

ALL HANDS

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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPER-0



This magazine is intended for 10 readers. All should see it as soon as possible.

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AUGUST 1948

SETTING
THE
WATCH



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AUGUST 1948

Navpers-O

NUMBER 378

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• FRONT COVER: Celebrating the fact that the Waves are part of the regular Navy, Ruth Hanninen, YN1, of Ishpeming, Mich., and Joseph T. Greskevitch, PN1, of Pittsburgh, Pa., toast the permanent Waves with a soft drink at ship's service. Photo by Joseph W. Randle, AFI.

• AT LEFT: The Navy's newest cruiser, the 14,700-ton Worcester, is commissioned at the Philadelphia Naval Shipyard. At the order "Boatswain, set the watch," the cruiser's boatswains pipe the first watch on duty immediately after the ship is placed in commission.

CREDITS: All photographs published in ALL HANDS are official U. S. Navy photographs unless otherwise designated: p. 17, Oakland (Calif.) Post-Enquirer; p. 20, top, U. S. Marine Corps.



Superspeed Research in Science

OUTSTANDING contributions by the Navy to scientific research, analysis and practical application again have been demonstrated with public disclosure of several new developments in scientific recording instruments either invented or improved by Navy scientists.

Advances in permanently photographing natural phenomena—such as the lifetime of a spark—have resulted from a series of ingenious precision time-measuring instruments and devices used in what the Navy calls “synchronized micro-time photography.” Using these instruments, a new field of scientific analysis is opened.

Heretofore, science has been unable to observe, and accurately record, rapidly changing phenomena (as an explosion of an electric fuze). The new technique will be used in this study which is invaluable to research, test and development of ballistics, armament and ordnance.

Heading the list of new inventions is an electric camera with the fastest shutter known to science—a shutter

so rapid it can almost “stop” a beam of light. It was invented by Dr. A. M. Zarem, a scientist at the Naval Ordnance Test Station, Inyokern, Calif., where the huge Michelson laboratory, the most complete scientific research facility of its type in the world, has been dedicated and named in honor of the late Dr. Albert A. Michelson, noted American physicist, Nobel prize winner and former naval officer.

A light ray, traveling at 186,000 miles a second moves only 10 feet during the time of one exposure of the Zarem camera. It will take pictures about 25,000 times faster than the fastest commercial motion picture camera—at the rate of 100,000,000 frames per second.

A jet fighter traveling at 600 miles per hour moves two and one-half inches in one-five-thousandth of a second. The new camera could take 20,000 pictures of it during that interval. If the film later were run through an ordinary movie projector it would take nearly an hour to view it.

The instrument consists basically of two light-polarizing lenses somewhat

like anti-glare glasses and a high voltage electrical circuit. These lenses are crystal clear but can be set so light will not pass through them. However, when two electrodes immersed in a glass tube filled with nitrobenzene are set between the lenses and a high voltage charge is sent through the circuit, light can pass through only as long as the current is on.

The operator is able to govern the length of the time exposure by controlling the duration of the electrical current. Being controlled electrically instead of mechanically, the interval can be reduced to one hundredth of a millionth of a second.

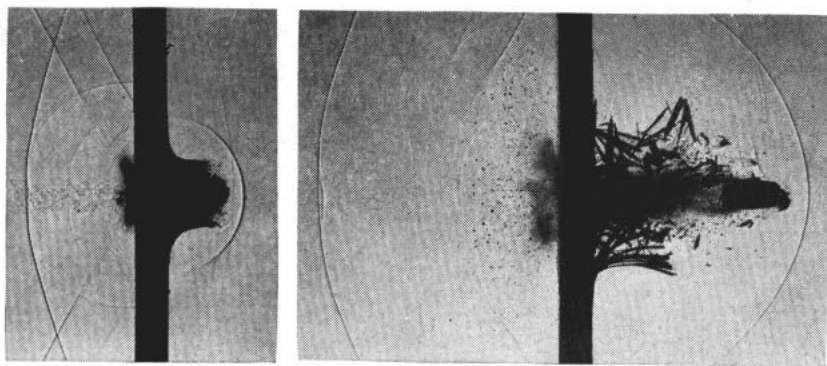
The lightning-fast Zarem camera will reveal what happens in many split-second incidents which in the past occurred too fast to be photographed. For the first time scientists will be able to record pictorially the life history of an electric spark that lasts only one-millionth of a second.

Another camera, known as the RC-4 and developed by a Navy scientist, Dr. I. S. Bowen, has 76 lenses and will take a mere 400,000 pictures per second. The lenses are arranged in an arc around an eight-sided mirror which revolves at 30,000 rpm. The camera is highly successful in the study of high explosives and is used constantly at the huge California test station.

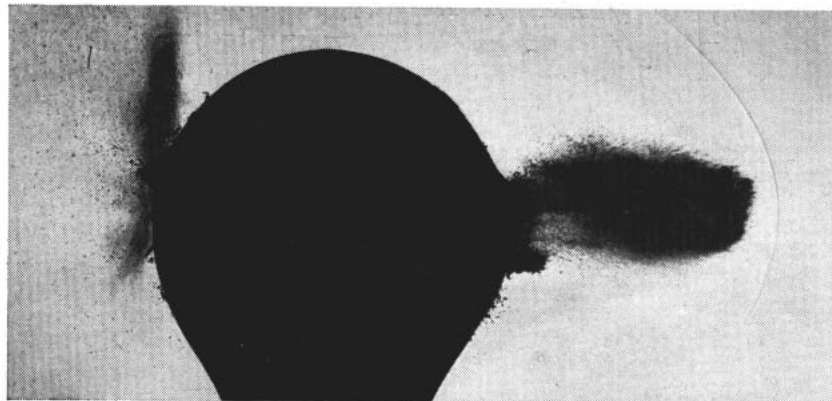
Similar to the RC-4, is the RC-3 camera, also developed by Dr. Bowen, which contains no shutter and uses the rotating mirror principle. It translates motion into time. For example, if a high explosive cylinder were detonated, the camera would photographically show progress of the detonation (motion) as a function of time. It is not a true motion picture camera since it gives only a smear type of photographic record.

The “shadowgraph” and “shock channel” are other micro-time instruments being used in naval research at the station. These devices photographically record ordinarily invisible shock waves traveling through air or other gases. Previously, work had been accomplished in this field, but the Navy’s adaptation has been specially developed for use in new fields of micro-time research.

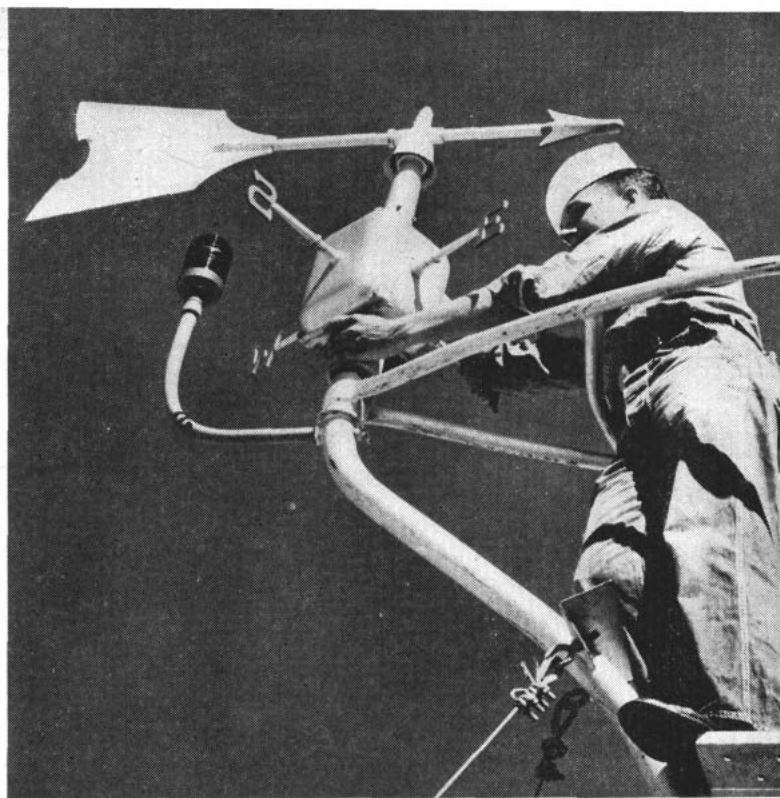
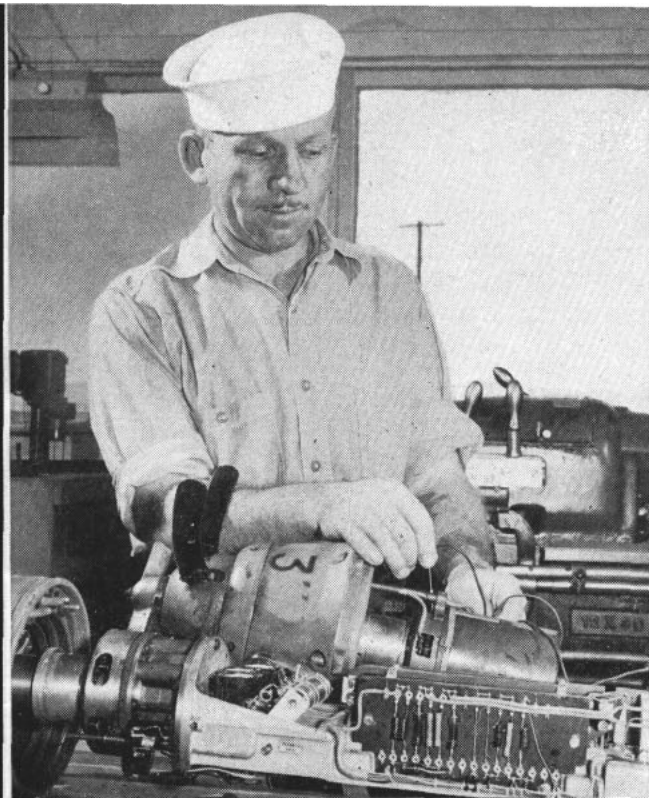
Utilization of these highly intricate instruments is routine with the Navy’s civilian scientists at Inyokern. They are but part of literally hundreds of



HIGH-SPEED spark shadowgraph shows bullet's passage through plywood.



BULLET shatters light bulb. Photos were taken by Navy-developed camera.



TECHNICIANS at NOTS Inyokern, Calif., check mechanism of German missile (left), and the weather (right).

the latest scientific measuring aids used in perfecting the Navy's weapons.

The newly developed system of photographic analyses is capable of "magnifying" time by four million times, and is only one of the many important research programs underway at the desert base. Focal point of the research study is the \$8,000,000 Michelson laboratory, the principal facility at the large naval station. Roughly equaling the size of the state of Rhode Island, NOTS is situated in a desolate valley in California's Mojave desert.

The air-conditioned laboratory is virtually self-sufficient and is earthquake resistant. It contains extensive facilities for all types of basic and applied research in the fields of physical and chemical science, aerophysics, mathematics, electronics, metallurgy, propulsion systems for rockets and missiles, and fire control and guidance systems.

Originally NOTS was organized (in 1943) as a rocket testing station to serve primarily during World War II as an adjunct to the California Institute of Technology, which then was undertaking a rocket development program. Its mission rapidly expanded during the intervening years until today it is considered one of the most important scientific research and military installations in the country.

Physical characteristics of the laboratory itself are tuned to needs

of scientific progress. It contains seven and a half acres of floor space, all scientifically air conditioned. All windows are sealed. Every entrance to the building is a double-door type where a vestibule chamber intervenes between the outside and inside door. Even railroad cars and trucks enter "locks" before the closing of the outside and opening of the inside door.

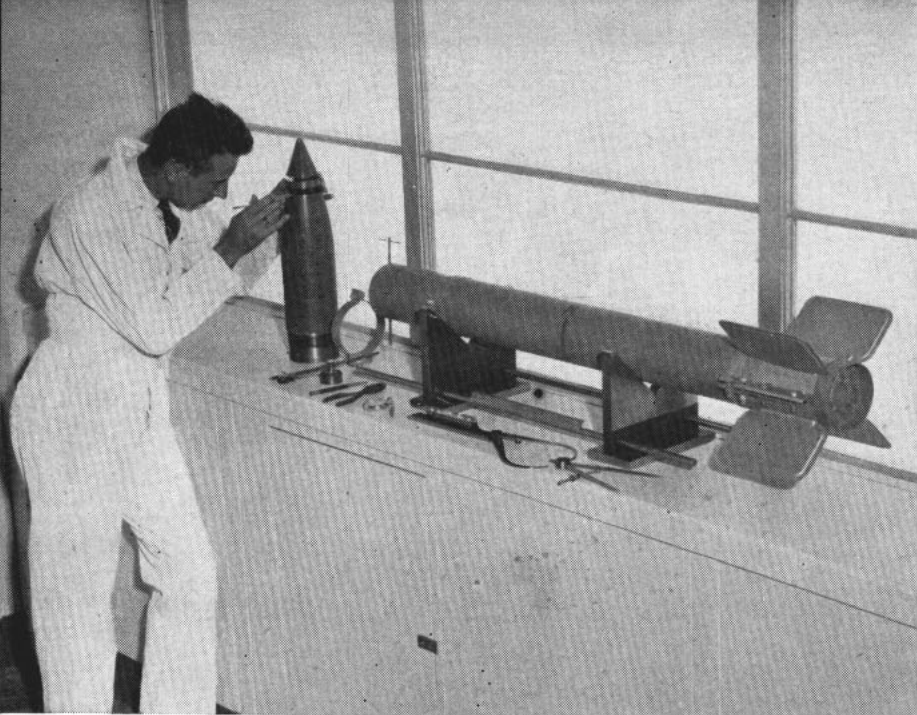
The laboratory is complete, with the exception of the all-weather and altitude testing rooms, which are still under construction and which will be used by the Navy to produce cus-

tom-made weather at will—such as sand storms, icing, rain, salt spray, wind, altitude changes or any combination of them. This will simplify the testing of new weapons under simulated atmospheric conditions.

Where a study of material (such as steels) is required, x-ray photography is applied. Radiography, as it is called, provides a permanent visible film record on internal condition of a product without damaging it. To effect this, a one-million volt x-ray installation capable of radiographing seven inches of steel in about 30



HARD-HITTING 'Tiny Tim' rockets are carried by plane preparing to take off for test. Fast-moving rocket was developed by the Navy at Inyokern.



LABORATORY workers at Inyokern enjoy natural lighting, air conditioning, humidity control. Here a technician adjusts fuse on dummy rocket head.

minutes is to be used in the study of this material.

Other x-ray devices to be used in the laboratory include a 250,000 volt portable machine which can penetrate a maximum of four inches of steel or 10 inches of aluminum in one hour, and steel two-and-a-half inches thick in a half-minute. Another unit of 140,000 volts will be used for thin material and light alloys.

