, and by membership in the Naval Reserve.

Drills consist of training in duties pertaining to the Navy and are authorized for all organizations of the Naval Reserve which are determined by a district commandant or the Chief of Naval Air Reserve Training as being capable of conducting them.

Retirement points for correspondence courses will be accredited only upon successful completion of the course. However, points earned will be prorated by assignment and the point or points will be credited as of the date of completion of each assignment. Point credit is calculated on the basis of one point for each rated three hours of work.

The service record is the medium for determining an enlisted Reservist's eligibility for and equity in future retirement. Information pertaining to participation in active duty, training duty, drills and other activities creditable toward retirement are entered in the service record in chronological order.

A card record, to be maintained by the U. S. Naval Reserve Officer Performance Recording Unit at Fort Omaha, Nebr., will list officers' credits for retirement.

Reserve officers' records will be reviewed by this unit to ascertain the accumulated credits of individuals as of 29 June 1948. Records of those of age 60 and over will be reviewed first.

A total of approximately 300,000 records will be reviewed, a major task which will require many months to complete. For this reason, Reservists under 59 years old should not write to the Bureau of Naval Personnel in regard to their records.

Besides retirement, the act requires the secretaries to establish appropriate standards for retention in the Reserve components.

Determination for retention in the Naval Reserve of enlisted personnel will be made at the expiration of each enlistment. Enlisted personnel otherwise qualified for reenlistment may be reenlisted, but they will be placed on the inactive status list unless they

Navy Plays Major Role in Movie about Weather

The Navy has played a large part in the filming of a new commercial moving picture called *Slattery's Hurricane*. The original story was written by a Reserve lieutenant commander; naval planes, a naval band and other naval personnel and equipment were filmed, and naval technical assistance was employed during much of the shooting.

Cast of the movie includes Linda Darnell, Veronica Lake, Richard Widmark, George Montgomery, Garry Merrill and others who are well-known in the film industry. The story evolves around two fliers who were close friends during World War II. One of them—Richard Widmark as "Slattery"—has left the service to become a flying chauffeur for a rich candy manufacturer. The other—George Montgomery as "Hobson"—remains in the Navy as a "hurricane flier" engaged in weather reconnaissance.

Much of the actual shooting was

done at NAS Miami, Fla. Certain scenes were filmed at Sunset Island I, near Miami Beach, while some interior shots were made in Hollywood.

CAPT H. T. Orville, USN, head of the Naval Aerological Service, was designated as technical adviser to Twentieth Century-Fox. A naval band from Jacksonville, Fla., will appear in the movie, and preference was given to dependents of NAS Miami personnel in bit and extra parts. Three squadrons of Navy jet aircraft and planes of other types appear in an aerial parade, and jet planes parked near a hangar are shown in two scenes.

The role of naval aviation in locating and tracking hurricanes—a peacetime mission of great importance to the Gulf coast and east coast public—is dramatized by the picture. Release date of the film is expected to be in late spring or early summer of 1949.

come within the age for pay grade requirements which have been set forth. If the individual has met all requirements for retirement under the law, except attaining the age of 60, he may be reenlisted in appropriate status regardless of age or physical condition.

Standards for retention of officer personnel in the Naval Reserve will be established upon completion of an analysis of the present Reserve officer structure. Pending completion of this study by a special board convened for the purpose, all officers will be considered qualified for retention unless individually disqualified for specific reasons.

Another provision of the act requires the secretaries to set up standards for promotion of personnel in the Naval Reserve and other Reserve components.

Promotion of enlisted Reservists is established in the BuPers Manual. Among the qualifying factors are active and training duty in current pay grade, drills attended, and the successful completion of training courses and professional examinations.

Officers will be promoted as a result of selection board action, except for the step from ensign to lieutenant (junior grade). Reserve officers will become eligible for consideration by a selection board and promotion when their contemporaries in the Regular Navy become eligible and if selected, they will receive the same date of rank. The number to be promoted and selected will be governed by existing requirements.

Navy, Air Force Operate Joint Air-Info Board

The Navy and Air Force jointly will operate a central documentary service for the collection, publication and distribution of air-technical information.

A working arrangement between the Navy's Bureau of Aeronautics and the Air Force's Air Materiel Command resulted in setting up the new Central Air Documents office at Wright-Patterson Air Force Base, Dayton, Ohio. Quick dissemination of the latest air-technical information, including guided missile technical information, to all government organizations concerned is the mission of the new office.

WHAT'S IN A NAME



Fiddler's Green

Imagine doing duty at a place where there's no reveille, lots to eat all day long, plenty of shore duty, and everything is free.

There is such a place, restricted to sailors only.

Called Fiddler's Green, this ethereal paradise is the sailor's traditional conception of heaven. Fiddler's Green is believed to be the only heaven claimed by an occupational group as its own.

You never wait in line at this gay place, where everything is strictly non-regulation. Here the main pastime is dancing with lovely ladies and singing all day long.

Every good seaman hopes to go to this happy land when he dies.

Voluntary Contributions Sought To Build Inter-Faith Chapel

Voluntary contributions by civilians and military personnel alike are being sought for construction of an inter-faith memorial chapel at the U. S. Coast Guard Academy at New London, Conn.

In announcing the nation-wide appeal for funds, the national honorary committee heading the campaign indicated its triple service—to memorialize the men who gave their lives in performance of Coast Guard duties during peace and war, to give inspiration by example to Coast Guard Cadets, and to provide a fitting place of religious worship.

Authorization for construction of the chapel was granted by Congress in 1947. It also permits receipt of private contributions. Contributions may be sent to the Treasurer, U. S. Coast Guard Memorial Chapel Fund, U. S. Coast Guard Headquarters, Washington 25, D. C.

Navy Accepting Limited Number of 18-Year-Olds For One-Year Hitches

The Navy is accepting a limited number of 18-year-olds for one-year enlistments.

After completion of one year's active duty the 18-year-old enlistees, designated U. S. Navy Enlisted Volunteers (USNEVs), must serve in the Naval Reserve for a period of six years.

Men enlisted in this category are subject to the same standards of discipline, discharge and promotions and will be given the same duty assignments, with few exceptions, as are Regular Navy enlistees. They will receive the same recruit training as all USN personnel. A proportion, equal to the same proportion of Regular enlistees, will be sent to service schools for basic training and the ground work leading to promotion to third class petty officer.

Following their recruit and possibly school training, USNEVs will be assigned to general duty in the fleets for the remainder of their enlistment with the same proportion being assigned to aviation and submarine duties as are Regular Navy recruits.

If billets in the Organized Naval Reserve or NROTC program are open to the USNEVs upon completion of their period of active duty, it will be their duty to transfer to such units and serve in the organization for a period of four years.

USNEVs will not be assigned to duty in naval districts or bases outside the continental United States, but may be assigned to ships going to or operating in foreign waters.

MarCor's Bigger Bazookas To Have More Punch, Range

The Marine Corps is acquiring larger bazookas or portable rocket launchers to increase the antitank defenses of assault units and to provide greater support fire for front line troops.

The new weapon is a 3.5-inch bazooka with approximately the fire power of a 75 mm. gun. It has more punch and longer range than the wartime 2.36-inch rocket launcher, and will completely replace it eventually. The bazooka is effective against tanks, machine gun and mortar nests, and pill boxes.

Message Emphasizes Responsibilities of Officers Toward Young EMs

Responsibilities of officers in indoctrination and administration of young enlisted personnel was emphasized in a personal message from CinCLant to Atlantic Fleet officers.

Pointing out the majority of enlisted men in the Fleet today are under the age of 25, the message noted that a substantial number of men between the ages of 18 and 19 have been added under the new Selective Service Act. Because the majority of these young men will return to school or the business world after a period of training, the Navy considers it of the utmost importance they should be so treated and trained that whether they stay in or return to civilian life they will continue to think of the Navy with pleasure and pride.

The directive stated it is neither practicable nor desirable to separate one-year-men from other men in the Navy. Most of them enlisted in the Navy because they desired to go to sea, and therefore will be assimilated in the organizations of ships and continental shore stations. It also stated that all officers are expected to insure that the Navy provides these men a healthy, moral, intellectual and social

environment in which they will be proud to serve. This does not mean they should be given special privileges or coddled. They will be expected to perform their duty in the same manner as other men.

CinCLant outlined 12 specific points to which all officers should give special attention in their relations with young enlisted personnel. They are:

- **Morale**—High morale is the result of chain reaction. If officers are cheerful, alert and efficient in the performance of their duties, then petty officers working under them will reflect the same attitude towards their duties. Petty officers in turn influence the men and the result is a "happy ship" in which morale is high.

- **Indoctrination**—New men coming to the Fleet must be indoctrinated in the routine of their ship. Provision should be made for them to become acquainted with the ship by a tour. They should be told of the type and mission of their ship and how it fits into the operation of the Fleet. It is important that they should realize that working is part of their training and indoctrination. Encourage them when they do well and when mistakes are

made correct them without unnecessary harshness.

- **Leadership**—Men should be encouraged to be leaders. Tell them how they have a chance to become commissioned officers, and that men who show qualities of leadership will be advanced more rapidly.