These three x-ray machines will be housed in a concrete room 40 by 50 feet and three stories high. Walls of concrete are two feet thick and lined with one-quarter-inch lead to safeguard operating personnel. A concrete door, 13 feet square and weighing 84,000 pounds, operates by pneumatic-hydraulic controls, opening and closing in less than a minute.

Other features of this department include large hydraulic testing machines used for studying tension and compression; instruments to test the hardness of material from soft rubber to diamonds; and facilities to perform vibration, metallurgical and chemical tests on material and to determine wear and weathering resistance.

A diversified, almost self-sufficient heavy machine shop is another of the laboratory's features. Drills, lathes, grinding machines, heat-treating and foundry units permitting the immediate manufacture of finished parts or assemblies occupy much space in the structure. Some of the many furnaces

in the shop are the largest installed to date west of the Mississippi river.

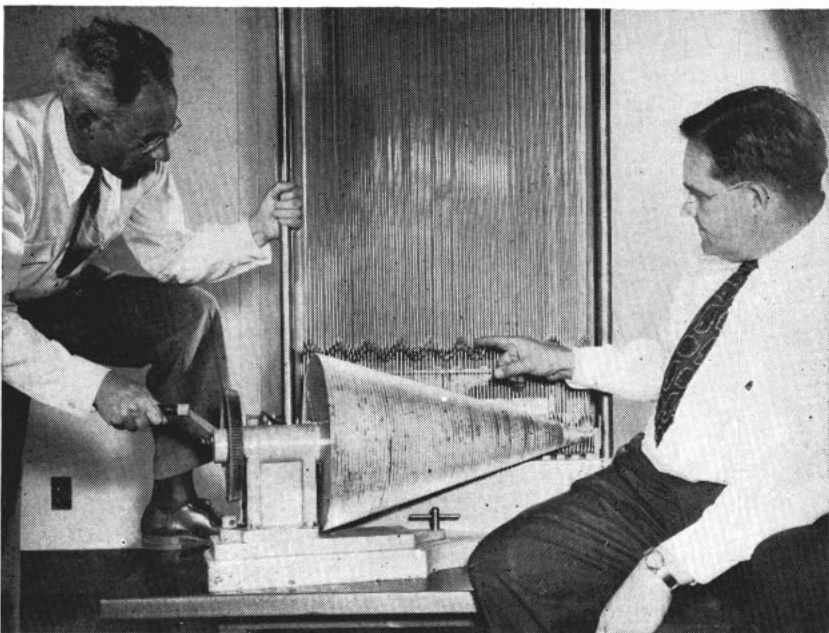
Various departments within the station are coordinated for full effectiveness of the station's mission in research and development of ordnance. The research department pioneers discovery of new scientific phenomena, investigating applicability to ordnance use. The experimental operations department conducts research and development in the fields of aviation

ordnance, aviation fire control, underwater ordnance and water entry, guided missiles, surface and air launched rockets, electronic instrumentation and control, and photographic instrumentation.

More than 12,000 men, women and children make their homes within limits of the mammoth station in a model city in itself, complete with facilities for necessities and recreational enjoyment. Most of these people are from families of 3,800 civilian employees of the station. In addition, nearly 1,000 naval and military personnel are stationed there.

The Bureau of Ordnance is in charge of the station where special emphasis is given to research and development of rocket weapons, guided missiles and aviation ordnance. A naval air facility, capable of handling B-29 bombers, is included

Also included in facilities of the station are large pilot plant installations and nine principal range areas for guided missile and rocket firings. Water ranges are located at the Morris dam reservoir near Pasadena where the variable angle launcher recently was dedicated (*ALL HANDS*, June 1948, p. 23). The launcher is in addition to existing torpedo ranges which probably constitute the world's outstanding installation for study of water entry mechanics and underwater ballistics.—Ed Velarde, SK1, USN.



SCIENTISTS examine harmonic analyzer, constructed by late Dr. Albert A. Michelson, for whom Inyokern Naval Test Station's laboratory was named.

Navy's 1864 UDT Sailors Battled Cavalry and Sank Mines

AT 0700 the Union gunboat *Fuchsia* dropped her hook in the thick clay of the Rappahannock and through the rising river mist Acting Master W. Tell Street headed his small boats toward the Virginia landing.

In one of the boats was a bull-nosed howitzer that had been hoisted over the side of the side-wheeler *Yankee* with considerable sweat and swearing. The gun's crew wisely considered her a helpful persuader if *Fuchsia's* sailors were to chase Rebel cavalry through the Mill Creek thickets without getting their skulls cracked with a saddle saber.

Provoking Rebel cavalymen in beach skirmishes was only one of the many new duties now being performed by Navy gunners in the seventh inning of the Civil War.

This was May 1864 and the resourceful Confederates were giving Secretary of the Navy Gideon Welles sleepless nights with several new sea-going nightmares.

So now *Fuchsia's* crew was handed the job of solving another new Rebel threat to the tightening Union blockade stretching 3,549 miles from the Chesapeake Bay to Texas. This threat was underwater booby traps of the "torpedo-mine" variety laid in the Rappahannock to discourage Union blockaders.

Although Acting Master Street probably didn't know it, his detail was among the first Navy Underwater Demolition Teams who later were to conduct such highly skilled operations as the pre-Iwo Jima

landing preparations accomplished by paddle-footed Navy UDT swimmers.

Fuchsia's sailors hit the beach at a gallop, lugging their howitzer and keeping their eyes peeled for (a) cavalry and (b) new Rebel torpedo-mines. They found them, but in reverse order.

Somebody yelled "what's that wire leading into the water" and somebody else tripped on it and suddenly that entire section of the Rappahannock was converted into rain water and spilled up and down in a quick squall. The swells rocked *Fuchsia* and the transport steamer *Star* and rattled coal in the bunkers of the five-gun *Currituck* anchored in the stream.

But Street's men learned quickly and soon had the Rebel booby-traps on the beach in a bomb disposal pattern.

This 1864 Underwater Demolition Team found that the Confederates had poured 50 pounds of fine priming powder into each of several cylindrical tin vessels fitted with a friction primer. The primer was attached to the end of a wire and the torpedo-mine sunk in the water offshore. When a ship came along, a yank on the wire did the rest.

This early day bomb disposal unit tested one of the hand-controlled mines from the safety of a Virginia thicket and a very satisfactory stream of water 60 feet high and five feet in diameter blossomed out of the river.

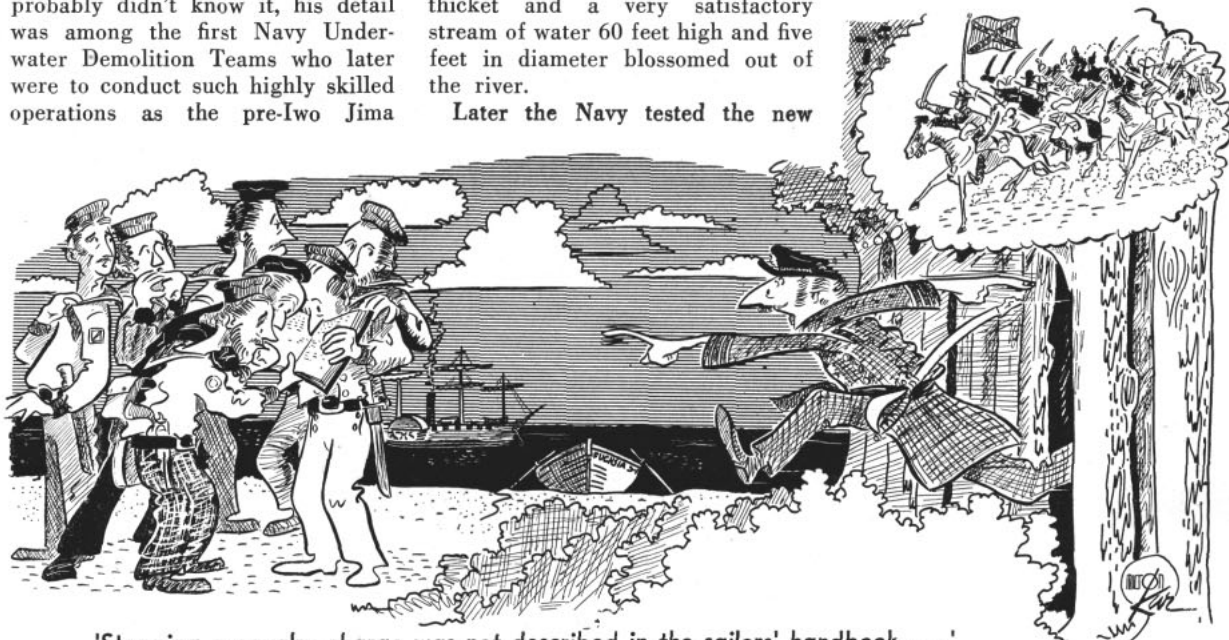
Later the Navy tested the new

Rebel weapon in the St. Mary's River and an officer-spectator reported that "the appearance was grand and if a ship was directly over one of these torpedoes she would, in all probability, be sunk; but if alongside (except receiving a quantity of water on deck) I do not believe she would be injured."

But now *Fuchsia's* UDT unit had done its new job on the new booby-trap, so they hammered through the Virginia underbrush looking for horse cavalry. They found a gristmill up the Saluda Road and burned a quantity of corn and wheat and about that time a heavy force of Rebel cavalry came saber-swinging out of the thickets.

Stopping a cavalry charge was not described in the sailors' handbook, but they extended a line of skirmishers and blasted away with the old howitzer and the 20-minute engagement was both brief and hot. Navy tactics worked against the horsemen and the cavalry was routed, with 10 dead including a spy who had helped capture the Union tug *Titan*.

This defeat of a cavalry force by deep-water sailors enabled *Fuchsia's* crew to capture a Rebel weapon which, when studied by ordnance experts, supplied the Union Navy with countermeasures to blockade effectively the Confederate fleet.—LCDR George Dennis, Jr., USN.



'Stopping a cavalry charge was not described in the sailors' handbook . . .'

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **SHORE DUTY**—Requests for shore duty from certain non-rated personnel and ratings in the lower pay grades are not being received by BuPers in large enough volume to provide sufficient turnover in many shore billets.

"After a spot check with a number of non-rated men and low pay grade petty officers at various receiving stations," says a BuPers shore detailing officer, "the consensus of belief seems to be that an enlisted man does not stand an opportunity of being ordered to shore duty until he becomes first class or CPO. This, however, is not the case."

Requests are particularly desired from personnel with the following ratings: radarman (RD), radioman (RM), sonarman (SO), teleman

(TE), electronics technician (ET), damage controlman (DC), fireman (FN), engineman (EN), electrician's mate (EM), yeoman (YN), personnel man (PN), storekeeper (SK), disbursing clerk (DK), steward's mate (TN), aviation machinist's mate (AD), aviation electronicsman (AL), air controlman (AC), aviation electrician's mate (AE), aviation storekeeper (AK), aviation electronics technician (AT), aviation structural mechanic (AM), aviation ordnance man (AO), aviation photographer's mate (AF), airman (AN) and seaman (SN).

Men who are qualified for shore duty in accordance with BuPers Circ. Ltr. 101-48 may submit an official request to the Chief of Naval Personnel via their commanding officer.

• **OAHU HOUSING**—Enlisted personnel below pay grade 3 are ineligible for naval housing in Oahu until the needs of the first three pay grades are met.

This policy, which has been in effect for some time, is necessary because of the acute housing shortage concentrated in the Pearl Harbor area, Ewa and Barber's Point.

A committee studying the problem estimated that of the normal tour of shore duty of 24 months, the period of occupancy of eligible personnel is 65 per cent of that time for officers and 50 per cent for enlisted men.

Civilian housing experts estimate the local shortage will continue for another five years and that no relief for naval personnel can be expected in the prospective availability of additional civilian rental units.

Officers below the rank of captain and eligible enlisted personnel are required to wait several months after applying before housing becomes available.

Only in the relatively few cases of "on station" housing, a very small percentage of the total housing available, do any exceptions occur.

Salvage Ship's Mascot Dogmatic in Choice of Navy Career

Almost every ship in the Navy includes as morale boosters such conventional things as books, movies and hobby shops, but only one—the salvage vessel USS *Opportune* (ARS 41)—can boast of "Itchy."

Of uncertain pedigree, Itchy has trod the steel decks of *Opportune* for two and one-half of his three years' existence. Although he claims Vallejo, Calif., as his home town, his family tree can be found in San Juan, P.R., where *Opportune* has spent most of her 18 months in the Caribbean.

Itchy is considered a regular crew member aboard ship, even possessing a service record which reads, "Itchy, Dog, apprentice seaman, USN." During his tour of duty this sea-going pup has held the rate of coxswain. He was very efficient at it, too, until one day he heard the "Call of the Wild" in Guantánamo Bay, Cuba, while the ship was there. Result? Five days AWOL.

No exception to the Navy rule, Itchy was given a deck court martial by the skipper. It was a grim February day when the crew was called

to quarters to hear Itchy's plight.

The skipper told all present that Itchy was to be reduced to the rate of seaman first class, but could re-



ITCHY, BM3, USN, reports back to the ship to await his fate after 5 days AWOL in Guantánamo Bay.

gain his rate after a six-months' probationary period. Losing five bones a month for six months was enough to make even a frivolous hound see that he was barking up the wrong tree.

It is for several reasons that Itchy has won the admiration of the crew. Always the first one to disembark when the ship hits port, he runs up and down the pier, yelping. A natural navigator, he can tell an hour or two in advance if land is to be sighted and knows over which horizon terra firma lies. In a personal inspection you'll find him standing at attention in full uniform, whether it is whites or blues. His habit of visiting every member of the crew at least once a week is perhaps the greatest heart-string puller of this cruising canine.

Does Itchy like the Navy? On page two of his service record, the question, "Do you plan to make the Navy a career?" is answered in a most dogmatic way:

"Yes," Itchy says, "I plan to spend my life in the Navy."—Neil N. Levitt, J03, USN.

Reefer First to Report 100% in Bond Purchases

The refrigerator ship USS *Corduba* (AF 32) went all-out on the Security Loan Drive. It was the first ship in the Atlantic Fleet to report 100 per cent participation in the purchasing of savings bonds. Spurred on by slogans, posters, personal interviews and inter-fleet competition, the 73 officers and men of the ship purchased their bonds through the Navy allotment and payroll savings plan.

The Security Loan Drive was the intensified three-month bond campaign ending 30 June, which was endorsed by President Truman to combat inflation.—Neil N. Levitt, JO3, USN.

• **HOUSING PRIORITY**—Under existing law, officers and enlisted personnel in active service are entitled to the same benefits as World War II veterans in obtaining preference in purchasing or renting new housing accommodations.