- **Instruction**—Particularly for the new recruits who have not had an opportunity to complete a course at a Navy school, provision should be made for in-service training and instruction.

- **Training for Citizenship**—While enlisted men of the Navy have given up some of their civil rights in becoming part of a military organization they should regard their military training as part of their training for citizenship. Every man who leaves the Navy for a civilian career should be a better citizen. With this in mind, commanding officers should provide for an efficient news service to enlisted men of their command and wherever possible provide instruction in the principles of our government and our way of life.

- **Behavior**—Officers should advise new men that it is not necessary to be rough and tough, to use profane language or to get drunk periodically in order to be a good sailor. The fact that he is in the Navy gives him no license to behave worse than he would as a civilian. Men should be encouraged to behave as gentlemen.

- **Religion**—In the Navy no man is compelled to attend church services, but commanding officers should insure that provision is made for Sunday services and the chaplain should be encouraged in his religious work.

- **Morals**—In many respects the commanding officer and the officers over the young enlisted men take the place of their parents. If officers set an example of temperance and encourage the leading of a good moral life then the recruit will profit from their example. Officers should encourage their men to write to their parents and to friends at home and to participate in the social functions offered by the USO and other good civilian organizations ashore. Many fine social contacts can be made by attending a neighborhood church.

- **Discipline**—Discipline in the Navy, while stricter than in civilian life, is only one step removed from the discipline which must be self im-

Navy Transports 200 Cattle in Pacific

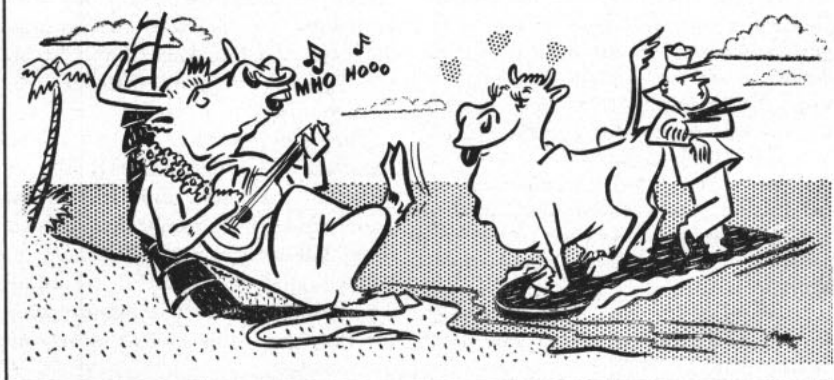
The Navy's in the cattle transporting business.

Two hundred head of young Angus and Hereford cattle are being transported to various Pacific islands of the trust territory for inter-breeding with the native Brahman cattle. The "heifer honeymoon voyage"—complete with 25 tons of alfalfa—is being made on board the Navy cargo ship USS *Chicot* (AK 170).

Chicot underwent extensive over-

haul in Pearl Harbor with special planking and stalls constructed to handle the cattle. The vessel was to operate between Guam and the various trust islands.

The voyage is part of the Navy's program to assist Pacific island natives in becoming self-sufficient. The cattle have been on the Hawaiian island of Maui before being shipped to Guam. On her return trip, *Chicot* was to carry native products.



posed in civilian life in order to attain success. The reason for discipline should be explained to the men. Drills and many undesirable chores should be explained as training for the split second obedience which is necessary in action. Emphasis should be placed upon keeping the men out of trouble, finding trouble while it is still not serious, and leading the men away from it.

- **Advice**—New men should feel free to go to their officers at any time when they need advice or desire consultation. In this manner men come to feel closer to their officers and to feel that their officers have an interest in them.

- **Health**—Every man should be advised to seek the advice of the doctor for any illness or injury. Medical officers attached to ships should provide instruction in personal hygiene and first aid.

- **Recreation**—In order to discourage idleness, a planned recreation program should be provided. Recreation is not the main purpose of the Navy, but adequate recreation is one of the main factors in promoting high morale.

Naval officers have an unlimited opportunity to train and mold future citizens of the United States and future officers and enlisted personnel, Admiral W. H. P. Blandy, USN, CincLant, noted in the directive. He announced that every officer in the Atlantic Fleet must regard the welfare of the enlisted personnel who serve with him as his own individual responsibility.

First Civilians Are Selected As Regular Wave Officers

The first 29 women ensigns to be selected from civilian status for the Regular Navy are attending a five months' indoctrination course at the General Line School, Newport, R.I.

The new ensigns were picked by a selection board for commissions in the line (general duty). All are graduates of accredited colleges or universities. Upon completion of the indoctrination course the women officers will be assigned to military billets in naval shore establishments and at selected overseas bases.

Classes at the women officers' indoctrination unit, which familiarizes the new officers with the organization of the Navy, will be convened each June and January.

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 19

1. (b) Mediterranean.
2. (c) Franklin D. Roosevelt. The FDR relieved USS Kearsarge in the Mediterranean.
3. (a) Alaska. For the first time in 20 years a comprehensive photo-mapping survey has been made.
4. (a) P2V.
5. (a) Neptune.
6. (b) Baker. Used when rearming or refueling.
7. (c) Queen. Used when a ship is in quarantine.

Norfolk Personnel Operate Amateur Radio Station

Navy personnel assigned to the Fleet Airborne Electronics Training Unit, Norfolk, Va., have set up and obtained a license for their own amateur radio station.

Designated station W4NPT by the Federal Communications Commission, the station has a powerful transmitter. Contact has been established with amateur radio stations in Australia, Europe, South America, England and Africa. Over 25 nations have been in voice contact with the new station.

The station was established by the FAETULant Amateur Radio Club, which has a roster of 16 "ham" operators and new applications are being made daily. M. L. Miller, RMC, USN, is president of the organization. The aim of the organization is "to create good fellowship within the club, to stimulate interest in amateur radio, and to foster strict adherence to the rules and regulations of the Federal Communications Commission."

Amateur stations as far distant as Australia have repeatedly reported the signal put out by W4NPT as being extremely strong and one of the outstanding signals on the air.

A contact made with an amateur station in Louisville, Ky., enabled a Navy chaplain to have a talk with an ex-commander and former shipmate who operated the Louisville station. The two officers had spent over three years together in the same Japanese prison camp.

Messages from points as distant and varied as Guam and Palestine have been received by the sailor station and relayed to surprised recipients.

The station will be available for communication service during emergencies.

Fire Control Technician School Candidates Will Be Selected By Examination on 15 Feb 1949

An examination for selecting candidates for training at the Fire Control Technician, Class B School, Anacostia, D.C., will be conducted on 15 Feb 1949.

Provided they will have two years obligated service upon graduation from the course the following persons are eligible to compete:

- Chief fire controlmen and fire controlmen first class who have served a minimum of four years.

- Fire controlmen second and third class who have served a minimum of three years and graduated from Naval School, Fire Controlman, Class B, within a 30-month period prior to the date of the examination.

- Personnel rated fire control technicians third class after completion of the regular 33-week course of instruction and who subsequently have been promoted to second class while serving in the Fleet. They must, however, have served a minimum of one year at sea and must have three years obligated service on the date of entry into the school.

Personnel who previously failed the examination may again attempt to qualify, provided six months have elapsed since they were examined.

BuPers Circ. Ltr. 229-48 (NDB, 15 Dec 1948) states that requests for assignment to the school should be submitted to the Chief of Naval Personnel (Attn: Pers 421) through the chain of command.

Newly Commissioned Nurses Begin First Tours of Duty

Thirty newly commissioned ensigns in the Navy Nurse Corps entered their first tour of duty at three naval hospitals. They are the latest additions to the Navy Nurse Corps commissioned from among qualified civilian nurses.

The nurses underwent six weeks of indoctrination in naval hospitals at Bethesda, Md., Great Lakes, Ill., and Philadelphia, Pa. The indoctrination course is part of a continuous program for newly commissioned Regular and Reserve nurses. The nurses will remain on duty at the three hospitals for the next year.

New Schedule to Be Used To Assemble the Crews For New-Construction Ships

A new schedule of dates and percentages to be used in assembling crews for new-construction vessels has been set up by BuPers. Submarines are excepted.

Nucleus crews of key enlisted personnel comprising approximately 20 per cent of the total allowance, will report to the Supervisor of Shipbuilding at the building yard or to a re-

ceiving station in the immediate vicinity of the building yard 10 weeks before the commissioning date.

The balance of the crews, except combat information center teams and antisubmarine warfare teams, will be assembled at the receiving station nearest the building yard approximately four weeks prior to the commissioning date. Members of CIC teams and ASW teams will be ordered to appropriate schools for training and for further transfer to the receiving station nearest the building

yard, to report two weeks before the commissioning date.

There will be no change in assembly plans for new construction details ordered prior to 15 Nov 1948, states BuPers Circ. Letr. 218-48 (NDB, 15 Nov 1948), which outlines the new schedule.

Prospective COs and department heads will arrive at the building yard six to eight weeks prior to the commissioning date, the letter continues. Prospective executive officers, department assistants and division officers will report to the receiving station nearest the building yard approximately four weeks prior to the commissioning date.

COs of receiving stations and supervisors of shipyards are authorized by the letter to issue intermittent travel orders, upon request of the prospective CO of the ship, to enlisted personnel of new-construction details.

Detailing of POs for new-construction vessels will be in accordance with fleet percentages. Where there are shortages of POs, non-rated personnel will be substituted to provide enough men to fill the allowance.

Commander Air Force, Atlantic, and Commander Fleet Air, West Coast will train and supply the aviation enlisted groups for new-construction vessels.

Although it is not stated in the circular letter, BuPers may vary the schedule slightly to meet special cases such as experimental ships which may take longer to build. The letter does not apply to reactivated ships.

Duty in ATAs in U. S. Now Classified as Sea Duty

Duty on board auxiliary ocean tugs (ATAs) under the military control of shore commands within the U. S. proper became classified as sea duty for rotation purposes and in determining eligibility for shore duty, effective 1 Jan 1949.

In announcing the change, BuPers Circ. Letr. 227-48 (NDB, 30 Nov 1948) cautioned that enlisted personnel serving on a normal tour of shore duty as defined by current instructions should not be ordered to duty in ATA ships in commission. It also pointed out that enlisted personnel who have served two years duty, either sea or shore, under the jurisdiction of shore commands will continue to be reported to the Chief of Naval Personnel as has been previously directed.

Navy to Build Giant, Long Range Blimp

The Navy's biggest non-rigid blimp is on the designing tables.

Designated as a new type "N," the 324-foot craft will be nearly twice the size of World War II anti-submarine patrol blimps and is capable of long range patrols over open ocean areas.

The new airship's envelope will be 324 feet long, 71 feet wide, and 92 feet high at the tallest point. It will have two 18-foot reversible, controllable-pitch propellers connected to two 800-horsepower engines through a system of transmission shafts. Gearing design is such that one engine can turn one or both propellers.

The engines will be housed in an 87-foot car under the blimp accessible for maintenance and repair in flight. The double-deck car will contain the controls and facilities for the crew.

Normal crew on the proposed craft will be approximately 14 officers and men. Away from engines and controls on the lower deck are to be living quarters for a relief crew. Slated for installation is a galley and mess, complete with electric range and refrigerator.

Among the radical changes from normal blimp design is a proposed retractable tricycle landing gear. Controls will be so rigged that they may be handled by one or both pilots.

A new development in construction of the envelope promises the best strength-to-weight ratio ever used in lighter-than-air craft. The envelope is scheduled to be built of rayon fabric, coated with neoprene synthetic rubber. The new design calls for 825,000 cubic feet helium capacity.

Coincident with announcement of plans for construction of the new blimp is the Navy's desire for requests for LTA flight training. An allowance of 20 officers—both qualified heavier-than-air pilots and non-aviators—has been set for the class convening 17 Jan 1949 at NAS Lakehurst, N.J.

A call for LTA flight training has been issued for commissioned officers in the ranks of ensign and lieutenant (junior grade) to request the instruction. Selected HTA officer pilots can expect a normal rotation between LTA and HTA duties after completing the LTA course.



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. 77—Announces Presidential approval of the line selection recommendations for temporary promotion to rear admiral.

No. 78—Gives advance change to Security Manual.

No. 79—Announces Presidential approval of the line selection recommendations for promotion to captain.

No. 80—Greetings from the Commander in Chief, Harry S. Truman, to the armed forces, for the Christmas holidays.

No. 81—Greetings from the Chief of Naval Operations, Louis E. Denfeld, to the Navy and Marine Corps, for the Christmas holidays.

BuPers Circular Letters

No. 219—Lists commands authorized to approve allowances for quarters and subsistence of enlisted personnel.

No. 220—Gives additional information concerning officers eligible for promotion to the rank of lieutenant (junior grade). (See p. 49.)

No. 221—Announces the convening date for the All-Navy wrestling championship in 1949.

No. 222—Presents instructions for the administration of Army personnel performing duty with the Navy.

No. 223—Requests applications from chiefs and first class petty officers who desire duty as instructors. (See p. 49.)

No. 224—Authorizes naval districts to expend special funds on naval personnel who desire to attend accredited colleges, universities, and junior colleges on off duty time. (See p. 46.)

No. 225—Gives BuPers policy on length of tours of duty for naval personnel at overseas bases.

No. 226—Standardizes method of administration of discipline involving confinement and prisoners-at-large.

Navy Rescues Air Force Crew from Fais Island

The crew of a Navy amphibian, flying on a rescue mission from Saipan, heard a strange-as-it-may-seem story of the first order when they picked up uninjured crash victims at Fais island in the Marianas.

The Air Force personnel who told the tale were unwilling invaders of Fais as a result of a series of misfortunes. To begin with, they had taken off from Guam in a B-29 to search for another B-29 that had been missing for some time. Trouble began when the searching *Superfort's* electrical equipment failed, knocking out the interphone and most of the plane's navigational aids. Then something happened to the sextant, making it useless too.

Becoming lost, the pilot flew the plane for 20 hours before deciding to ditch it. He landed in shallow water just off the beach of Fais without injury to any of the crew.

Citizens of the island gave the airmen a warm welcome. The B-29 crew members elected their pilot as king to give him sufficient prestige

to talk with the island ruler, and an international conference of rare amiability was underway.

Although this happened late in 1948, the islanders thought that World War II was still in progress and wanted to know whether Japan had yet subjugated the U. S. The American "king" gave the island king the correct information without delay.

Distress signals from the B-29's emergency hand-operated radio transmitter were relayed to Saipan, and on the day following the "ditching" a Navy *Mariner* landed in the protected waters near the island. The castaways were rowed out to the plane in native canoes, furnished with a hot meal and flown back to Saipan.

Now the king of Fais is probably the only man in the world who personally owns a B-29 *Superfort*. The task of salvaging the plane and returning it to civilization for repair was considered too expensive to be practicable.

No. 227—Changes status of ocean going tugs to sea duty for purposes of rotation. (See p. 54.)

No. 228—Requests commands to initiate ceremonies for personnel transferring to Fleet Reserve or the Retired List.

No. 229—Announces the procedure for selecting candidates for fire control technician training. (See p. 53.)

No. 230—Redesignates the names of two Navy refrigeration schools.

No. 231—Establishes two schools for training of officers and enlisted men as instructors at San Diego, Calif. and Norfolk, Va. (See p. 49.)

No. 232—Announces January 1949 as scheduled date for initial distribution of Personnel Accounting Card (NavPers 500) and Personnel Diary (NavPers 501).

No. 233—Sets May 1949 as date for holding examination for promotion to ranks of lieutenant (junior grade) and lieutenant.

No. 234—Presents another in a list of persons eligible for the Combat Distinguishing Device.

No. 235—Outlines policy and purpose of Navy Relief Society.

No. 236—Requests applications from officers desiring changeover

from heavier than air to lighter than air duty and vice versa.

No. 237—Presents modification of Navy's policy regarding the writing of correspondence to selective service boards.

No. 238—Gives information concerning effective date of BuPers Manual, 1948 (NavPers 15,791).

No. 239—Requests officers who have not recently sent photographs to BuPers to do so at earliest practicable date. (See p. 47.)

No. 240—Gives information concerning personnel allowance for fiscal year 1948.

No. 241—Requests applications from personnel desiring shore duty with Atlantic Reserve Fleet or Pacific Reserve Fleet.

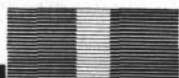
No. 242—Reminds naval personnel of the importance of keeping physically fit.

No. 243—Desires applications from qualified officers for training in naval administration at Monterey, Calif.

No. 244—Requests nomination of qualified enlisted women for appointment as officers in Regular Navy, line and Medical Service Corps.

No. 245—Gives information concerning officer retirement.

DECORATIONS & CITATIONS



NAVY CROSS

Gold star in lieu of third award:

★ **FERGUSON, George E., LT, USNR**, Coos Bay, Ore.: As pilot of a dive bomber plane in BomRon 6, attached to USS *Hancock*, in action against Japanese forces at Yokosuka Naval Base, Japan, 18 July 1945. Given the lead of his and other attacking groups of dive-bombers and fighters after taking off from his base on a mission against major units of the Japanese fleet, including a battleship, many destroyers and other warships, LT Ferguson skillfully led the flight through anti-aircraft fire both from enemy warships in the harbor and many batteries on shore in a successful attack which later settled to the bottom.

Gold star in lieu of second award:

★ **CHASE, Gordon P., CDR, USN**, Washington, D.C.: As flight leader in BomRon 6, attached to USS *Hancock*, in action against enemy Japanese forces in Kure Harbor, Japan, 24 July 1945. Leading a dive-bombing attack against major units of the enemy fleet including aircraft carriers, battleships, cruisers and destroyers, CDR Chase selected a hostile battleship as his target and, fighting his plane in the face of anti-aircraft fire from enemy warships and shore batteries, scored a direct bomb hit which contributed materially to the infliction of extensive damage on the hostile vessel, which later settled to the bottom of the harbor.