The Housing and Rent Act of 1947 requires that all for-rent housing and for-sale dwellings designed for single family residences completed after 30 June 1947 and before 1 Apr 1949 be offered exclusively to World War II veterans or their families during construction and for 30 days after completion.

A recent interpretation of this act sets forth that included among persons eligible for this preference are personnel on active naval duty requiring housing for their dependent family, regardless of whether or not they are veterans of World War II.

• **TAX REFUND** — Federal income taxes paid during periods of active service by personnel who died on active duty in the armed forces of the U. S. or other United Nations on or after 7 Dec 1941, and before 1 Jan 1948, may be credited or refunded as overpayment.

Public Law 367 (80th Congress) states that no tax is payable for the taxable year in which falls the date of death or for any taxable year ending on or after 7 Dec 1941 during any part of which the deceased was in active service as a member of the armed forces.

Deadline within which the credit or refund must be applied for is 1 Jan 1949.

• **FORM REVIEW**—Several hundred thousand forms of all types now used by the armed services will undergo a critical survey by a new committee appointed by Secretary of Defense Forrestal with an aim toward form standardization.

Expected to result in extensive savings annually, the program will eliminate some forms and standardize others for use by two or more of the armed services departments.

• **CEC COMMISSIONS** — Applications now are being requested from civilians and service personnel for appointment to the rank lieutenant (junior grade) in the Civil Engineer Corps, USN.

A quota of 225 candidates has been set for the various Offices of Naval Officer Procurement located in 17 cities. Representatives of BuDocks will assist procurement officers in recruiting eligible candidates.

Complete details as to qualifications may be obtained from procurement offices in the following cities: Atlanta, Ga.; Boston, Mass.; Chicago, Ill.; Cincinnati, Ohio; Detroit, Mich.; Kansas City, Mo.; Minneapolis, Minn.; Los Angeles, Calif.; New Orleans, La.; Dallas, Tex.; New York, N.Y.; Philadelphia, Pa.; Pittsburgh, Pa.; San Francisco, Calif.; Denver, Colo.; Seattle, Wash.; and Washington, D.C.

• **CIVILIAN EMPLOYMENT** — Requests for information frequently are received by BuPers regarding employment in private industry and employment opportunities for retired naval officers and inactive Reserve officers.

The Navy Department neither maintains nor sponsors any activity of this type, and the United States Employment Service is the only federally sponsored agency which offers services of this general character.

Individuals writing for this information are told by BuPers that a private employment service which specializes in the employment of retired and Reserve naval officers is sponsored by the Naval Academy Alumni Association, Annapolis, Md., which will furnish information upon request.

• **CONVENTION LEAVE**—The Fleet Reserve Association will hold its 21st annual convention in Dallas, Tex., from 30 August to 1 September.

Commanding officers were urged to grant regularly authorized leave, if practicable, to enable members to attend the convention by BuPers Circ. Ltr. 109-48 (NDB, 15 June 1948).

QUIZ AWEIGH

You may have to get on your air legs and sea legs to rate a top score in this one.

- 6.....Leave
- 5.....Liberty
- 4.....Duty
- 3.....Spud Locker



1. Capable of making better than 500 mph, this jet-propelled fighter is called the (a) Helcat (b) Wildcat (c) Pirate.

2. The rocket-like, wing-tip appendages are (a) aerial torpedoes (b) gas tanks (c) bombs.



3. The quill user whose specialty mark is pictured at the left is (a) journalist (b) personnel man (c) disbursing clerk.

4. If you see the mark at the right on a mate's sleeve, you'll know he (a) does copy reading (b) assists in job billeting (c) performs special communications' duties.



5. The chief is shown at the control valves of (a) emergency steering gear (b) fog oil generator (c) acetylene gas cylinders.

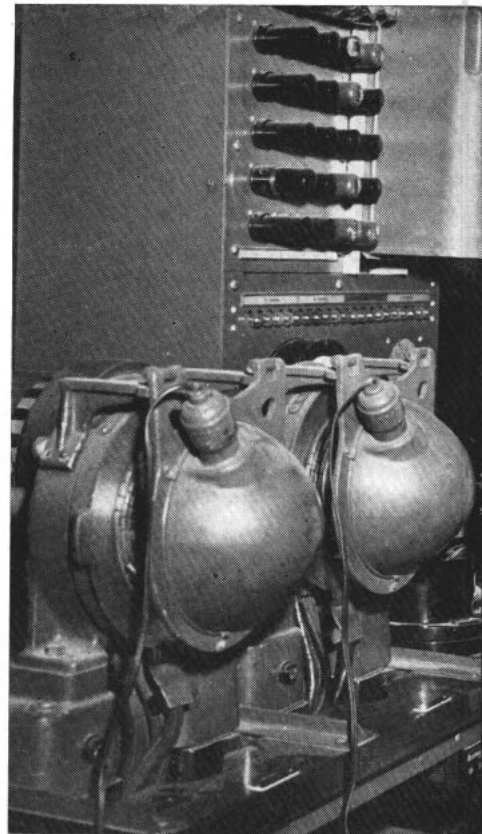
6. The equipment is used (a) for cutting and welding metals (b) to direct the rudder when bridge has lost steering control (c) to screen ship movement.

ANSWERS ON PAGE 53

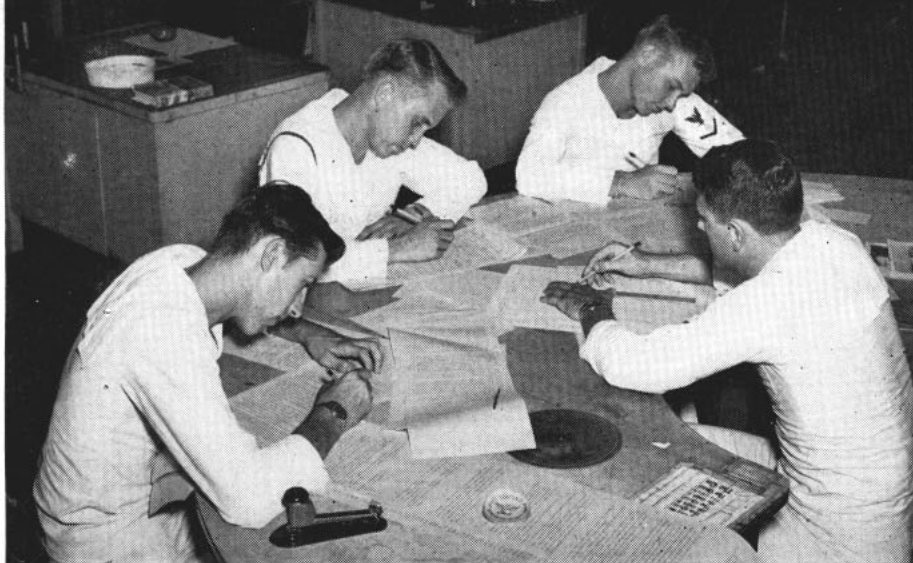


NEWS from United Press is received (above) at Radio San Francisco. Copy relayed to Fleet gets a check (below).

IT'S NEWS TO



TOP: Operator of Communications Station, Wahiawa, T.H., sends news to Fleet.

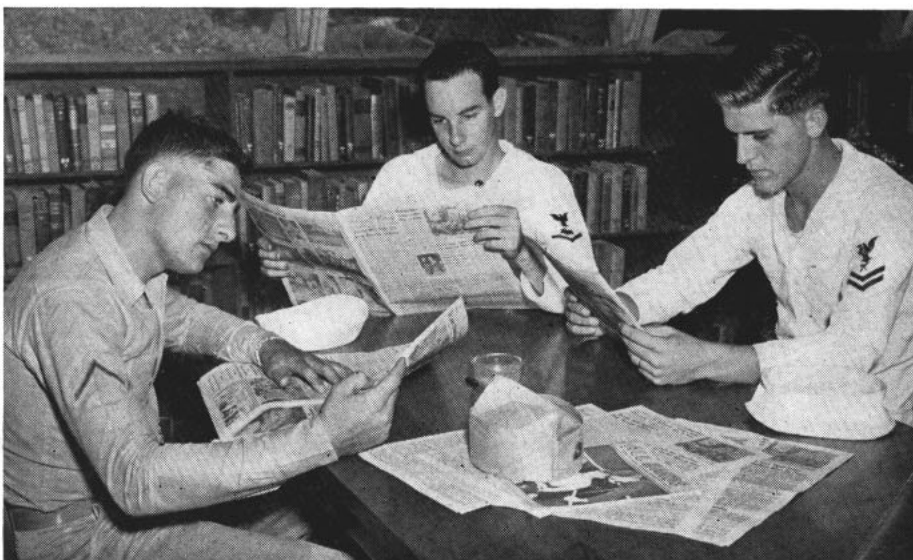


EDITORIAL staff of Guam News handles copy. UP news is made available to Navy thru Informational Services Division, Bureau of Naval Personnel.

THE FLEET



PRESSMEN at Guam run off copies of daily paper (above). UP copy ends its long journey (below) as sailors and marines catch up on news in library.



BOTTOM: Gear at Guam, unscrambles four messages received simultaneously.

Strong Navy Assured by Action of Congress

WITH AN AIM at keeping the U.S. Navy "the world's most formidable," the second session of the 80th Congress voted a \$3,749,059,250 appropriation bill for the 1949 fiscal year, beginning 1 July 1948.

Included in the appropriation are:

- A fund of more than \$82 million to continue and enlarge upon a post-war shipbuilding program begun last year. The sum, part of which is transferred funds, includes six million dollars as an initial amount to begin work on a 65,000-ton superaircraft carrier capable of carrying and launching heavy bombers from its flush deck.

- Appropriations for an active fleet of 277 major combatant vessels and 486 auxiliaries, with a Reserve fleet of

664 major combatants and 1,215 other ships.

- Funds for operation of 8,035 aircraft in the regular Navy and 2,678 in the Reserve program.

- Authority and funds for increasing the number of officers and men in the regular Navy and Marine Corps from 518,092, the number approved in last year's appropriation bill, to 527,014. Because large numbers of two-year enlistments expired during the 1948 fiscal year, Navy strength fell short of the figure authorized.

The appropriation does not include the previously passed aircraft construction bill, which was provided for in a supplemental appropriation of \$653,635,000 for the construction of 1,165 aircraft. (See p. 12.)

The appropriation system allows the governmental body to obligate or contract for goods or other items with the whole of the annual appropriation at any time during the fiscal year for which it was intended. The money need not be paid for an additional two years if necessary, allowing time for delivery and completion of the items. For this reason any one year's expenditure availability consists not only of funds appropriated for that year but also of balances remaining from appropriations for the two previous years.

In the 1947 and 1948 fiscal years, the Navy had a considerable stockpile of goods and materials left over from war years and thus were able to spend more money than was appropriated. In 1947 the actual cost of the Navy exceeded appropriations by 1.9 billion dollars, and in 1948 the excess was 1.2 billion dollars. Estimated excess of cost over appropriations for the 1949 fiscal year, according to the House of Representatives committee which handled the bill, will be 1.3 billion dollars.

The point is that when wartime reserves are gone, the Navy will require an even larger budget in the future to maintain the same size establishment as that provided for in the 1949 budget bill. "Congress must be prepared to consider this in the near future," the committee report read. "We must have in mind the question of whether we are going to continue even larger appropriations to maintain the same size Navy, or whether we can maintain our place in the world with a smaller one."

The final appropriation of \$3,749,059,250 includes for the pay and subsistence of naval personnel a fund of \$1,215,912,000, the largest single item in the appropriation and nearly one third of the total amount. Other funds to be spent largely on personnel include:

- A welfare fund of \$2,400,000.
- For training and education, including officer candidate training—\$25,200,000.
- For transportation and recruiting—\$32,000,000.
- A retirement pay fund of \$78,520,650.

Testifying before the House Armed Services Committee during the appropriation hearings, Admiral Louis Denfeld, USN, Chief of Naval Operations,

Here's Navy Strength for Fiscal 1949

Congress approved in full the Navy's budget request for a planned average strength during the 1949 fiscal year of 527,014 regular Navy and Marine Corps personnel.

The figure includes Naval Reservists on full-time active duty paid from regular Navy funds. It does not include Naval Reservists on full-time active duty in various Reserve programs, who are paid from Naval Reserve funds.

The Navy's planned average strength for fiscal 1949 is an increase over the 1948 average strength, which in itself is larger than the Navy's actual strength near the end of the fiscal year, as evidenced by comparison with the 1 May 1948 strength, the latest date for which

an estimate was available for release.

In making its report, the House Armed Services Committee said "the personnel situation in 1949 will be much more stabilized than the Navy is experiencing at the present time. It has been necessary to recruit far above normal during fiscal 1948 to offset heavy losses brought about by the expiration of two-year enlistments which were allowed immediately after the war."

Estimated personnel strengths for 1948 and planned average strengths for 1949—both of which served as a basis for budgetary considerations regarding personnel—follow in a table showing comparison with preliminary estimates of actual strength on 1 May 1948:

	Active	Regular	Establishment	
		Strength	Estimated	Planned
		1 May 1948	Average	Averages
		Preliminary	1948	1949
Navy				
Officers		36,901	39,339	41,551
Warrant Officers		4,097	4,392	4,149
Nurses		1,943	2,018	2,914
Midshipmen (Academy)		2,771	2,819	3,114
Enlisted		342,079	383,314	386,061
Marine Corps				
Officers		5,729	5,912	6,363
Warrant Officers		1,034	1,110	1,000
Enlisted		73,554	79,188	81,862
Total		468,108	518,092	527,014

gave a preview of how the Navy intended to use its 1949 (fiscal year, 1949, began 1 July 1948 and extends through 30 June 1949) appropriations:

"In general, it is our intention to improve the fighting efficiency of the combat forces that we now have. Ships in active commission will receive additional personnel. Additional air groups will be commissioned.

"Marine Corps Plans are essentially the same. Fleet Marine Force units will receive the bulk of their increase. As of now, we do not plan to activate additional combatant vessels but that situation will be kept under constant review.

"Depending upon the availability of trained personnel as the training pro-

gram progresses and of funds, we may be able to increase the number of active units in the Fleet. If this becomes possible—again speaking in broad terms—it is my opinion that any such additions to the fleet would be designed to increase our striking force and our antisubmarine forces."

Admiral Denfeld also told the Congressional committee that Naval Reserve plans are based on a mobilization set-up which would increase the strength of the active Navy to a million and a half men in three months.

Planned strength of the Naval Reserve is 210,000 officers and 965,000 enlisted personnel, with 24,403 officers and 199,364 enlisted in the Organized Reserve, and 185,957 officers and

765,636 enlisted in the Volunteer Reserve program.

The \$125,436,000 Naval Reserve appropriation which appears under BuPers in the table does not include expenditures by other bureaus for various Naval Reserve functions. Altogether, the 1949 Naval Reserve program will result in the expenditure of approximately \$225 million.