★ **CRAWFORD, James T., LCDR, USN**, Newport, R.I.: As pilot of a dive-bomber plane in Air Group 83, based on board USS *Essex*, in action against major units of the Japanese fleet anchored in Kure Harbor, Japan, 18 July 1945. Flying as squadron leader of a flight of dive-bombers, LCDR Crawford directed a coordinated bombing attack on the Japanese battleship, *Nagato*. Braving anti-

aircraft fire from both ship and shore batteries, he maneuvered his plane for maximum striking power and scored a direct bomb hit, severely damaging the hostile warship.

★ **JOHNSON, William H., LT, USN**, San Diego, Calif.: As battery officer attached to USS *Heron* in action against enemy Japanese forces in the Philippine Islands area 31 Dec. 1941. Remaining at his station when an overwhelming number of Japanese aircraft of various types suddenly attacked with bombs and torpedoes, LT Johnson fought his guns gallantly during the 70-hour running battle. Although himself seriously wounded by the enemy's fire which damaged the ship and caused extensive casualties, he ordered the personnel of his battery to take cover while bombs were falling and contributed not only to the survival of *Heron* but to the infliction of substantial losses to the enemy.

★ **MALONEY, John T. LT, USNR**, Vancouver, Wash.: As pilot of a dive-bomber plane in BomRon 6, attached to USS *Hancock*, in action against enemy Japanese forces in Kure Harbor, Japan, 24 July 1945. During an attack on major units of the Japanese fleet, including battleships, aircraft carriers and cruisers, LT Maloney piloted his aircraft through anti-aircraft fire both from enemy warships in the harbor and many gun emplacements on the shore to score a direct bomb hit on the aircraft carrier assigned him as a target.

★ **SMITH, Harold J., LTJG, USNR**, Verden, Okla.: As pilot of a dive-bomber plane in BomRon 6, attached to USS *Hancock*, in action against Japanese forces in Kure Harbor, Japan, 24 July 1945. During an attack on major units of the Japanese fleet, including battleships, aircraft carriers and cruisers, LTJG Smith piloted his aircraft through anti-aircraft fire from both the enemy warships in the harbor and many gun emplacements on the shore to score a direct bomb hit on the battleship assigned him as a target.

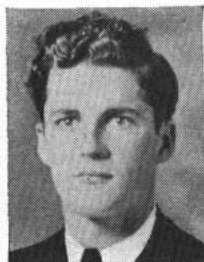
★ **WHITFORD, Paul H., LTJG, USNR**, Cumberland, Md.: As pilot of dive-bomber plane in BomRon 6, attached to USS *Hancock*, in action against Japanese forces in Kure Harbor, Japan, 24 July 1945. During an attack on major units of the Japanese fleet, including battleships, aircraft carriers and cruisers, LTJG Whitford piloted his aircraft through anti-aircraft fire from both the enemy warships in the harbor and many gun emplacements on the shore to score a direct bomb hit on the aircraft carrier assigned him as a target.

First award:

★ **BRADLEY, John H., PHM2, USNR**, Appleton, Wis.: As a hospital corpsman attached to a marine rifle platoon, Bradley participated in action against the Japanese on Iwo Jima, Volcano Islands, 21 Feb. 1945. While his company was attacking an enemy zone at the base of Mt. Suribachi, he saw a marine fall wounded under an intense barrage of enemy mortars and a heavy crossfire from machine guns. Rushing to the wounded man's side, he examined his wounds and decided that the administration of plasma was necessary to save the man's life. Signalling his would-be assistants to remain under cover, he shielded the man as much as possible with his own body and, tying a plasma unit on a rifle planted upright in the sand, proceeded to administer the plasma. After bandaging the man's wounds, he pulled the man 30 yards through heavy enemy fire to a position of safety.

★ **BUTEL, Joseph Louis, ENS, USNR**, Paola, Kans.: As pilot of a fighter plane in BomRon 6, attached to USS *Hancock*, during action against enemy Japanese forces at Kure Harbor, Japan 25 July 1945. Undaunted by weather conditions that closed in the target, ENS Butel plunged through a small opening in the clouds and, in the face of anti-aircraft fire, carried out an attack against major units of the Japanese fleet, scoring a direct hit to leave a hostile battleship on fire and smoking.

★ **JARVIS, Benjamin C., LCDR, USN**, Portsmouth, N.H.: As CO of USS *Baya* during her fourth war patrol in enemy controlled waters of the Southwest Pacific area from 20 Apr to 18 May 1945. When attacked by escort vessels during a night attack upon a closely guarded enemy convoy, LCDR Jarvis displayed leadership, initiative and cool judgment in preventing the possible destruction of his submarine although operating in shallow water against a numerically superior enemy force. Undeterred by this encounter, he later destroyed an entire convoy of three Japanese vessels.



ENS Butel



CDR Chase



LCDR Kincaid



LTJG Leake

★ **KINCAID, Robert A., LCDR, USN,** Jacksonville, Fla.: As leader of a group of fighter bomber planes in BomRon 83, attached to USS *Essex* in action against major units of the Japanese fleet at Yokosuka in Tokyo Bay, 19 July 1945. Participating in a bombing attack on an enemy battleship, LCDR Kincaid maneuvered his plane for maximum striking power and, pressing home his attack in the face of anti-aircraft fire, succeeded in scoring a direct bomb hit which contributed materially to the damage inflicted on the hostile vessel.

★ **LEAKE, Thomas M., LTJG, USNR,** Pittsburgh, Pa.: As pilot of a dive-bomber plane in BomRon 6, attached to USS *Hancock*, in action against Japanese forces in Kure Harbor, Japan, 24 July 1945. During an attack on major units of the Japanese fleet, including battleships, aircraft carriers and cruisers, LTJG Leake piloted his aircraft through anti-aircraft fire from both the enemy warships in the harbor and many gun emplacements on the shore to score a direct bomb hit on the aircraft carrier assigned him as a target.

★ **MOORE, Robert D., LTJG, USNR,** Minneapolis, Minn.: As pilot of a dive-bomber plane in BomRon 6, attached to USS *Hancock*, in action against Japanese forces in Kure Harbor, Japan, 24 July 1945. During an attack on major units of the Japanese fleet, including battleships, aircraft carriers and cruisers LTJG Moore piloted his aircraft through anti-aircraft fire from both the enemy warships in the harbor and many gun emplacements on the shore to score a direct bomb hit on the battleship assigned him as a target.

★ **ODENBRETT, Harvey G., LT, USNR,** Milwaukee, Wis.: As pilot of a fighter plane in BomRon 6, attached to USS *Intrepid*, in action against Japanese forces during the first carrier strikes against Truk, 16 Feb 1944. Flying wingman in a two-plane fighter section, LT Odenbrett and his section leader initiated a strafing attack against a Japanese cruiser outside the reef and, when his companion was shot down during the action, circled the downed pilot and dropped him a life raft. As the hostile cruiser turned toward the pilot in the water, he made five strafing runs on the ship to divert its fire toward himself, and although wounded, succeeded in destroying a seaplane on the fantail



LT Odenbrett



LT Sanders

and enabled his section leader to reach the safety of the reef.

★ **PORTER, William W., ENS, USNR,** St. Louis Park, Minn.: As pilot of fighter bomber plane in BomRon 83, attached to USS *Essex*, in action against major units of the Japanese fleet at Yokosuka in Tokyo Bay, 18 July 1945. Participating in a bombing attack on an enemy battleship, ENS Porter maneuvered his plane from maximum striking power and, pressing home his attack in the face of anti-aircraft fire, succeeded in scoring a direct bomb hit which contributed materially to the damage inflicted on the hostile vessel.

★ **REIDY, Thomas H., LCDR, USNR,** Highland Park, Ill.: As pilot of a fighter

plane of Air Group 83, based on board USS *Essex*, in action against major units of the Japanese fleet anchored in Kure Harbor, Japan, 24 July 1945. Flying as squadron leader of the fighter plane escort of the group of planes launched for the strike, LCDR Reidy selected as his target the Japanese heavy cruiser *Tone* and pressing home an attack in the face of anti-aircraft fire, scored a direct hit and seriously crippled the hostile warship.

★ **SANDERS, Jr., William H., CDR, USN,** San Diego, Calif.: As CO of USS *Aaron Ward* in action against Japanese forces off Okinawa, 3 May 1945. With his radar picket station the target for a coordinated attack by approximately 25 Japanese suicide planes, CDR Sanders fought his ship against the attackers and, although several bomb-laden planes crashed on board, directed his vessel in destroying five kamikazes, heavily damaging four others and routing the remainder. Determined to save his ship despite severe damage and the complete loss of power during this action, he then rallied his men and renewed the fight against raging fires, exploding ammunition and the flooding of all engineering spaces until, after a nightlong battle to keep the ship afloat, he succeeded in bringing her into port.

★ **SCHACHT, Kenneth G., CDR, USN,** Burlington, Wash.: As first lieutenant of

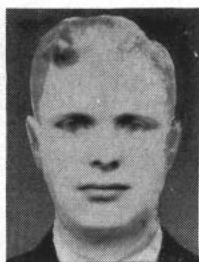
USS *Perch*, during that vessel's second war patrol against enemy Japanese forces in the vicinity of the Java Sea, 2 Feb to 2 Mar 1942. During a 33-hour period of enemy countermeasures, handicapped by fatigue, tropical heat, humidity and foul air, CDR Schacht fought courageously to repair damages to his ship until further effort was rendered useless and the decision was made to abandon ship. With his ship under close range enemy fire, he stayed behind with the assistance of only one other man to sink the vessel. Proceeding aft to the engineroom to open the main ballast tank emergency vents, he then made a dash for the conning tower and, arriving at the hatch after its edge was beneath the surface, was the last to leave the ship, fighting his way through a wall of water. By his cool action and bold initiative, he contributed materially to the saving of many lives and to the successful sinking of *Perch*, thereby depriving the enemy of vital secrets.

★ **TATRO, Jr., Wilfred B., LCDR, USNR,** Fall River, Mass.: As captain of a torpedo boat in action against Japanese forces during the rescue of a Navy fighter pilot shot down in Wasile Bay, Halmahera Island. On the afternoon of 16 Sept. 1944, after attempts at rescue by airplane had been turned back by hostile anti-aircraft fire, LCDR Tatro requested permission to take part in a rescue by surface craft. Although the PTs were twice driven back by intense fire from numerous coastal defense guns lining an 11-mile strait at the entrance of the passage, he finally succeeded in guiding his boat through the narrow approaches to the bay, braving concentrations of Japanese fire for two and one-half hours until the stranded airman was rescued.

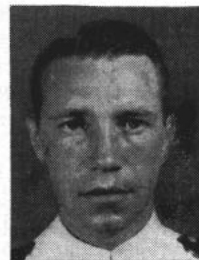
★ **WASHBURN, Arthur T., CAPT, USN,** Glenview, Ill.: As CO of USS *Lunga Point* in action against Japanese forces at Okinawa on 2 Apr 1945. Quick to act when at least six enemy suicide fighters, executed a well-coordinated attack against his ship, CAPT Washburn maneuvered *Lunga Point* at high speed to bring maximum fire to bear on all attackers, enabling his gun crews to assist in the destruction of three planes. By his ship handling, cool courage in the face of seemingly certain hits, he was primarily responsible for the failure of the enemy to inflict damage to his ship, and contributed materially to the safety of accompanying vessels.



LT Maloney



LTJG Moore



LCDR Reidy



LTJG Smith



LTJG Whitford

BOOKS:

FACTS AND FABLES THIS MONTH'S FARE

ONCE again new books have been chosen, purchased and sent on their way to ship and station libraries. Among them as always there is the heavy and the light, fact and fiction, famous authors and newcomers—something for every taste.

• *High Towers*, by Thomas B. Costain; Doubleday and Company, Inc.

Here is a fine new historical novel by the author of *The Black Rose*, *The Moneyman*, *For My Great Folly* and *Ride With Me*. In this novel, as in his others, Mr. Costain has centered his story around an outstanding real-life figure neglected in historical records. Here it is Charles LeMoyne, eldest of 10 brothers, head of a vast fur-trading enterprise in Montreal near the turn of the 17th century. Around him and two of his brothers—actual historical figures—is woven a host of fictional characters as real and alive as your division PO or the girl back home. Among these are Félicité and the carpenter Philippe, whose tender love story is closely knit into the life at the LeMoyne chateau.

The teeming characters move against two vivid backgrounds—Montreal, a busy, thriving, lusty and religious city with its fur traders, priests, soldiers, adventurers and imperious officials; and rough and raw New Orleans during the reckless days of colonization. Beneath all the color

and motion there often lies an undercurrent of subtle humor:

"The old man stopped his angry shuffling. He stood stock-still and regarded her with sudden alarm in his beady eyes. 'I knew it! I'm being watched. My movements are spied on. I can't trust my own flesh and blood any more.' His voice died to a whisper. 'It's all clear now. They want to be rid of me. Well, I won't wait for it to happen.'

"Cecile flounced back to the fire. 'Are you going to hang yourself again, Father?' she demanded."

★ ★ ★
• *Wicked Water*, by MacKinlay Kantor; Random House, Inc.

To western cattle barons in 1899 the encroaching homesteaders were like stinging flies. But there was no law against them. Even the rustlers among them were seldom brought to justice. There seemed to be only one way to pry loose those already on the land and to discourage others from settling: scare them off.

Wicked Water is the story of the bloody descent of the notorious killer, Buster Crow, on the homesteaders of Pearl County. It is the story, too, of Mattie who loved Bus Crow in spite of herself and who bowed to justice in spite of her love. Against a background of driving action, it's the story of the dark rebellion in a killer's mind.

It's another unforgettable tale from America's old west, told by a master storyteller.

★ ★ ★
• *The Set of the Sails*, by Alan Villiers; Charles Scribner's Sons.

The sea called to the young Australian, Alan Villiers, early in his life. At the age of 15 he was already a sailing-ship apprentice. It was the start of a robust career in British ships, Scandinavian ships, Finnish ships, in whalers and in Arab dhows—all sailing vessels.

There was almost every hardship the sea can offer, but there were adventure and excitement, good times to match the bad, and rewards enough to make a man call it a good life. All these things spring to life in this book, along with the philosophy that the sea instills. In reading the matter-of-fact accounts of hardships, privation and death, one finds it difficult to be-

lieve that all the events described in the book occurred within the last 30 years.

Anyone whose blood stirs at the thought of high seas, rope yarn, canvas and tall ships will find the book fascinating and the 32 full-page photographs priceless. Mr. Villiers is the author of *The Cruise of the Conrad*, *Grain Race* and *Sons of Sinbad*.

★ ★ ★
• *Hitler and His Admirals*, by Anthony Martienssen; E. P. Dutton and Company, Inc.

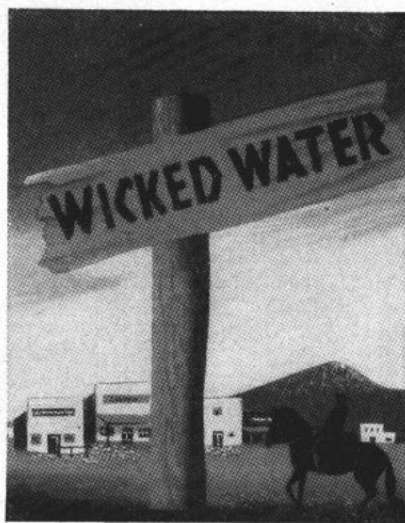
Linking actual orders and reports from German naval archives found at Schloss Tambach into a continuous picture, this book tells of Nazi politics and personalities. It opens with Raedar and his development of the German navy, progresses through the use of that compact but powerful weapon in the early offensive warfare and follows the operations and campaigns that took place as the fleet's tactics changed from the offensive to the defensive.

It is not a hindsight chronicle, but a carefully documented volume of history from original, authentic sources. It is a "must" for today's student of militarism and strategy. It contains photographs and maps.

★ ★ ★
• *Cheaper by the Dozen*, by Frank B. Gilbreth Jr. and Ernestine Gilbreth Carey; Thomas Y. Crowell Company.

This is a first-person (or a first-12-person) book that is difficult to classify. It's a life-with-Father book with an unusual twist, yet Mother plays an important part, and so do the remaining 10 children (aside from the two narrators) and the family dog. Visiting sheiks add to the turmoil, as do the tribal Pierce-Arrow and Nantucket "natives" who considered the Gilbreth home a tourist attraction.