In the table below, the item under the executive office of the Secretary of the Navy labeled "miscellaneous expenses" includes general expenses which are generally hard to enumerate and largely unpredictable in character. The item labeled "contingencies of the Navy" provides SecNav with funds to meet unforeseen needs.

NAVY BUDGET—1949 FISCAL YEAR

Office of the Secretary:		Bureau of Aeronautics:	
Miscellaneous expenses, Navy.....	\$7,500,000	Aviation, Navy.....	(585,000,000)
Contingencies of the Navy.....	12,000,000	Aeronautical instruments.....	25,000,000
Research, Navy.....	42,255,000	Maintenance and operation.....	450,000,000
Operation and conservation of naval petroleum reserves.....	9,245,500	Research and development.....	110,000,000
Exploration of Naval Petroleum Reserve No. 4.....	14,600,000	Total, Bureau of Aeronautics (except construction of aircraft).....	585,000,000
Expenses, island governments and liberated occupied areas.....	2,250,000	Marine Corps:	
Naval Observatory.....	465,000	Pay, Marine Corps.....	201,287,000
Hydrographic Office.....	3,500,000	Retired pay, Marine Corps.....	8,519,000
Total, Office of the Secretary.....	91,815,500	Pay of civil force.....	(2,178,000)
Bureau of Naval Personnel:		Office of Commandant.....	1,100,000
Training and education, Navy.....	13,200,000	Supply Department.....	1,078,000
Welfare of naval personnel.....	2,400,000	General expenses, Marine Corps.....	132,000,000
Officer candidate training, Navy.....	12,000,000	Total, Marine Corps.....	343,984,000
General expenses, Bureau of Naval Personnel.....	1,400,000	Navy Department salaries:	
Naval Reserve.....	125,436,000	Office of the Secretary.....	3,965,000
Naval Academy.....	5,020,000	Office of Naval Research.....	1,207,000
Naval Home.....	380,000	Office of Naval Records and Library.....	69,000
Total, Bureau of Naval Personnel....	159,836,000	Office of Judge Advocate General.....	305,300
Bureau of Ships:		Office of Chief of Naval Operations....	1,225,000
Maintenance, Bureau of Ships.....	360,000,000	Board of Inspection and Survey.....	38,000
Bureau of Ordnance:		Office of Chief of Naval Communications	550,000
Ordnance and ordnance stores, Navy....	230,000,000	Office of Naval Intelligence.....	980,000
Bureau of Supplies and Accounts:		Bureau of Naval Personnel.....	4,532,000
Pay and subsistence of naval personnel... (\$1,215,912,000)		Bureau of Ships.....	6,208,500
Pay and allowances.....	1,111,116,000	Bureau of Ordnance.....	3,012,600
Subsistence.....	104,796,000	Bureau of Supplies and Accounts.....	4,385,000
Retired pay, Navy.....	78,520,650	Bureau of Medicine and Surgery.....	1,406,200
Transportation and recruiting of naval personnel.....	32,000,000	Bureau of Yards and Docks.....	2,087,500
Maintenance, Bureau of Supplies and Accounts.....	209,000,000	Bureau of Aeronautics.....	3,000,000
Transportation of things, Navy.....	85,000,000	Total, Navy Department salaries.....	32,611,100
Fuel, Navy.....	65,000,000	Contingent expenses:	
Total, Bureau of Supplies and Accounts	1,685,432,650	Contingent expenses, Navy Department..	1,100,000
Bureau of Medicine and Surgery:		Printing and binding, Navy Department..	2,635,000
Medical Department, Navy.....	40,000,000	Total, contingent expenses.....	3,735,000
Bureau of Yards and Docks:		Total annual appropriations.....	3,682,789,250
Maintenance, Bureau of Yards and Docks	150,375,000	Continuing appropriations:	
		Shipbuilding:	
		Construction of ships.....	56,800,000
		Ordnance of new construction.....	9,470,000
		Total, shipbuilding.....	66,270,000
		Total annual and continuing appropriations.....	3,749,059,250

Here's Roundup of Legislation Affecting Navy

Closing days of the second session of the 80th Congress saw quick action on many bills of interest to naval personnel.

Many were passed and sent to the President for the necessary approval to make them law. Many others which did not pass Congress are expected to be introduced into the next session, which will be in 1949 unless a special session is called.

The following bills, having been passed by Congress and signed by the President, are now laws:

Enlisted Retirement—Public Law 709 (H.R. 5344): enables retired enlisted men and warrant officers to elect appointment in the highest temporary rank in which they served satisfactorily or retired pay of enlisted or warrant grade. The law also prohibits retroactive checkage of retired pay.

Survivors' Payments—Public Law 710 (H.R. 5758): permits certain payments to be made to surviving brothers, sisters, nieces and nephews of deceased servicemen and former members of the armed forces.

Building Suspension—Public Law 690 (S. 2400): authorizes the President at his discretion to stop construction on *Kentucky* (BB 66), *Ha-*

waii (CB 3), *Wagner* (DE 539), *Vandiver* (DE 540), *Castle* (DD 720), *Woodrow R. Thompson* (DD 721), *Lansdale* (DD 766), *Seymour D. Owens* (DD 767), *Hoel* (DD 768), *Abner Read* (DD 769), *Seaman* (DD 791), *Unicorn* (SS 436) and *Walrus* (SS 437). Funds will be used to begin construction of the new 65,000-ton flush deck carrier.

Pay Credit—Public Law 681 (S. 1790): amends existing law to allow permanent pay credit for certain service under 18 years of age. The provisions of the act are effective from 1 June 1942.

Mustering Out Pay—Public Law 539 (H.R. 5805): extends the time within which applications for benefits of the Mustering-Out Payment Act of 1944 may be made by veterans discharged from the armed forces before the effective date of the act. The new deadline is 3 Feb 1950.

Equipment Availability—Public Law 652 (S. 1302): provides for aiding associations, institutions and other groups encouraging participation of the youth of the country in athletic programs by making surplus sports equipment available.

Postal Reimbursements—Public Law 664 (S. 1520): amends existing law to provide reimbursement to the Post Office Department by the Navy Department for shortages in postal accounts occurring while commissioned officers of the Navy and Marine Corps are designated custodians of postal effects.

Authority Delegation—Public Law 668 (H.R. 4032): amends certain provisions of law relating to the naval service so as to authorize the delegation to SecNav of certain discretionary powers of the President.

Medical Appointments—Public Law 716 (H.R. 5983): amends existing law to remove restrictions on appointments to the Navy Medical Service Corps.

Filipino Midshipmen—Public Law 752 (S. 2729, H.R. 6698): provides for the appointment of Filipino students to the Naval Academy.

Air Base—Public Law 653 (S. 1675): provides for construction of an air field at the Naval Academy.

Reserve Retirement—Public Law 810 (H.R. 2744): establishes plan for the non-disability retirement of Reservists. (See page 54.)

Draft Registration—Public Law 759 (S. 2655, H.R. 4278): sets up Selective Service registration and induction into the armed services. (See page 40.)

Property Gifts—Public Law 889 (H.R. 5882): authorizes the Secretaries of the Army, Navy and Air Force to donate excess and surplus property for educational purposes.

Plan Administration—Public Law 675 (S. 1214, H.R. 3313): amends existing law relating to administration of the Navy's Holloway Plan.

Insurance Extension—Public Law 838 (H.R. 6507): amends existing law to authorize renewal of level-premium term insurance for a second 5-year period.

Unapproved Legislation

The following bills were introduced into Congress but were not passed therefore could not become law. Many are expected to be re-introduced into the next session of Congress.

Final status of each bill is indicated for the information of personnel. Bills introduced into the 81st Congress will be treated as new bills and therefore must start all over in getting Congressional approval.

Income Taxes—H.R. 6710, H.R. 6712: Passed House only; to extend the \$1,500 income tax exemption for service personnel beyond 1 Jan 1949. (See separate story on the next page.)

Aviation Pilots—S. 1216, H.R. 3312: Passed Senate only; to remove the existing minimum percentages of enlisted aviation pilots in peacetime.

Even Service—H.R. 5086: Intro-

Procurement Program Calls For 1,165 Naval Aircraft

The Navy is now authorized to order new aircraft to a total of \$653,635,000. Procurement of 1,165 naval aircraft is planned under the Congressional appropriation.

The aircraft procurement program breaks down to the following types, manufacturers, models and quantities:

Fighters—McDonnell F2H, 179; Grumman F9F, 317; Douglas F3D, 28; Chance Vought F6U, 33, and Chance Vought F7U, 19.

Attack—Douglas AD, 356; Grumman AF, 23; Martin AM, 47.

Patrol—Lockheed P2V, 82.

Transport—Fairchild R4Q, 8; Grumman JR2F, 6; and 2 VR (HL)s of undetermined manufacturer.

Helicopters—Sikorsky HJS, 19; Sikorsky HO3S, 18.

There will be 28 additional planes of undetermined type.

Higher Priced Commercial Steamer Space Permitted

Regulations governing accommodations for naval personnel or their dependents while traveling on commercial steamship lines have been adopted in a SecNav letter dated 29 June 1948.

Instructions permit use of higher priced steamer accommodations when the lowest first-class accommodations are not available. It affects naval personnel traveling to or from overseas billets under orders and their dependents traveling in connection with those orders.

duced; to equalize the terms of service of Army cadets and Navy midshipmen.

Foreign Duty—S. 2407, H.R. 6072: Introduced; to clarify the constitutional status for employment of Naval Reserves in foreign countries.

Reserve Rank—S. 2836, H.R. 6890: Introduced; to authorize the rank of rear admiral (upper half) in the Naval Reserve.

Reserve Compensation—S. 2380, H.R. 6532: Introduced; to provide benefits for members of the Reserve components who suffered disability or death from injuries incurred on active duty or while performing inactive duty training.

Reserve Pensions—S. 2760: Passed Senate only; to authorize Reservists to receive pensions, disability compensation and so forth while in receipt of drill pay.

Midshipman Pay—S. 657: Passed Senate only; to authorize counting of midshipman service for pay purposes.

Accrued Leave—S. 1199, H.R. 3253: Introduced; to provide reimbursement for the accrued leave of certain retired and former Reserve officers.

Retired Pay—S. 1664, H.R. 2321: Introduced; to authorize interim retired pay for certain Reserve officers separated and later retired for disability.

Per Diem Pay—S. 2174, H.R. 5393: Passed Senate only; to provide readjustment of per diem allowances of \$8 for both officers and enlisted personnel.

Dependents' Allotments—S. 2234, H.R. 5643: Introduced; to eliminate the necessity of registration of allotments to dependents of personnel of the first three pay grades who elect to receive MAQ instead of dependents' allowances.

Dependents' Travel—H.R. 1971: Introduced; to provide transportation of dependents and household effects of regulars upon discharge.

Officer Retirements—S. 301, H.R. 1035: Introduced; to rectify retirement benefits of officers who served prior to 12 Nov 1918.

Pay Adjustment—S. 1792, H.R. 4500: Introduced; to amend Public Law 305 (79th Congress) to provide an equitable adjustment of retired pay for certain naval officers.

Stop Checkage—S. 2784, S. 2810: Passed Senate only; to prevent checkage of retired pay of certain officers of the honorary retired list who were

EMs Start Paying Income Tax on 1 Jan 1949

Passed over in the last minute rush of Congressional legislation was a bill to extend the \$1,500 income tax exemption for service personnel beyond its expiration date of 31 Dec 1948.

As a result, income taxes will be required beginning 1 Jan 1949 from the service pay of a large number of enlisted personnel who never before paid taxes on service income. Officers' salaries will be more heavily taxed than previously.

The bill is not considered a dead issue, however, according to BuPers officials. It is expected that every effort will be made to enact it in the next session of Congress, pos-

sibly effective as of 1 Jan 1949. While it is not the intention to seek a permanent income tax exemption for service personnel, this bill is regarded as a stop-gap measure until Congress acts upon the entire matter of service pay.

Hearings on the bill brought out estimates that enlisted personnel will pay an average of about \$80 annually, while the estimated income tax from the average officer's salary would be \$300 yearly. Unless the exemption is renewed by the next Congress, its expiration will collect about \$247 million from the armed services, \$100 million of which will come from the Navy and MarCor.

re-retired under Public Law 305 (79th Congress).

Court System—S. 1338, H.R. 3687: Introduced; to amend the Article for the Government of the Navy relating to naval justice.

Flight Pay—H.R. 3449: Introduced; to equalize flight pay for certain non-aviator Navy and Marine Corps officers and former officers with flight pay of Army officers.

Enlisted Care—H.R. 1811: Introduced; to provide dispensary treatment and hospitalization in Army and Navy hospitals for retired enlisted men.

Retirement Pay—H.R. 3364: Introduced; to provide retirement with full active duty pay for any individual who has served 50 or more years on the active list.

D. C. Appointments—S. 2034, H.R. 4502: Passed Senate only; to increase the number of midshipmen at the Naval Academy from the District of Columbia.

Land Donations—S. 1793, H.R. 4501: Introduced; to authorize the acceptance of land for Naval Reserve training purposes.

Retirement Review—H.R. 798, H.R. 2871: Introduced; to establish retirement review boards under the GI Bill of Rights.

Property Claims—H.R. 3722: Introduced; to authorize payment to survivors of property claims of deceased military and naval personnel.

Warrant Pay—S. 2140, H.R. 5345: Introduced; to allow certain commissioned warrant officers to count other active commissioned service in compu-

tation of service for advancement to third and fourth pay grades.

Temporary Housing—S. 2136: Introduced; to permit members of services who have dependents to occupy on a rental basis and without loss of rental allowances temporary housing facilities under jurisdiction of the services.

Advance Costs—H.R. 5760: Introduced; to provide transportation for travel performed in anticipation of orders.

Grave Markers—S. 2190: Introduced; to provide headstones to mark honorary burial places of certain deceased members of the armed forces.

Insurance Adjustments—H.R. 4159: Introduced; to provide equitable adjustment of insurance status of certain members of the armed forces.

Legislative Proposals

Among proposals initiated by the various Navy Department bureaus for Congressional consideration were the following topics, none of which reached Congress before time of adjournment:

- Extra compensation for personnel attached to underwater demolition teams.

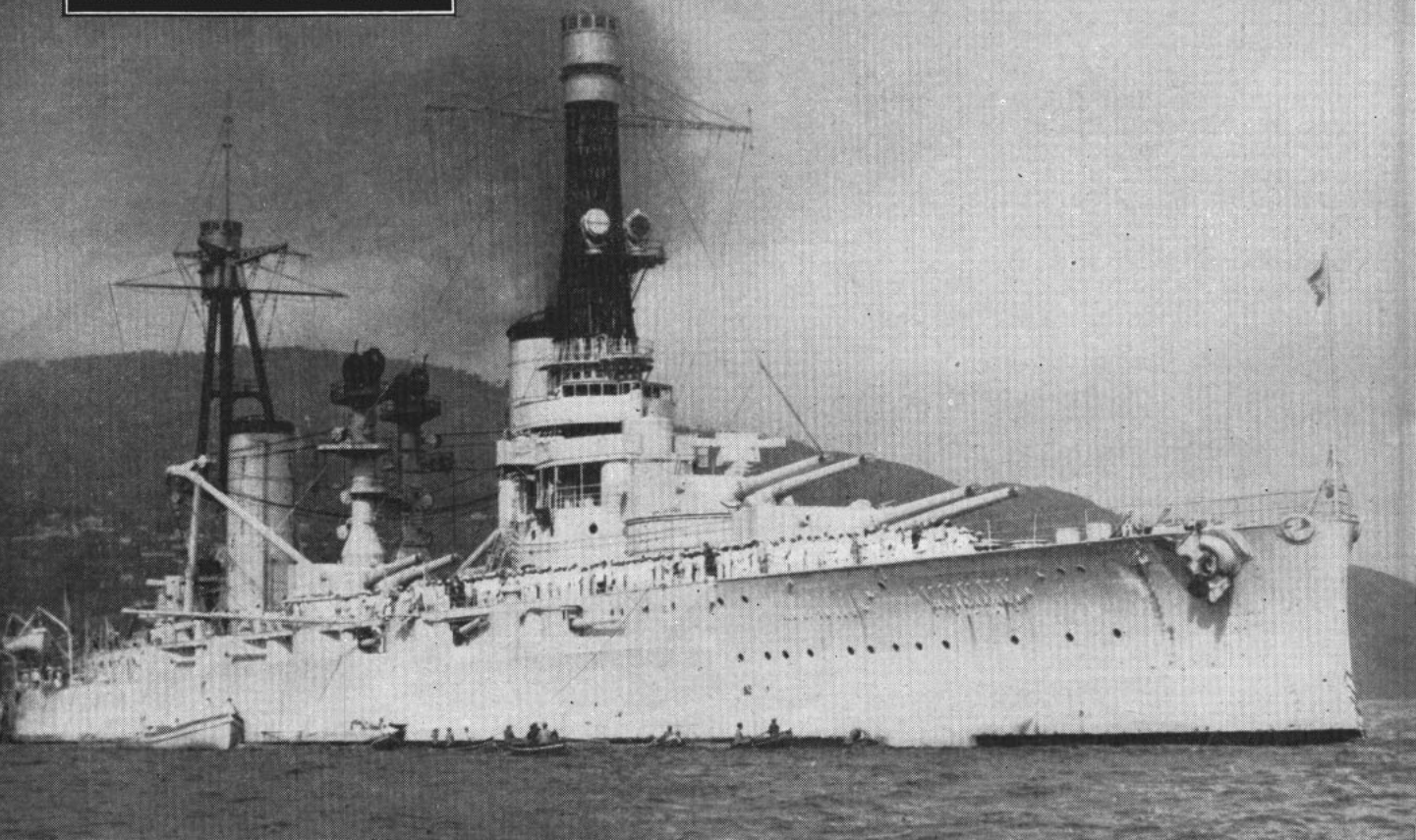
- Revision of the pay structure of the armed services.

- Hospital care for minor children of deceased naval personnel.

- Transportation of dependents to places of selection.

- Retirement plan on a participating basis.

- Revision of the Naval Reserve Act of 1938.



HEAVYWEIGHTS of the Argentine navy are the venerable battleships *Rivadavia* (above) and her sister ship *Moreno*.

Largest South American Navy

POSSESSING high mountains, broad plains and a temperate climate, Argentina in many ways is to South America what the U.S. is to North America. Each nation has cattle ranches, packing plants, skiing resorts and its continent's largest city. Like the U.S., Argentina has the largest navy among its neighbors.

The Argentine navy is divided into two task forces, each of which is assigned a commander responsible to the commander in chief.

The country's principal naval base is Puerto Belgrano, 353 nautical miles south of Buenos Aires. This artificial harbor and its port area are interesting in many respects. The bay (Bahia Blanca) is open to the sea, with little natural protection from the rough South Atlantic. An extensive artificial breakwater was built to make the bay a better harbor.

Ashore there is an entirely modern base with extensive housing for married personnel. The base includes facilities for many types of athletics,

and has modern medical installations in the midst of landscaped grounds. Complete maintenance and repair facilities are available at Puerto Belgrano, including dry-docks.

Argentine youths between the ages of 16 and 25 may join the navy. If the sailor requests it 30 days in advance, his enlistment is terminated five years after the day he is promoted to *marinero segundo*—seaman, second class. If he does not request his separation from the service, his enlistment is automatically extended for three years. When men are conscripted into the navy, their enlistment is for two years.

The enlisted rating set-up is unusual, with 11 pay grades. The rates ascent from *conscripto* (draftee) with a monthly wage of 30 pesos (about

\$8) to *suboficial mayor* (CPO, first class) with 600 pesos per month. Above *conscripto*, there are three classes of seamen, three classes of POs and four classes of CPOs.

Argentina's naval academy is at Rio Santiago Naval Base, near Buenos Aires. Line officers, engineering officers and Marine officers are trained there. After entering the school at the age of 16 to 20, the cadets spend four years there. This is followed by one year's training in aircraft and submarines and aboard surface vessels. The rules and schedule of the academy are rigorous, with the day's work beginning at 0500 and lasting until 2100. Smoking is permitted only during two one-hour periods each day and no studying is allowed after 2100.

The Argentine navy's retirement plan is most generous. An enlisted man or an officer may retire after 10 years' service, if he wishes, in time of peace. After that length of service an enlisted man would receive 25 per cent of his active duty pay for

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

life, and an officer would receive 30 per cent of his. By remaining on active duty until he had completed 25 years, however, an enlisted man would receive 100 per cent of his pay as a pension. An officer must remain on active duty for 30 years to get full pay on retirement.

The Argentine coast artillery, formed in 1905, was redesignated the marine corps in November 1946. Before becoming marines, men must spend some time in the navy to demonstrate their fitness for military life. Navy men who previously have been in no way identified with the marines can transfer to that branch of the service at any time, upon approval. Marine officers are graduates of the naval academy.

Heavyweights of the Argentine navy are two battleships:

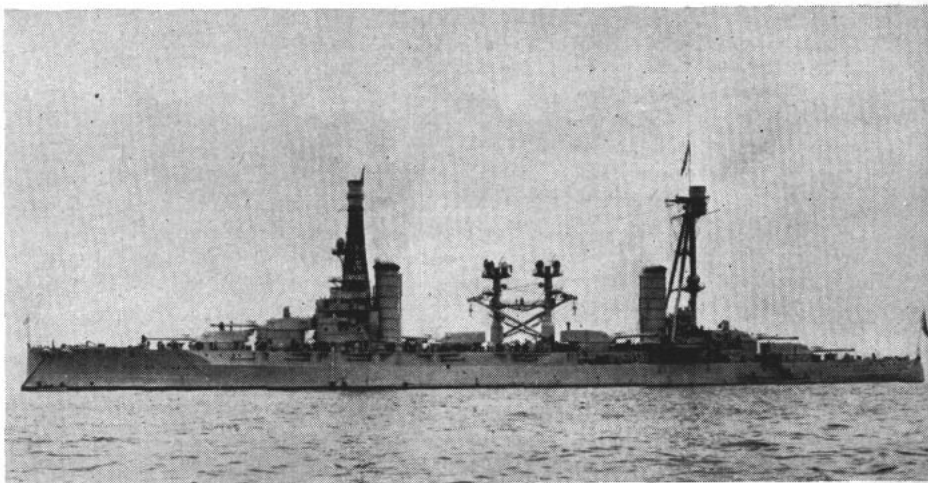
- *Rivadavia*, *Moreno*—27,720 tons standard displacement, speed 23 knots, main armament twelve 12-inch 50-caliber and twelve 6-inch 50-caliber guns. These ships were built in the U.S. and completed in 1914-1915. They were extensively refitted in the U.S. 10 years later. Late photos show the two battlewagons still equipped with basket-type foremasts.

Of more modern construction is one cruiser:

- *La Argentina*—6,000 tons standard displacement, speed 31 knots, main armament nine 6-inch guns, almost 30 anti-aircraft guns, and six 21-inch torpedo tubes; built in England and delivered to Argentina in 1939.

Older, but trim-looking and impressive are two other cruisers:

- *Almirante Brown*, *Veinticinco*



SECOND of Argentina's two battleships is *Moreno* (above). These vessels were built in U.S. in 1914-15, and were extensively refitted 10 years later.

- de Mayo*—6,800 tons standard displacement, speed 32 knots, main armament six 7.5-inch 52-caliber guns, more than 20 anti-aircraft guns, and six 21-inch torpedo tubes; built in Italy and completed in 1929.

The venerable cruiser *Pueyrredon*, built in Italy in the 1890s, is now officially rated a coast defense ship. A sister ship, *Belgrano*, has been decommissioned since World War II.

Six modern ships built in England are called *exploradores* (Scouts) by their crews, but destroyers by us. They are:

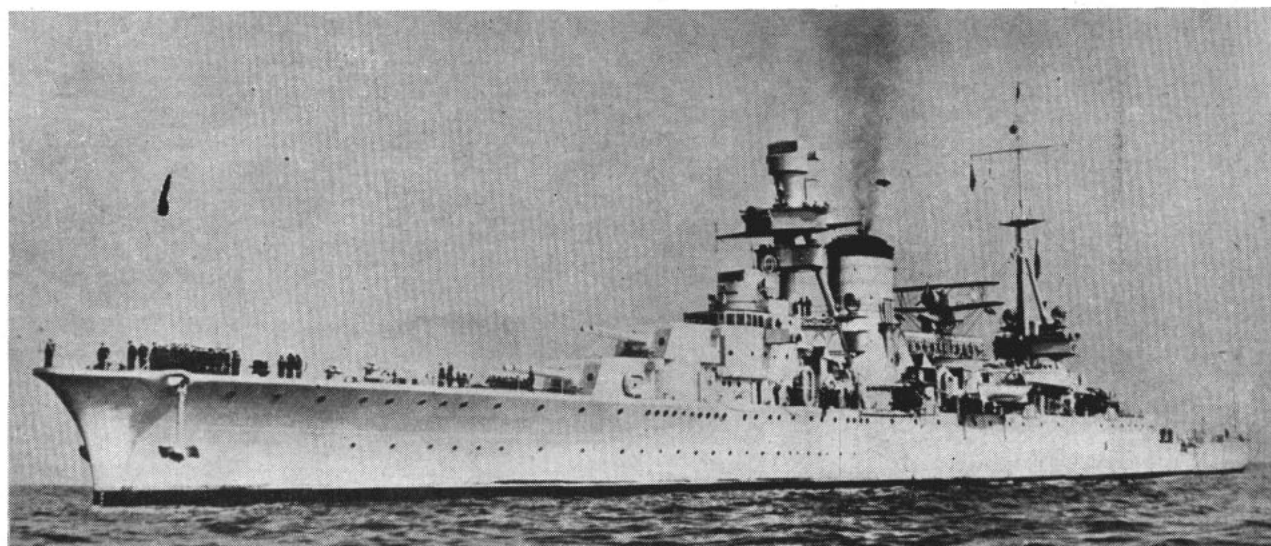
- *Entre Rios*, *Buenos Aires*, *Misiones*, *Santa Cruz*, *San Juan* and *San Luis*—1,375 tons standard displacement, speed 35.5 knots, main armament four 4.7-inch guns and eight 21-inch torpedo tubes, completed

in 1938. These ships are named after provinces in the Argentine Republic, as are the other destroyers listed below:

- *Mendoza*, *Tucuman*, *La Rioja*—standard displacement 1,570 tons, speed 36 knots, main armament five 4.7-inch guns, anti-aircraft guns and six 21-inch torpedo tubes; completed in June 1929. Unusually fast ships for their date of construction, two of them have held a speed of 38 knots for six-hour periods and a third has touched 39.4 knots without exceeding its designed power limit.

Two slightly older destroyers were purchased from Spain in 1927:

- *Cervantes*, *Juan de Garay*—standard displacement 1,522 tons, speed 36 knots, main armament five 4.7-inch guns and six 21-inch tor-



TRIM-LOOKING cruiser *Veinticinco de Mayo*, built in Italy, has a displacement of 6,800 tons, and makes 32 knots.

pedo tubes; completed in 1925. *Cervantes* is named after the creator of Don Quixote, the lovable knight who stabbed at windmills with his lance while charging on a mule. Juan de Garay was the governor of Paraguay who founded Buenos Aires in 1580.

Four destroyers of pre-World War I days have been assigned to harbor service.

Three fairly modern submarines are included in the Argentine navy:

● *Salta*, *Santa Fe*, *Santiago del Estero*—displacement 775 tons surfaced and 920 tons submerged, speed

17.5 knots surfaced and 9 knots submerged, main armament one 4-inch deck gun, antiaircraft guns and eight 21-inch torpedo tubes; built in Italy in 1931-1932.

While not old, two surveying vessels are rigged to carry sail to supplement their Diesel engines as motive power. These ships, *Bahia Blanca* and *Madryn*, were built in England in 1927. More elaborately equipped for sail is the old training ship *Presidente Sarmiento*, which was built in 1898. This three-masted clipper-rigged ship carries three torpedo tubes besides its

other armament, and can make 15 knots under steam power.

River monitors, patrol vessels, minesweepers, transports, tugs and other auxiliary vessels all play their part in the Argentine navy. Recently acquired are two repair ships, 15 LCIs, two LSMs and an additional tug. After visiting the U.S. West Coast, the cruiser *La Argentina* with 140 naval cadets aboard is completing a journey around the world.

This south-of-the-border navy is modern and efficient.—H. O. Austin, MEC, USN.

Old Salt Combines Colorful Naval and Civilian Careers

As colorful and interesting a career as can be imagined is that of R. W. Ritchie, AB1, USN at present attached to Fleet Air Squadron 117 at Kaneohe, Hawaii.

The history of Ritchie's adventures begins on 3 Aug 1914, when he first enlisted in the Navy. He went through recruit training at Great Lakes, Ill., and in the winter of 1914 was transferred to the battleship *uss Minnesota* (BB 22), which was on duty in Mexican waters. He was transferred to another battleship, *uss Nebraska* (BB 14), in 1916. While on this tour of duty he saw six more months of service in the Mexico area.

"Vacation in Mexico" ended for Ritchie in 1918 when he was assigned to duty aboard the cruiser

uss San Francisco (CA 38), flagship of the mine laying squadron in the North Sea.

In 1920 he was sent to the receiving ship, Hampton Roads, Va., for duty. During 1920 and 1921 he became an outstanding athlete.