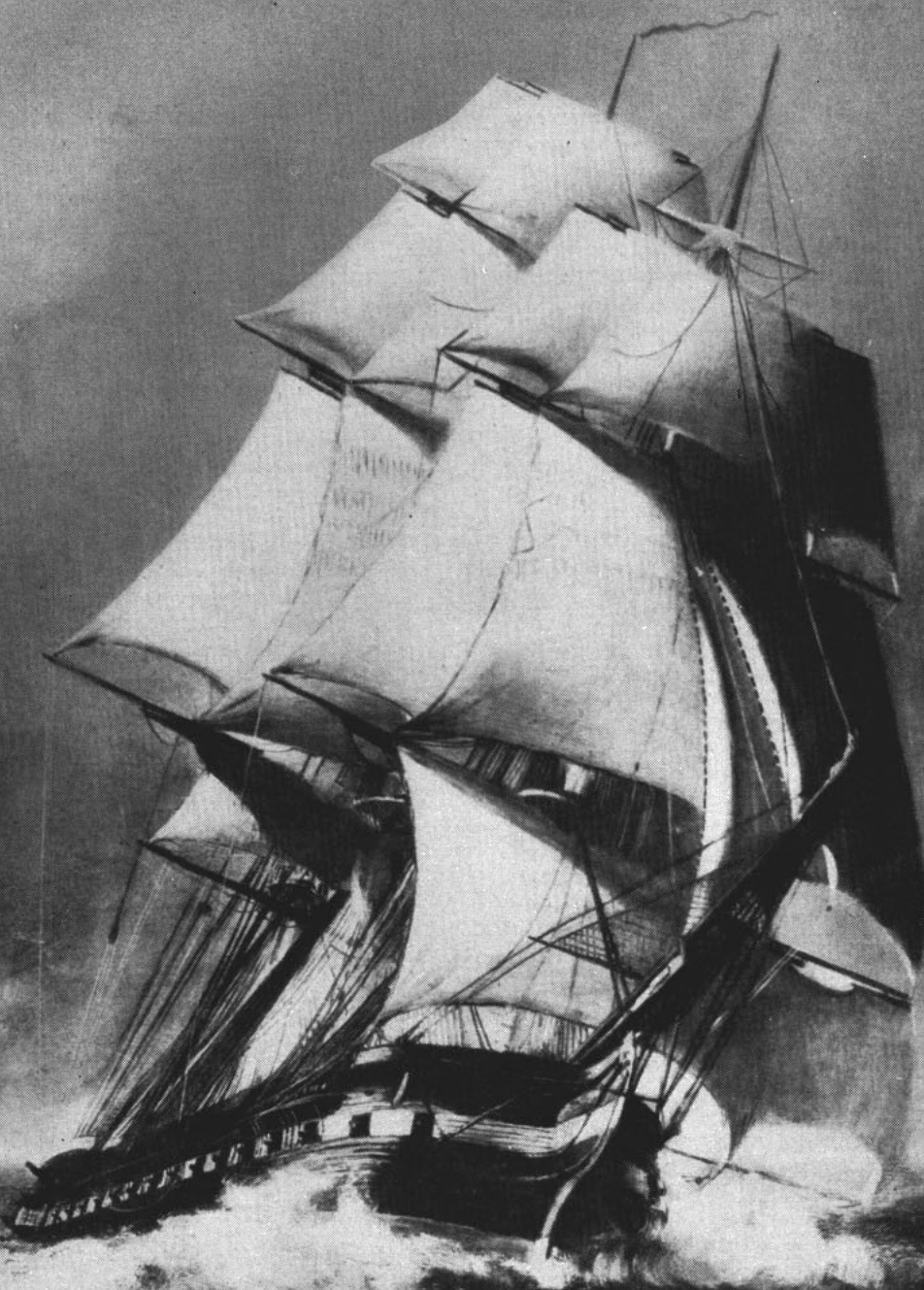
Still, it's a life-with-Father book, with this Father an efficiency expert. When he brings his mass-production methods home to the family, the results are convulsing in their hilarity. Regimentation can be extremely funny, and regimentation was the byword in all things from tonsillectomies to bathroom duties. Still, many readers will find other passages the most amusing ones—passages not concerned primarily with efficiency and regimentation. One of them is the encounter of a birth-control lady with the family, and another is the "trial by fire" of a motorcycle-riding sheik who is treed while doubling as a peeking Tom. Most readers, if not all, will consider the book about as funny as an account of family life can get.



BRUTAL and bloody, *Wicked Water* is a new MacKinlay Kantor western about a notorious professional killer.

ALL HANDS BOOK SUPPLEMENT

DOUBLE BROADSIDE



'MIND THE WEATHER ROLL—FIRE!'

From John W. Gould's *Private Journal*, published in New York in 1839 for private circulation, comes this absorbing tale of one of the most famous battles of the War of 1812 as told in the colorful sea language of the times.

DOUBLE BROADSIDE

One of the most noteworthy of battles during the War of 1812 was the capture of two British ships almost simultaneously by USS Constitution, more popularly known as "Old Ironsides."

Captain John Stewart won the praise of later naval strategists for winning an action which might easily have been reversed. Between the two of them, Cyane and Levant carried 55 guns with a broadside weight of 754 pounds, as compared to Constitution's broadside weight of 644 pounds from 52 guns.

The action opened in the waning hours of evening, with Cyane about 250 yards off the port quarter to windward and Levant at the same distance off the port bow.

For 15 minutes every gun on the three vessels that could be brought to bear kept up a hot and steady fire. The sun set and the moon came out to provide enough light for visibility.

Constitution's clever maneuvering—which included backing down at one time, not an easily accomplished battle feat with sails—won the day. By the time both British ships were captured, Cyane had suffered 12 killed and 26 wounded out of a crew of 185 men and Levant's casualties were 23 killed and 16 wounded out of 138.

Constitution had six killed on her decks and nine wounded. By one o'clock, having cleared the decks of casualties and wreckage, she was ready to fight again.

The following story, told in 1833 in the words of Jack Dennison, an unidentified crew member of USS Falmouth at that time, represents the personal view. point of an enlisted man who had served on board Constitution during the engagement in 1815.

John W. Gould, a crewmate of Dennison's on board Falmouth, encourages Dennison to begin his tale of Constitution's fight as he remembers it after 18 years. Gould later set it down in his collection of writings entitled John W. Gould's Private Journal, which after Gould's death was printed for private circulation.

"SAY, Jack Dennison," I addressed an old weather-beaten tar as broad as he was long and so heavily sparred that he looked for all the world like a line-o'-battle cut down: "Now's your turn; come, answer to your muster, and relieve the wheel. The boatswain has spun us a yarn as long as the fore-to'-bowline, spliced onto the jib-downhaul, so try your hand at the bellouts. Tip us a real, regular-built bloody one—none of your seven-water grog. Give it to us hand-over-fist, right off the reel and be alive about it, so that Bob won't be obliged to pipe 'All hands open top-lights, ahoy,' before you get it half reeled."

"Who made you Commodore, and be damned to you, you long-splice of a land-lubber?" says Jack, as he hauled up his courses, and cleared decks for action. "I can spin yarns, without asking any odds of you, you bone-polisher, so clap a stopper on the running part of that long tongue of yours, or I'll get the bos'n to seize you up in the weather-rigging and heave a dozen into you to make you clew up your jawing-tacks."

"Jack," says I, discreetly rolling out of striking

distance, "your chat is like a reefer's orders—big words on a weak stomach. Come, bear a hand and pay out the slack, and, mind you don't choke us. Small-helm, my boy, keep her full-and-by, if she'll go it."

"You are a pretty fellow," says Jack, "to talk about small-helm. I don't believe you ever spoke the truth but once in your life, and that was when you said you did like duff-and-molasses, and didn't like a flogging."

"Avast Jack," says I, "I'll haul-off, and repair damages."

So Jack stowed away the old-soger in the North-East corner of his tarpaulin, took a fresh bite of pursuer's-plug, and tying an over-haul-knot with his fists, athwart his bread-bag, and mooring himself snugly, he began his yarn, as he did every thing, butt-end-foremost:

* * *

"Sail, ho!" sung out the lookout on the fore-topsail-yard of the frigate Constitution, Commodore Stewart, about four bells in the forenoon watch of the twentieth of February, 1815, Madeira bearing South-East by East, distant two hundred miles.

"Whereaway?" hailed the officer of the deck.

"Right-ahead, Sir," replied the look-out.

"Gentlemen-of-the-watch!" hailed the lieutenant, "report to the Commodore, Sir, a strange sail right-ahead."

The middy made his report and came up again with orders to make all sail in chase.

"Ah!" thought we, as we set stu'n'-sails alow and aloft, though the breeze was rather too stiff for them, "now for some fun."

Old Ironsides took the hint, and gathering way, we were off in no time at all, South-and-by-East, at ten knots.

The lookout hailed again in five minutes, "Another sail, right ahead, Sir; close aboard the first one."

This was reported to the Commodore, and he repeated the order to pull a heel after them, and after them we went at a great rate, right before the wind which was so strong that the stu'n'-sail-booms bent like nothing, but the old man did not care for that.

After we had been spanking along about an hour, the officer of the deck hailed:

"Fore-topsail yard, there! What do you make them out to be?"

"Men-o'-war, sir, going large, stu'n'-sails set," says the lookout.

This report, "two men-o'-war ahead," spread through the ship in less than no time, and all the idlers, watch-below, and everybody came on deck to have a squint at them. The Commodore took a devil of a shot at them, through his long spy-glass, to make out where they hailed from. They were so far ahead that we couldn't make out anything, so we watched old Stewart, to see what he thought.

He stood on the starboard-cathead, squinting and squinting till we thought he never would knock off. After a long spell at it, he shut up the glass and went along aft, talking to himself as if he was working up his dead reckoning, and came to at the horse block all in a bight. All of a sudden he brightened up, went down into the cabin, and was on deck again in no time at all, in full uniform.

"There," says we, "the old man has got his fighting traps rigged, swabs and all. Now, then, look out for hard knocks and prize money."

The officers took the hint, and in ten minutes all hands of them were in fighting togs, and things began to look a little man-o'-war fashion.

Well, we cracked on her ring-tail, sky-scraper, jibbe-jib and the devil knows what not, and went spanking off at twelve knots. The fellows ahead did their prettiest, too, so that it was three bells in the first dog watch before we got near enough to make out much.

We could then see, very plainly, that one of them was a cravatte and t'other a sloop of war, and they looked like Johnny Bull's craft. The old man ordered a bow chaser to be fired, just to make them look at us, for they were a long way out of shot. When he had waked them so, he sent up the old gridiron at the fore-skysail-masthead, so that they could see it plain. They answered a minute after, each a gun, and sent up British colors!

"Now, boys," says we, "for a brush." But Johnny Bull did not think so, pulling heel all the harder. But we gained on him, and 'twas very plain we should overhaul him. So the word was passed:

"Fore-and-aft, both sides, and amidships, all hands! turn to and clean yourselves, white frocks and trowsers, to muster."