Having become interested in photography, Ritchie completed a course in the Navy Photographers School at Anacostia, D. C. During this course he became interested in aviation. He requested flight training. In 1923 he was graduated from Pensacola and designated naval aviation pilot.

After three years of flying various aircraft, Ritchie became a member of a crew whose duty it was to instruct midshipmen in aviation at the Naval Academy, Annapolis, Md.

While there the plane in which he was a crew member lost an engine. Ritchie escaped with a scalp wound.

During the same year (1926) he rounded out his sports career. He was selected as All-Navy fullback while playing on the team of the seaplane tender *uss Wright* (AV 1), and played basketball with the receiving ship, Norfolk, Va.

In 1927 and 1928 Ritchie served a tour of duty as instructor at Pensacola, Fla. In 1929 he was transferred to Squadron VT-2 attached to the aircraft carrier *uss Lexington* (CV 2), where he flew in T4M-1s. At the expiration of his enlistment on 5 Nov 1929, he left the Navy and launched himself on an adventurous civilian career.

In 1935 the Bol-Inca Mining Corporation and the Araymyo Mines contracted for his services.

In February 1941, Ritchie offered his services to England's Royal Air Force to do his part in the big scrap.

The desire to be back in the services of his own country prompted Ritchie's reenlistment in the U.S. Navy in 1944. His first orders read, "... to CMAA Force, Paris, France."

At the end of hostilities in Europe, Ritchie returned to the U.S. He was in Norfolk when the final gun sounded the end of World War II. Deciding to return to the South American mining companies, he "went out on points" and headed south. He found upon arrival, however, that the mines were not operating. Discovering that his broken service "counted on 20," he reenlisted in the U.S. Navy.

Ritchie now operates the scales used for computing weights and balancing loads for aircraft.



SLIP-STICK in hand, W. R. Ritchie, AB1, USN, looks the situation over. Placing cargo so it will balance while the plane is in flight is his job.



OFF-DUTY HOBBIES

RECREATION-PLUS is provided by large and well-equipped hobby center maintained at NAS Alameda, Calif. Above: Chief C. B. Thomasson works scrap metal into lamp base (left), Mrs. H. B. Bradley prepares ceramic figurine for glazing (right). Below: A. L. Klassen puts finishing touches on model plane (left), Mrs J. R. Tate, wife of CO, trims vase (right).



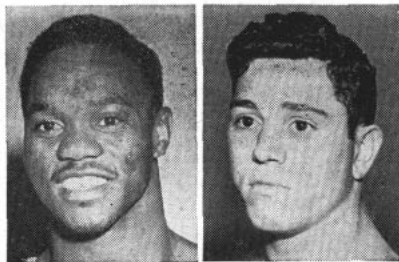
Two Navy Enlisted Men Win Berths on U.S. Olympic Boxing Team

Battling their way through the finest amateur boxers in America, All-Navy champions Bill Bossio, SN, USN, USS *Albany*, and Hank Herring, SD1, USN, U. S. Naval Station, San Diego, Calif., emerged from the U. S. Olympic finals as amateur boxing champions of the United States. They will be the first Navy enlisted men ever to represent the U. S. in the International Olympics.

When the U. S. Olympic boxing finals held at Boston Garden, Boston, Mass., ended, the U. S. Navy team was tied for first place honors with a civilian mid-western team. Of the eight men who were crowned amateur boxing champions of the U. S., two were Navy fighters, one was Army and one Air Force, making half the national team members of the armed forces.

Handicapped by a sore right hand, Welterweight Hank Herring fought magnificently throughout the eliminations. Seldom using his right hand, Hank knocked out his first two opponents with left hooks and decided his opponents in the semi-finals and finals.

Bantamweight Bill Bossio was a blur of speed in all three of his bouts. From the opening to the final bell he threw punches too fast to count and won all three matches by unanimous decisions. His most difficult fight was against National AAU Champion William Morgan. In the second round Morgan, a KO artist, hit Bossio repeatedly with all the power he could muster, but the great Navy scrapper



Hank Herring

Bill Bossio

kept boring in, and in the third round battered the AAU champ badly.

Flyweight Jimmy Quinn, SA, USN, Hospital Corps School, Great Lakes, Ill., staged a terrific battle against the ultimate Olympic champion, Frank Sodano, losing the bout with a heart-breaking split decision.

The eight national champs spent two weeks at the U. S. Military Academy "tuning up" prior to sailing for London aboard *ss America*.

Results

First round of eliminations — Navy Welterweight Hank Herring, SD1, USN, NavSta, San Diego, Calif., KOed Art Davis of Mt. Holly, N.C. in the first round. Navy Middleweight Jimmy Depena, TN, USN, Severn River Naval Command, lost split decision to Frank Daniels of Bakers Field, Calif. (Other Navy fighters received byes.)

Second round of eliminations—Navy Flyweight Jimmy Quinn, SA, USN, Hospital Corps School, Great Lakes, Ill., KOed Francis Cullums of Roxbury, Mass. Navy Bantamweight Bill Bossio, SN, USN, USS *Albany*, defeated National AAU Champion William Morgan of Newark, N. J., with unanimous decision. Navy Feather-

weight Johnny Kamber, DC3, USN, NOB Guam, lost decision to Joe Lopez of Sacramento, Calif. Navy Light-Heavyweight Dodsons Oliver, TA, USN, NAS Barber's Point, Oahu, T. H., defeated National Inter-Collegiate Champion Calvin Hunter. Hank Herring knocked out Charles Cotton of Toledo, Ohio, in the second round. Charlie Norkus, PFC, USMC, N. Y. Navy Yard, lost by knockout to National Golden Gloves Champion Coley Wallace of New York City.

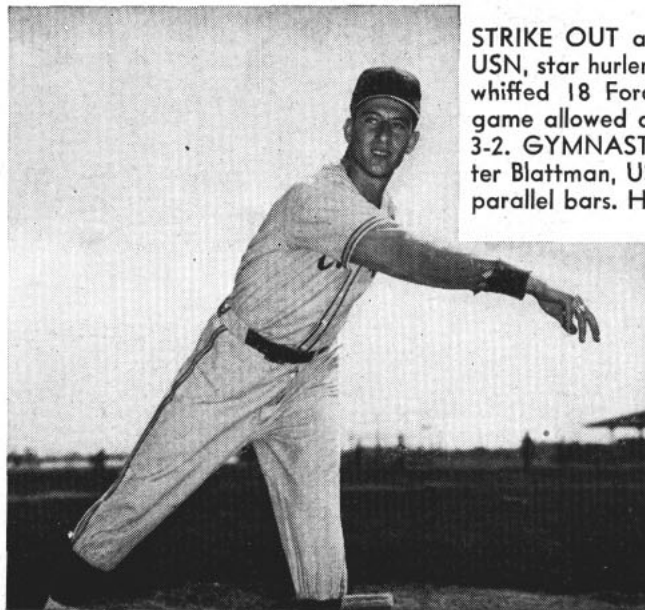
Semi-finals—Jimmy Quinn lost a split decision to National AAU Champion Frank Sodano of Philadelphia, Pa. Bill Bossio won a unanimous decision over Mickey Mars of Cleveland, Ohio. Hank Herring won a decision over Morris Harper, Oakland, Calif. Dodsons Oliver lost by decision to Charles Speizer, Detroit, Mich.

Finals—Bill Bossio decided James Mitchell, Oakland, Calif., to win amateur bantamweight boxing championship of U. S. Hank Herring decided Ross Virgo, U. S. Army to win amateur welterweight boxing championship of U. S.

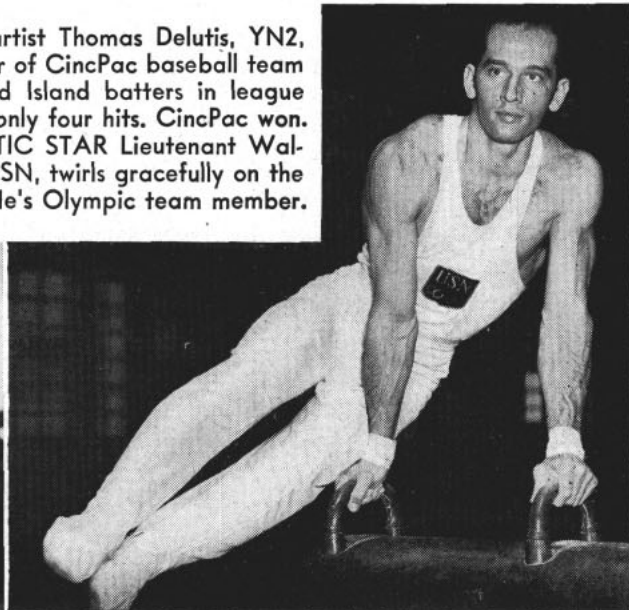
Navy Olympic Bouts

Thirty-one Navy fighters participated in 16 bouts at Washington, D. C., to select the eight boxers who represented the Navy at Olympic final eliminations in Boston, Mass.

The eight men selected to carry the Navy's colors to Boston were: Heavyweight—Charlie Norkus, PFC, USMC; Light heavyweight—Dodsons Oliver, TA, USN; Middleweight—Jimmy Depena, TN, USN; Welterweight—Hank Herring, SD1, USN; Lightweight—Edmund Mullin, SA, USN; Feather-



STRIKE OUT artist Thomas Delutis, YN2, USN, star hurler of CincPac baseball team whiffed 18 Ford Island batters in league game allowed only four hits. CincPac won. 3-2. **GYMNASTIC STAR** Lieutenant Walter Blattman, USN, twirls gracefully on the parallel bars. He's Olympic team member.



weight—Johnny Kamber, DC3, USN; Bantamweight—Bill Bossio, SN, USN; Flyweight—Jimmy Quinn, SA, USN.

The men selected included only four 1948 All-Navy champs—DePena, Herring, Bossio and Quinn. Heavyweight champ Jack Woods, AOC, USN, did not participate and Mullin was selected over lightweight champ Johnny Aguilar, AM2, USN, for the Olympic finals. All-Navy middleweight champ Otis Perry, TN, USN, broke his jaw while training for the bouts.

In the All-Navy tournament finals Jimmy Ithier, SN, USN, was matched against Johnny Kamber, DC3, USN, and defeated him to capture the featherweight crown. At Washington they were rematched and Kamber, boxing beautifully, won with a unanimous decision.

Results

Flyweight—Verna Ford, PFC, USMC, 11th ND, outpointed Alejandro Santoy, PFC, USMC, 5th Serv. Depot, Supply Corps, Guam; Jimmy Quinn, SA, USN, Hospital Corps School, Great Lakes, Ill., decisioned Myrven Davis, PFC, USMC, Camp Lejeune.

Bantamweight—Gill Sanchez, SA, USN, NavTraCen San Diego, Calif., outpointed Albert Glover, TN1, USN, USS *H. A. Bass*; Pee Wee Williams, SA, USN, NavTraCen San Diego, Calif., decisioned Ensign Don Cummings, USN, USS *PCE 904*; Bill Bossio, SN, USN, USS *Albany*, outpointed Donald Chabot, SA, USN, NavTraCen Great Lakes, Ill.

Featherweight—Frankie Stellato, PFC, USMC, Marine Bks, Quantico, Va., outpointed Haywood Williams, TN, USN, USS *Sperry*; Earl Williams, SA, USN, 11th ND, outpointed Eugene Osburne, AN, USN, NAS Atlantic City, N. J.; Johnny Kamber, DC3, USN, NOB Guam, outpointed Jimmy Ithier, SN, USN, USS *Mississippi*.

Lightweight—Johnny Aguilar, AM2, USN, NAS Alameda, Calif., decisioned Bobby Thomas, SD3, USN, NavTraCen San Diego, Calif.; Eddie Mullin, SA, USN, NavTraCen Great Lakes, Ill., decisioned Billy Bullock, TN, USN, NAS Alameda, Calif.

Welterweight—Leon Daughtry (Washington, D. C. Golden Gloves champ) decisioned Hank Herring, SD1, USN, NavSta San Diego, Calif.

Middleweight—Sam Williams, SA, USN, NavTraCen San Diego, Calif., outpointed Rod Jenkins, SN, USN, USS *Badoeng Strait*.

Light-heavyweight—Jimmie DePena, TN, USN, Severn River Naval Command, outpointed Dodsons Oliver, TA, USN, NAS Barber's Point, Oahu, T.H.; Eddie Hardy, AM2, USN, ComAirLant, decisioned Bob Weaver, CSSN, USN, RecSta Washington, D. C.

Heavyweight—Jimmy Jones, CS2, USN,



SKIDDING STOP at third is made by CincPac's Noah Flucard, YN3, as Aiea's third baseman Ollie Burkett, HA, tags him. CincPac won the close game 8-7.

NavSta Norfolk, Va., decisioned Art Raby, MA2, USN, BuSandA, Cleveland, Ohio; Charlie Norkus, PFC, USMC, N. Y. Navy Yard, decisioned Keith King, PFC, USMC, Marine Bks., Quantico, Va.

All-Navy Football Rules

As athletes began to shake the mothballs out of uniforms in preparation for fall practice, the rules governing the 1948 All-Navy football championship games were announced by BuPers.

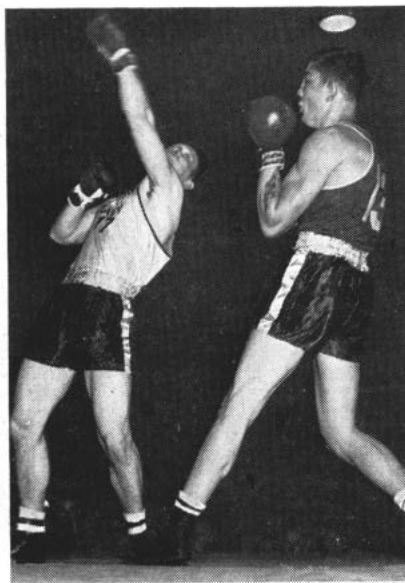
Since football is not a game in which numerous eliminations can be

held to pick a champion, the method of picking pigskin finalists will be considerably different from the method used in other All-Navy sports eliminations.

The eight groups for sports competition (see ALL HANDS, July 1948, p. 6) will be paired off, with one representative team from each two groups. ComServPac will select a team to represent groups V and VII; ComWesSeaFron will select a team to represent groups I and III; Com 7 will select a team to represent groups II and IV and ComServLant will pick a team to represent groups VI and VIII. The final stamp of approval on these selections will be made by BuPers.

ComWesSeaFron will serve as host for the odd numbered group eliminations, which will be called the semi-final game, early enough so the winning team may reach the East Coast for the All-Navy football championship game to be held on Saturday, 11 Dec 1948. ComServLant will serve as host for the semi-final game between the two teams representing the even-numbered groups. ComServLant will also designate the activity to serve as host for the championship game.

BuPers has suggested that host activities for eliminations and final competition consider hospitality their primary responsibility. The National Collegiate Athletic Association rules for football will govern all Navy football contests. Not more than five officers per team may play in the game at any one time.