2

Well, we cleared up decks, and got every thing in fighting trim—arm-chest on deck, cutlass racks at the capstan and forrard, put on the gratings, rove preventer sheets and braces, slung the yards in chains, lashed the topsails, sanded down decks, and got every thing ready in regular-built style. When we were within about four miles of the Englishmen, we trained one of our bow chasers on them and let drive, just by way of opening the conversation—as my sweet-heart used to say. That did not do much, but Johnny Bull, as if he had just thought what we wanted of him, began to shorten sail as if he was coming to for us.

We were glad enough to see that motion and began to think he might be a clever fellow after all, and so

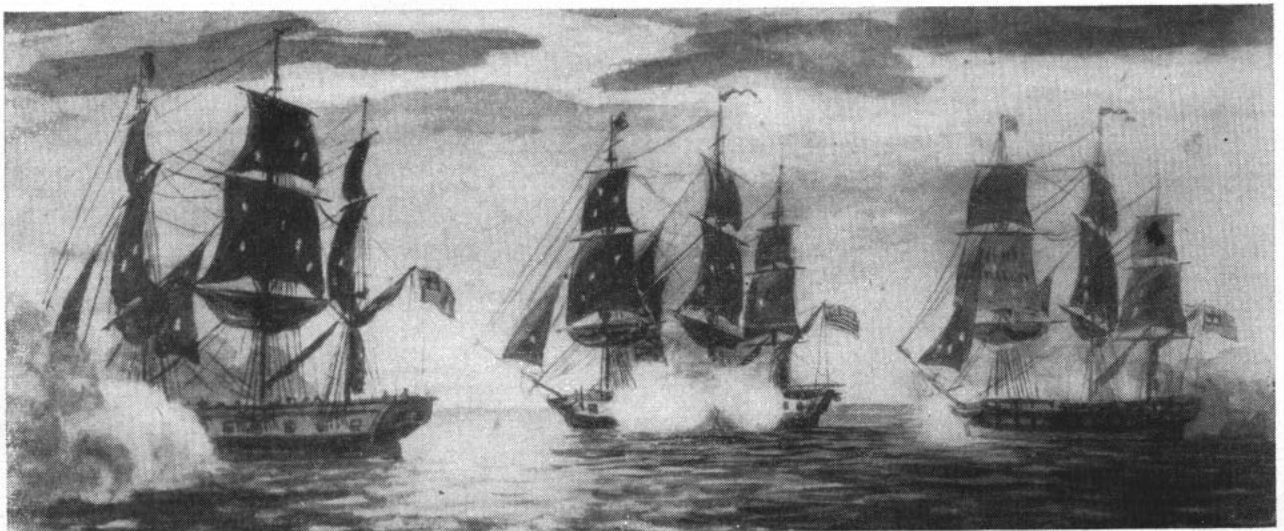
shortened sail ourselves. But Johnny Bull was playing us a trick, for when we got under fighting canvass and had lost some headway, he threw his men aloft and his sails being only stopped-up, and not half stowed, he was under all sail again in a minute. But old Stewart saw what they were at, and they found that Yankees could lose sail too, upon a pinch, for we were under all sail almost as soon as they were, and after them we went.

The cravatte (we afterwards found she was *Cyane*, and t'other *Levant*, and I'll call them so 'cause it's shorter) began to blaze away at us with her stern chasers. But we told her nothing, for firing bow chasers deadens a ship's way and we determined to put off that part of the business till we got them alongside. So we went on, gaining on the mat every plunge, when all of a sudden they began to shorten sail again.

We began to take in sail too, for stu'n'-sails are no things to go into action with, keeping an eye on them for fear they would trick us again. And, sure enough, so it was. When we had got under topsails, topgallan'-sails and courses, they both came up into the wind, gave us each a broadside and then made all sail to get away.

That did not please us much, and we swore some pretty tough ones at them and gave chase. This time we gained on them the same as before, and coming nearer and nearer, they saw they could not get away and then they shortened sail. Like true English bulldogs, they got ready for whatever we chose to give them—and to do their best to be Scotch prizes to us, after all.

We shortened sail, stowing every thing snug, for we saw they meant to fight it out this time, and then sent up ensigns at the fore, main, and mizzen, at the peak and on the bowsprit, so that if some were shot away, we should have something to fight under still. But Commodore Stewart, knowing the spunk of us fellows, gave particular orders not to nail them to the mast. He knew, as any one with brains would, that that way of doing business was all folly. It was, he knew, an impossibility for Johnny Bull to beat us in fair fighting, yard arm to yard arm, but then some



SAILING between British ships, *Cyane* and *Levant*, was maneuver by which *Old Ironsides* scored her double victory.

DOUBLE BROADSIDE (CONT.)

accident might happen and we should be in a bight if the signal halvyards would not render.

The order was obeyed by all except Pat Flanagan, an Irish fore-topman, who was aloft to set the ensign at the fore. He took up some nails and a marlinspike for a hammer, and nailed the ensign to the flagpole in three places.

"There," says Pat, as he came down into the foretop, "I'll be damned if that flag shall be struck, unless the mast goes by the board."

Then the drums beat to quarters and as soon as they had done, the saucy Englishmen repeated the call with a full band and rolled off with "Rule Britannia," and both luffing suddenly in the last strain, the music was drowned with the thunder of two broadsides fired all together, plump at us.

Then came the orders for bringing ship to action. Both batteries were cast loose, tompions out, aprons off, and loaded with each a round shot, a stand of grape and cannister.

"Man both batteries!" sung out the first-luff, and they were manned.

"Depress your guns for a close fire. Wait for the word of command. Silence, fore-and-aft!"

He stopped, and we hardly breathed. Our decks were as still as death. As I was only about eighteen years old and had never been in action, I began to feel a little streaked. I was stationed at one of the quarter-deck guns and of course could see every thing. Standing still alongside my gun, I had nothing to think of

but the question whether the flat-fish wouldn't be dubbing their ugly noses into my carcass, at the bottom of the sea, before long. I can tell you, I felt a little queer as the shot from the Englishmen flew around us; I didn't like standing still to be shot at.

3

Right ahead, about a mile off, were *Cyane* and *Levant*, under easy sail. *Levant* was a little ahead of *Cyane*, and as it was bright moonlight we could see everything as plain as day, and they blazed away at us with stern chasers and quarterdeck guns all the time but we took no notice of it.

"Wait for the word of command," says the first-luff again, "not a shot must be thrown away."

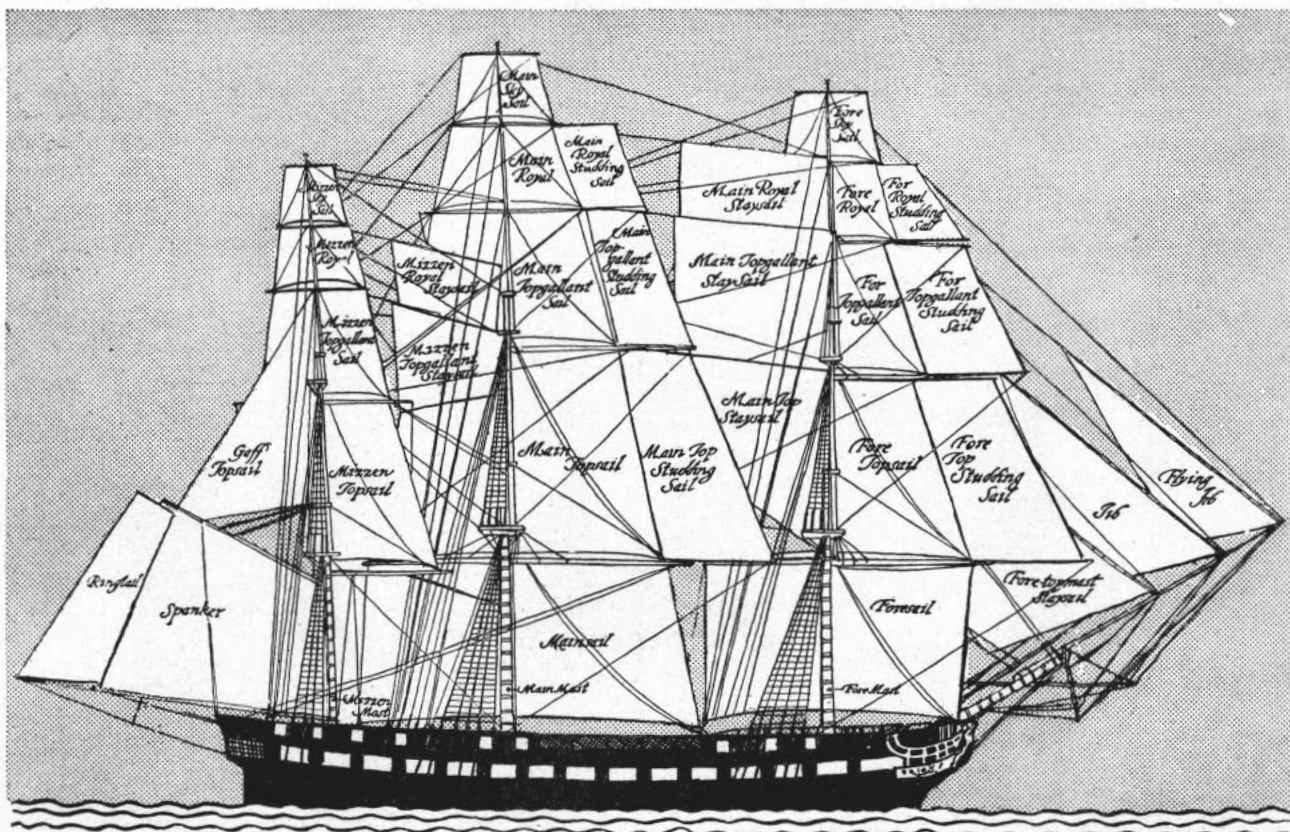
As we neared them, their fire grew hotter and hotter, till, when we were on *Cyane's* larboard quarter, the sea was all in a blaze.