SWUNG, MISSED—Charlie Norkus, PFC, misses Keith King, PFC, USMC, at Navy Olympic tryouts. Norkus won.

Marine Hot Shots

The coveted Lauchheimer Trophy, highest prize awarded Marine marksmen, has been won by Thomas R. Mitchell, MSGT, USMC.

Mitchell outshot Walter L. Devine, TSGT, USMC, by one point to capture the trophy. Mitchell had an aggregate score of 1108 to Devine's 1107.

The match was held at Marine Barracks, Quantico, Va., under near-perfect weather conditions. The Lauchheimer Trophy is awarded annually to the shooter who emerges with the highest combined rifle and pistol score in Marine Corps match competition.

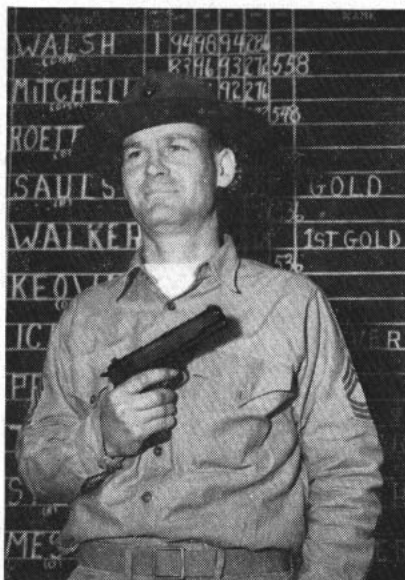
Fred H. Butcher, MSGT, USMC whose 569 was tops in the rifle matches, turned in an aggregate score of 1102 to take third place in the matches. Butcher's high rifle score won the David S. McDougal Trophy and took First Gold medal.

Walter E. Fletcher, MSGT, USMC, whose record 1114 aggregate won the Lauchheimer last year, turned in a score of 553 to win the pistol firing phase of the matches.

All-Navy Pistol Matches

The All-Navy individual and team pistol championship matches will be conducted as a part of the National Trophy Matches. Separate area eliminations within the Navy will be held, and Navy personnel will participate in the national matches as allowed by the rules of that organization.

One team from each battleship, cruiser or division of smaller ships, one team from each station or navy yard (this does not include tactical units stationed therein), and one team



SHARPEST SHOT in Marine Corps is Thomas Mitchell, MSGT, USMC, who won coveted Lauchheimer Trophy.

from each numbered air force and each major air command may participate in the matches.

A pistol team will consist of four shooters, team captain and one alternate. The team captain and coach may be one of the shooting members or alternate. At least one of the shooting members of each pistol team will be a man who has never fired before as a member of any National Match pistol team.

No team will have more than one Marine member, including team captain, coach, shooters and alternates. Marines who have fired in the 1948 Marine Corps Division Pistol Matches will not be eligible to enter either the

eliminations or the All-Navy pistol matches.

The rules and regulations of the National Rifle Association of America will govern Navy pistol matches. Final date of the matches is still undecided, pending decision of the NRA.

New Game Introduced

A new game that may prove practicable for shipboard use has been introduced. Named florball, it combines some of the elements of hockey, tennis and squash and may be played in a small area.

Equipment for the game consists of a collapsible court completely enclosed in netting and set up on a smooth, hard level surface, 13 by 25 feet. A "dead" tennis ball is used and the racquet is made somewhat like a tennis racquet but is handled more like a hockey stick. The game may be played with either two or four players.

At each end of the court is a board eight inches high extending the width of the court. The object of the game is to shoot the ball along the floor and bang it off these boards. For each time a ball is bounced off the goal board defended by an opponent one-third of a point is scored.

However, if a player gains a goal before his opponent makes three goals in succession, the one-third or two-thirds of a point scored by his opponent are cancelled out, and one-third of a point is scored for him. Three goals made in succession constitute one point. Four out of seven points equal one game. Two out of three games equal one set or match.

The court is divided into five sec-

Photographer Wins 25 Medals in 9 Months' Shooting—Guns

One of the best pistol shots in the Navy is a dead-eye by the name of Leonard Rizzolla, AFI, USN, assigned to Transport Squadron 1, NAS Patuxent, Md.

Last Fall Rizzolla attended a pistol shooting contest as a spectator, decided he could shoot as well as some of the entrants and entered the matches. In his first try at competitive shooting he won a prize.

Since then Rizzolla has massed a phenomenal number of wins, acquiring a collection of 25 medals, two silver plaques and a first-place trophy. He won the state-wide competitive pistol shoot held at Durham, N.C., nosing out by one bullseye an Army colonel rated as one of the world's best marksmen.

Rizzolla is believed to be the only sailor rated a Master Pistol Shot by the National Riflemen's Association. He will try to land a berth on the U.S. Olympic pistol shooting team.



HOT-SHOT shooter Leonard Rizzolla, AFI, USN, stands by medal collection won in shooting matches.

tions. At the two extreme ends are the service zones, then the volley zones and in the center is the recovery zone. You may serve or volley the ball from the service zone and volley from the volley zone. You may not serve or volley from the recovery zone. In this zone bodily contact may be made, and in the mad scramble to recover the ball it shows promise of being as rough as lacrosse.

The game, played by experts, should be lightning fast, involving a great deal of skill, and have great spectator interest.

Off-Duty Splashing

Much to the joy of naval personnel and their dependents who live in the area, a swimming pool has been constructed at the Naval Supply Annex, Stockton, Calif.

At the pool's official opening, a group of fancy divers and exhibition swimmers presented a full scale aquacade in honor of the occasion. More than 500 officers, enlisted men and dependents from the Stockton Group, Pacific Reserve Fleet, and from the Stockton Naval Supply Annex were present at the dedication ceremonies.

The 35-by-60 foot pool is three and one-half feet deep at the shallow end and eight and one-half feet at the deep end. Steps lead from the pool directly to dressing and shower rooms.

School for Coaches

Approximately 60 coaches of Navy and Marine Corps football teams have attended a course of instruction at the newly established "school for coaches" at the U.S. Naval Academy.

George Sauer, head football coach at the Academy and former head coach of the University of Kansas, conducted the class. The Navy and Marine football mentors were given instruction in good coaching practices, T-formation plays and defensive formations, and were briefed in new developments in the game.

The coaches attended the course at the invitation of the Superintendent of the Naval Academy, with the approval of Navy Department officials.

Navy Sports Figure Dies

Captain John Francis Kennedy, USN, a familiar figure in Navy sports, died at 59.

Entering the Navy as an apprentice seaman, he was commissioned an ensign during World War I and developed the athletic program at Great Lakes Naval Training Station.

SIDELINE STRATEGY

It takes a good man to emerge a champion in any All-Navy sports contest, but it takes a better one to be awarded the Navy's new sportsman ship trophy. Reason: A man is picked for the award by his opponents.



Don Collett, JO1, USN, assigned to NOB Pearl Harbor, T.H., was selected for the All-Navy all-star basketball team and also was picked by rival squads for the sportsmanship award.

* * *

Playing and beating Quantico Marine teams is something a lot of Navy squads would like to do, but very few have been doing. When the Marines met Naval Quarters K, Arlington, Va., in a league softball game this season it happened. A pitcher by the name of Jim Alfred, SN, USN, was largely responsible for the Devil dogs' defeat.

The short, stocky hurler pitched nine innings of hitless ball, but the game was tied 0-0. In the 10th he was touched for a single, but whiffed the next batters to retire the side. During the 11th and 12th innings not a Quantico batter hit safely, but Quarters K couldn't score either. Finally, after pitching 13 innings of one-hit ball Alfred strolled to the plate, smashed out a home run and won his own ball game. The final score: Quarters K—1; Quantico—0.

Quantico's baseball team also was low on the scoreboard for a change. The Flyers from the Marine Corps Air Station, Cherry Point, N.C., downed the high-riding Devil dogs two in a row, 5-3 and 8-4.

The Flyers opened the first game with the unusual strategy of bunting three times in a row and beating out all three bunts

for infield hits and it rattled the Devil dogs so much they never got their customary smooth offense rolling. In the second game the Cherry Point hurler kept the Quantico hits well scattered and a Flyer's circuit blow in the eighth sewed up the game. Quantico had won seven in a row prior to tangling with the Cherry Point nine.

* * *

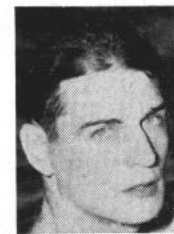
One of the hottest pitchers in Navy baseball is Tom Breisinger, CS3, USN, assigned to Fleet Air Service Squadron 8 and heaving 'em for NAS Alameda, Calif. Early in the season the hurler whiffed 17 San Francisco Marine batters and had a no-hitter spoiled by a weak single. It was the Marines' only hit. Later, in a game against Moffett Field he had better luck. The fireball southpaw hurled an almost perfect no-hitter, walking only one and fanning 15.

* * *

Stirring into activity for the coming season, West Coast football teams breathed a sigh of relief when they discovered Ensign Don Whitmire, All-American quarterback of DesPac's '47 gridironers, had been detached. A second look stifled the sigh. New stars will probably make the DesPac team as rugged as ever.

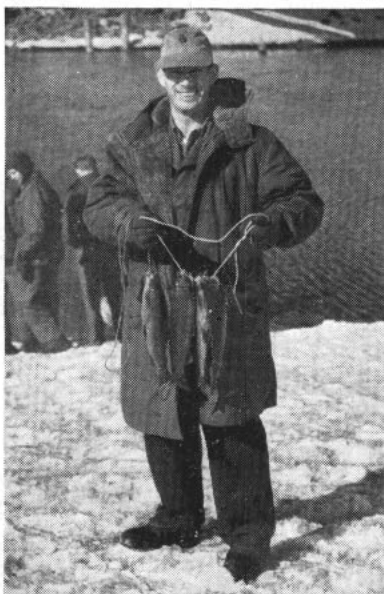
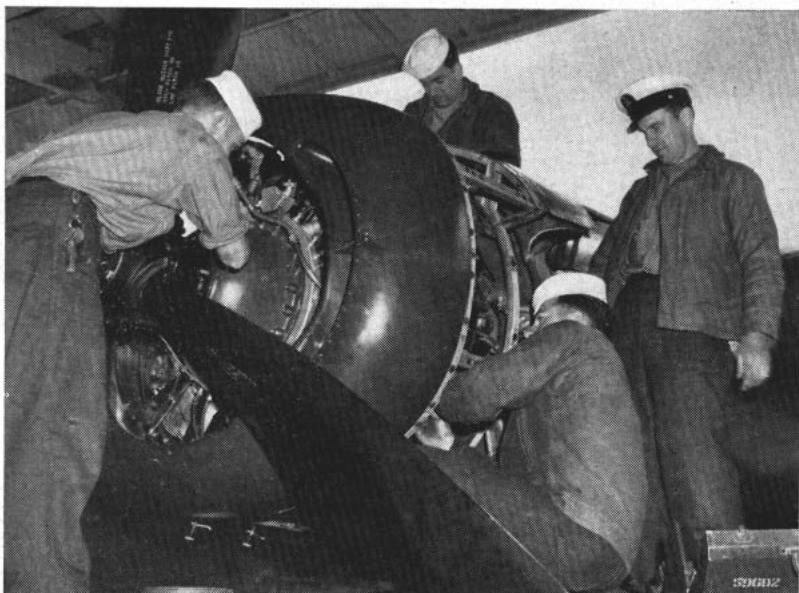
* * *

Ensign Bob Cowell and Lieutenant (junior grade) Bob Tribble, two of the Navy's top swimmers, have officially swum faster



ENS Cowell

on their backs than anyone in history. Swimming in an official race before National AAU officials both the backstrokers broke the old world's record and Cowell set a new world mark of 60.4 seconds for the 100-yard backstroke.—Earl Smith, PNC, USN, ALL HANDS Sports Editor.



ALASKAN JUNKET

PREPARING for flight of Naval Photographic Squadron I to Alaska from NAAS Miramar, Calif., maintenance crew (above) installs new engine in plane. Recreational facilities available in Far North are shown by R. T. Wilkin, AOC, USN (left). The chief proudly holds a day's catch of Dolly Varden trout caught in Delta River near Big Delta, Alaska. Personnel of the photo squadron board MATS plane (below) prior to the takeoff.



7th ND Disestablishment Among Changes to Be Made In U.S. Naval Districts

Naval districts within the continental U.S. are affected by a number of forthcoming changes in geographic areas.

The boundary changes will facilitate administration of the Navy's shore establishment. They will also result in a closer alignment of the naval districts with the Army's area commands. The changes, which have been under study for several months, have been approved by the Secretary of the Navy, to take effect 1 Sept 1948.

The following changes are to be made:

- Seventh Naval District, with headquarters at Jacksonville, Fla., will be disestablished. Its area will be incorporated into the 6th ND, with headquarters at Charleston, S.C.

- Sixth Naval District will be further increased in area to include Alabama, Tennessee and Mississippi, which are now in the 8th ND, with headquarters at New Orleans, La.

- Boundary of the 5th ND, whose headquarters are at Norfolk, Va., and the 6th ND will be redrawn to place all of North Carolina within the 6th ND.

- Mercer County, N.J., in which Trenton is located, will be transferred from the 3d ND to the 4th ND, whose headquarters are Philadelphia, Pa.