"Port!" hailed the first-luff in a voice so loud that we heard it plain in spite of the Englishmen's broadsides. Their game was to keep both on our larboard side so that we should be obliged to divide our larboard battery between them, but Commodore Stewart knew better than that.

We passed the starboard side of *Cyane* and luffed up between her and *Levant*. They luffed too so that we should not rake them, and then the first lieutenant hailed again.

"Mind the weather roll—fire!"

Every gun aboard was fired the minute the word passed his lips, the larboard battery into *Cyane* and the starboard into the *Levant*. Since the kick of one battery met the kick of the other, the ship didn't heel



SAIL PLAN of U. S. Frigate *Constitution* shows maze of rigging which added so much to the jargon of the sea.

an inch, but trembled like a leaf from the kelson to the trucks. I never shall forget how I felt then: the noise of our batteries was enough to split a man's head open, but the most awful sound to me was the crashing our shot made aboard the Englishmen. It was as if every mast had gone by the board.

They gave us as good as we sent and tried to rake us, but they found we could fight both batteries and work ship too. So at it we went, hammer and tongs, and shot and splinters flew well, fore and aft.

I was first loader of my gun, and since it was in the larboard battery, my mark was *Cyane*. After we had been at it a little while, a round shot took the man next me in the head and dashed his blood and brains all over me, but all my skittishness was gone after the first broadside and I did not mind this trifle at all.

The next minute, as I had finished loading her and was stepping back, my left arm dropped numb by my side. I felt of it but there was no skin broken nor so much as the sleeve of my frock singed, but still I could not lift it; and I 'spose 'twas the wind of a shot passing close to it.

The lieutenant of my division, seeing something was foul, told me to go below to the doctor.

"If I do, I'm damned," says I, touching my hat so that he needn't call it insolence, but I took my station at the train tackle, for I could haul in and run out the gun with one hand as well as a dozen. The man I relieved took my post as loader, and a minute after a round shot cut him in two. There was my luck.

Well, after awhile the enemy's fire began to slack a little, which made us work away all the harder, and pretty soon *Cyane* hauled down her ensign, (guess 'twasn't nailed to the mast!) but *Levant* made sail to get away. Old Ironsides fell off from the wind to bring her larboard broadside to bear on her, and gave it to her so solidly that she, too, hauled down her flag.

We gave them three cheers and then, boats being lowered, the Commodore sent a lieutenant and a prize crew aboard each of them to take possession of them and receive their surrender.

Well, we bore away toward Madeira, sailing along easy, repairing damages. When that was done, we spliced the main brace and if grog ever tasted well, it did then.

About six bells in the first watch, the lieutenant in charge of *Cyane* hailed to say that he wanted the carpenter and his gang, for the ship was sinking.

Commodore Stewart answered the hail himself: "Tack ship, Sir, and crowd all sail."

4

This was just the thing. She had fought her starboard battery and that was the side cut up with our shot. Tacking and crowding all sail threw it clear out of water, so that the carpenter had a fair chance at it and old Nipton no chance at all. In an hour, the lieutenant made report that every thing was snug again.

We made Madeira in a couple of days, and came to an anchor in Porto Prava and began to refit, and manned *Cyane* and *Levant* as well as we could and still have men enough for old Ironsides. In a week we were ready for sea and were lying quietly at

anchor, when, one foggy morning, a small craft arrived and reported an English fleet outside, coming in. We knew, well enough, that the English would not care a straw for the Spanish neutrality, so we cut our cables and since the English prisoners would be in the way in a fight, we sent them all ashore and then stood out. There was an old Spanish battery ashore which commanded the whole bay, and as soon as we had landed the prisoners, the damned rascals ran to that battery, manned it and opened upon us in fine style. That didn't please old Stewart over well and he swore some pretty tough ones, that if he got clear of the English fleet outside, he would come back and blow those fellows into the air.

Now, the harbor of Porto Prava has a small but high island at its mouth, so that there are two channels of entrance; and, as the fog was very thick, the English fleet came in at one, as we walked out at the other. But they soon found their mistake and came out again, before we could get any kind of start and gave chase. They were five sail—two 74-gun sail of the line, one razee and two 50-gun frigates.

We could not stand all that. They carried too many guns for us, and we crowded all sail to get away. We soon found that if our prizes could keep up with us, we couldn't run the English fleet either; so we had to shorten sail to allow them to keep in company, and going so, Johnny Bull gained on us. Now, the Commodore showed them a Yankee trick. He ordered *Cyane* and *Levant* to carry on every thing they could show, then coolly dropped astern of them, and backed his main topsail to make the Englishmen think he intended to fight the whole bunch of them so that they would shorten sail, and *Cyane* and *Levant* could get away. Then he would brace up again and walk right away from them, for he knew that none of their ships could begin to sail with *Constitution*.

That was a pretty saucy trick, I'm thinking—one frigate heave-to, for two 74s, a razee, and two frigates as big as herself! whew—w! But after all, this trick didn't do much good, for the English followed on, crowding all sail. The Commodore braced up again and then hove out a signal to *Levant*, which was falling astern of *Cyane* every minute, to tack ship and stand back for Porto Prava to take shelter under Spanish neutrality, while we and *Cyane* went on. She tacked accordingly, and the English admiral detached two frigates, (*Newcastle* and *Acasta*, 44 guns) to give her chase while he and the rest of the squadron bore down after us.

Now, Commodore Stewart knew well enough that if *Newcastle* and *Acasta* kept on after *Levant*, they would probably catch her. So he shortened sail again, backed his maintopsail and fired a gun to windward, hoping that the English admiral would then recall his frigates to take *Constitution* so *Levant* would escape, but here he was mistaken. The admiral knew that his 74s and razee were enough to take us, so he let *Acasta* and *Newcastle* go on while he crowded on after us.

When we came into New York in April, *Cyane* was at anchor off the Battery. *Levant* took refuge in Porto Prava and the English broke the Spanish neutrality, as we knew they would, and managed, with two 50-gun frigates, to take a sloop-of-war of 22 guns with only thirty men to man her.

TAFFRAIL TALK

PEOPLE who write letters to ALL HANDS must be all of the same mind, for their letters often read similarly. It's a temptation to get our research department to tabulate some of the stock phrases which appear, because we're confident there would be some surprising statistics in their report.

Above all others, there is one opening line which is definitely a favorite, and we always know what to expect upon opening a



letter which begins: "Dear Editor, Having been a plank owner of USS . . ."

The man invariably follows with questions on (1) how many ribbons the ship earned, (2) its present location, and sometimes (3) who the present skipper is.

One man surprised us, though. His letter read, "Having been a plank owner of the USS . . . and realizing that the ship is now decommissioned, I would like to know where I can get my plank."

★ ★ ★

Many years ago a young Filipino boy watched sailors come to his home town on liberty and wished he could join the Navy. Here's his story:

"Just before World War II broke out, my best buddies serving on board USS *Augusta* (CA 31) used to spend their week-end



liberties in my aunt's hotel in Pasasanjan, Laguna, Philippines, about 70 miles from Manila.

"I was but a young kid those days and was a waiter in the hotel. Some week-ends a big bunch of the *Augusta's* crew would come to our town to see the famous water falls located in the heart of a nearby jungle. To see the falls they had to hire canoes paddled by experienced Filipino boatmen."

A close friendship grew up with the boy, who escorted the sailors on their liberty jaunts. "I was just like a mascot to them but I liked it because they were all friendly to me.

"After the war broke out and up to the present time I haven't heard from any of the crewmen. . . . I know they will be very happy if they found out that I am now in the U.S. Navy and already a naturalized citizen of the United States." The writer is Barry Abella, YN3, USN, attached to USS *Topeka* (CL 67).

The All Hands Staff

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 if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

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Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

• **AT RIGHT:** Under the broom of J. Rowland, SA, USN, from Beaumont, Texas, the top of a gun mount on board USS *Albany* (CA 123) gets a clean sweepdown. The cruiser was among ships of the Sixth Task Fleet. ➡

**CLEAN
SWEEPDOWN**



A black and white photograph of three sailors in uniform, wearing white caps, looking forward with optimism. They are positioned on a ship's deck, with a large, curved structure, possibly a gun barrel, in the foreground. The sailor on the right is pointing towards the horizon. The background is a clear sky.

*LOOK TO THE
FUTURE...*

★ EDUCATION

★ SECURITY

SHIP OVER WITH YOUR SHIPMATES