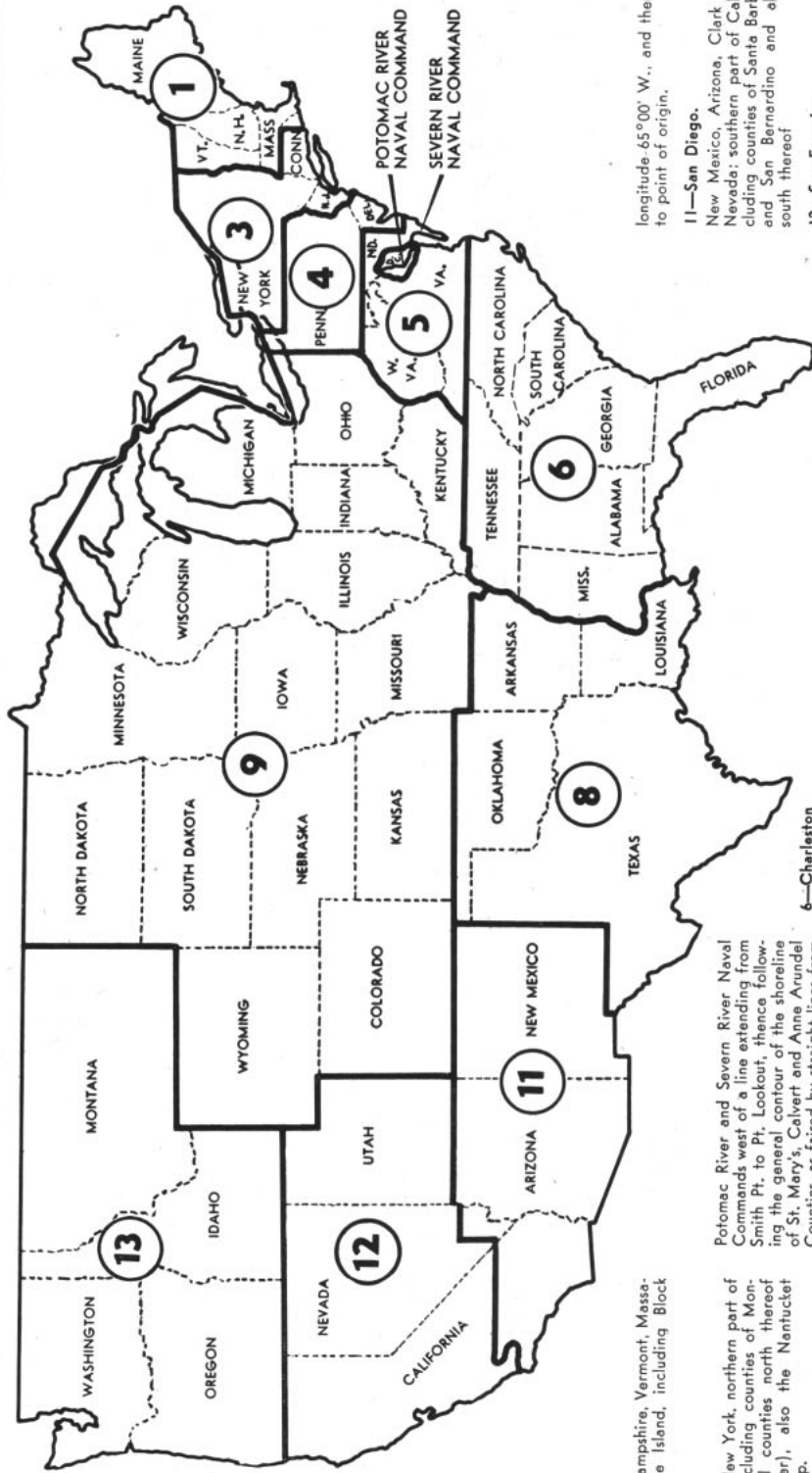
- Ninth Naval District, with headquarters at Chicago, will be extended in area to include Colorado and Wyoming. Colorado is at present in the 12th ND, with headquarters at San Francisco. Wyoming is in the 13th, with headquarters at Seattle, Wash.

- Gulf Sea Frontier Command was abolished on 30 June 1948 and its area was incorporated into the Eastern Sea Frontier, with headquarters at New York City. Previous commandant of the Gulf Sea Frontier remained in New Orleans as Commandant, 8th ND.

There will be 10 naval districts within the U.S. and four outside the continental limits. Numerical designations of the districts will remain unchanged.

• AT RIGHT: Map of continental U.S. naval districts incorporates the geographic changes listed in the story above. Prepared by the staff of ALL HANDS Magazine, the map may be clipped for ship and station display. Information on all naval districts is given. ➔

THE NAVAL DISTRICTS



- 1—Boston. Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, including Block Island.
- 3—New York. Connecticut, New York, northern part of New Jersey including counties of Monmouth and all counties north thereof (except Mercer), also the Nantuxet Shoals Lightship.
- 4—Philadelphia. Pennsylvania, southern part of New Jersey, including counties of Mercer, Burlington, Ocean and all counties south thereof; Delaware, including Winter Quarter Shoal Light Vessel.
- 5—Norfolk. Maryland, less Anne Arundel, Prince Georges, Montgomery, St. Mary's, Calvert and Charles Counties; West Virginia; Virginia, less Arlington, Fairfax, Stafford, King George, Prince William, Westmoreland Counties and the city of Alexandria; also the Diamond Shoal Lightship and all waters of Chesapeake Bay, including its arms and tributaries, except waters within the Fourth Naval District and the counties comprising the

- 6—Charleston. North Carolina, South Carolina, Georgia, Alabama, Florida, Tennessee and Mississippi.
- 8—New Orleans. Louisiana, Arkansas, Oklahoma and Texas.
- 9—Great Lakes, Ill. Ohio, Michigan, Kentucky, Indiana, Illinois, Wisconsin, Minnesota, Iowa, Missouri, North Dakota, South Dakota, Nebraska, Kansas, Colorado and Wyoming.
- 10—San Juan. All United States territories, possessions, naval reservations and naval activities on shore located within an area bounded as follows: Beginning at latitude 25°00' N., longitude 72°00' W.; thence to a point on the north coast of Cuba in latitude

- 11—San Diego. New Mexico, Arizona, Clark County in Nevada; southern part of California, including counties of Santa Barbara, Kern, and San Bernardino and all counties south thereof.
- 12—San Francisco. Utah, Nevada, except Clark County; northern part of California, including counties of San Luis Obispo, Kings, Tulare, Inyo, and all counties north thereof.
- 13—Seattle. Washington, Oregon, Idaho and Montana.
- 14—Oahu, T. H. Hawaiian Islands and islands to westward, including Midway, Wake, Kure, Johnston, and Sands Island and Kingman Reef.
- 15—Balboa. Panama Canal Zone.
- 17—Kodiak. Alaska and the Aleutians.

longitude 65°00' W., and then westward to point of origin.

22°47' N., longitude 79°47' W., thence westerly around shore of western Cuba and easterly along shore to Cienfuegos Light in latitude 22°02' N., longitude 80°27' W. (The land areas of the Isle of Pines and other small coastal islands of Cuba are included in the Tenth Naval District); thence south to a point in latitude 18°05' N., longitude 80°27' W., thence to Punta de Gallinas, Colombia; thence along international boundaries to include all of Venezuela, British Guiana, Surinam and French Guiana, to and including eastern boundary of French Guiana; thence east (true) to a point in approximate latitude 4°20' N., longitude 50°20' W.; thence northwesterly to a point in latitude 25°00' N.,

SEABEES:

A JAPANESE major on Iwo Jima paid the Seabees one of the highest compliments they received during World War II, from either ally or enemy.

During the heavy fighting following the island invasion he and his men had retreated into a cave where they remained for many days. When the major finally came out to surrender he looked incredulously at the face-lifting job which the Seabees had performed on the tiny island and uttered one word:

"Impossible!"

In Iwo Jima, just one of the many stepping stones transformed by the members of the construction battalions in the march to Tokyo, the Seabees built what at that time was the longest airstrip in the Pacific, cut off the top of a mountain, moved 4,000,000 cubic yards of earth, resurfaced beaches, repaired and expanded the Jap airfield, and completed an airbase.

Base-builders for the Navy not only in the far reaches of the Pacific, but in Alaska and Iceland, the islands of the Caribbean and the Atlantic, and on the Normandy and Sicily beachheads, the Seabee construction battalions were one of the major developments of the war.

Of the 247,000 Seabees and the 8,000 Civil Engineer Corps officers who led them in their numerous jobs, ranging from underwater demolition of coral heads to the construction of large military "cities" with populations equal to that of Sacramento, Calif., nearly all are back again in their civilian jobs.

But the Navy is making sure to preserve its "Can Do" organization through the establishment of Seabee components in the Organized and Volunteer Reserve. At the same time it has made the Seabees a small but active unit in the regular Navy. The unit now numbers 4,000 men.

To keep the Seabee Reserves as an integral part of its organization, the Navy in January 1948 authorized the establishment of peacetime organized construction battalion companies. The Seabee Volunteer Reserve, approved earlier, already numbers some 250 units.

At full strength the Organized Reserve will comprise 200 Seabee companies which can be expanded into full size battalions in the event of an emergency. Presently they are located



FIRST TRIP up telephone pole is made by fledgling in the Seabee Reserve organization (above). A veteran CPO explains huge mobile crane (below).



ALL HANDS

They Keep 'Can Do' in Reserve

in 107 cities throughout the nation. Each of the companies has a working nucleus of 40 or 80 enlisted men and five or 10 CEC officers, who attend regular drill sessions. The growing Volunteer Reserve is expected to activate another 75 units before the end of the year.

Following completion of its plans for a weekly training program which includes top speed construction methods in varying climates, defensive combat techniques, amphibious landings and new military equipment and devices, the Seabee Reserve conducted a campaign during May and June to bring its organized component up to full strength of approximately 5,000 men and 615 officers.

In civilian life these men are engineers, bridge builders, sandhogs, cat-skinners, dock wallopers, crane operators—in all some 60 trades are represented in the Seabees, and most of its members are skilled workers.

During the war the Marines gave the Seabees the nickname of "Sergeant's Battalion." Because of their qualifications most of the men became naval petty officers following their enlistment. When they put on Marine uniforms for amphibious operations and translated their rates into those of Marine non-commissioned ranks, most of the Seabees were sergeants.

Non-veterans and apprentices are eligible to join the Seabee Reserve organization, and all Navy veterans, whether Seabee or not, may enroll at their highest wartime rating.

In former wars the work of the Seabees was done by civilian labor under private contract. But under military law, employees of civilian contractors are prohibited from offering resistance when the bases they are constructing are attacked.

Civilian workmen on the islands of Wake, Guam and the Philippines were caught almost defenseless with the alternatives of surrendering or trying to fight with no weapons and no training. As guerilla fighters they were liable to execution if caught, and scores of them were put to death.

To solve this problem the Navy established the military Construction Battalion, whose motto was "Construimus Battimus," a Latin phrase meaning "We build; we fight."

In the Organized Reserve the Seabee is trained in basic military warfare as well as in the adaptation of

his civilian training in the construction field to Navy requirements. The knowledge of how to use a gun often came in very handy during World War II, when the Seabees found themselves building bases on battlefields while the fighting was still going on.

In the Philippines, the Japs staged a surprise parachute landing on the middle of an airfield project that the Seabees were working on. As they came floating down the Seabees abandoned their bulldozers and cranes for carbines. In a short time they had eliminated most of the Japs in an enthusiastic but slightly wild shooting foray, which had even the Marines running for cover.

Again at Los Negros in the Admiralties, the Army was still fighting the Japs on a narrow beachhead barely the width of a football field on the edge of the ocean, when the Seabees began to come ashore through the surf with their heavy equipment.

One of the men in a huge ditching machine found himself on the front lines before he knew it. He immediately went to work digging trenches, which were filled by Seabee troops just as quickly as he could dig them.

While the function of the Seabees is primarily one of logistics, that of building bases and airfields, they often had to do their work under fire. Twenty-eight per cent of the members of Pontoon Detachment 1006 at Salerno and Sicily were war casualties, while the 133rd Seabee battalion lost nearly one-fourth of its personnel on

Iwo Jima. Another Seabee detachment was forced to undergo 101 air alerts in 106 hours, but it managed to finish its job on time.

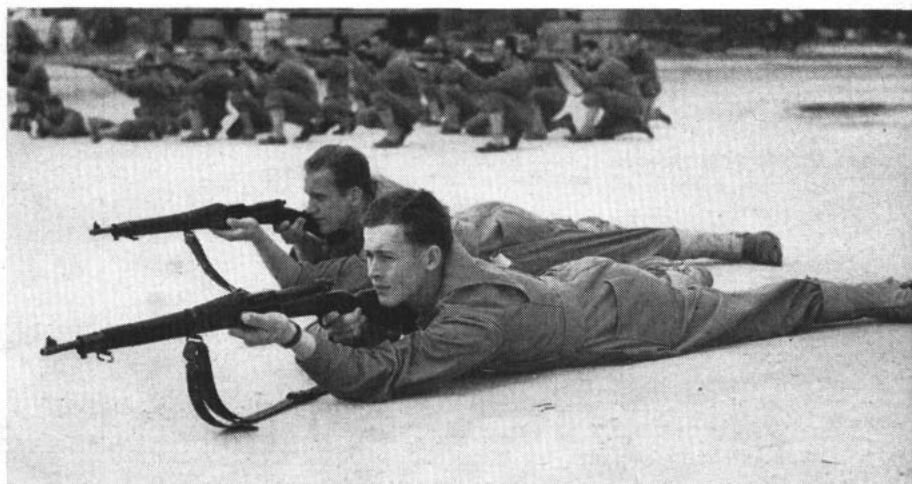
The jobs of the Seabees are numerous, covering the construction of everything the Navy needs on shore: camps, hospitals, airstrips, roads, waterfront installations, supply bases, breakwaters, piers, causeways, bridges, pontoon marine railways, drydocks, ammunition dumps, fuel storage, ship moorings, utilities, power plants and sanitation facilities.

For the Normandy invasion Seabees built units of floating harbors, put them in place and kept them operating. One outfit, for example, had to fight wind and wave for 80 hours without a break. In the first weeks the Seabee-manned pontoons brought in 85 per cent of the vehicular traffic over one of the beaches.

There is a Seabee specialist for each particular construction requirement—petroleum units, automotive repair detachments, all requiring highly trained personnel vital to an efficient war machine.

Because of these varied and highly technical duties, the training program set up for the Seabees in the Organized and Volunteer Reserve differs from that of other Naval Reserve components.

"Day by day work in private industry gives Seabees the best training in their trades," officials heading the Seabee Reserve declare. "Our program therefore is designed to acquaint them with the military modifications and



PROTECTING themselves and what they build is a must in training given Seabee Reservists. Companies have complement of 40 men and 5 officers.



PONTOON 'string' splashes into the water as trainees learn technique of manning causeways, over which vital supplies travel from ship to shore.

adaptation of ordinary construction work and equipment."

Members of organized Seabee companies follow a training course which includes:

- Navy requirements and utilization of construction equipment.
- Amphibious operations, including the construction of causeways, handling beach traffic, cutting access roads, providing a water supply and temporary facilities for combat operations.
- Exploration of problems posed by unfamiliar kinds of climate.
- Military training, naval indoctrination and orientation.

Reservists participate in annual two-week training with Seabee battalions on the Atlantic and Pacific coasts. At Coronado, Calif., and Little Creek, Va., the construction battalions work side by side with Marines in developing new techniques of amphibious operations, which are a major job of the Seabees. (During World War II they took part in every major amphibious operation launched by American forces in the Asiatic and European theaters.)

The streamlined Seabee courses pack into two weeks a series of lectures supplemented with films, training devices and aids, rifle and pistol firing, and field exercises, including landing operations and modern construction practices. Training courses have also been set up in the Training and Distribution Center, Port Hueneme, Calif. and at major naval bases.

CIC officers participating in the work of the Reserve training units may take special seminar courses at Washington, D. C., and at Port Hueneme, Calif., during their annual training, where they receive instruction in administration as well in the science of military warfare.

The training program for members of the Seabee Volunteer Reserve consists of year-round regularly scheduled classroom seminars on professional

engineering problems. A manual on *Field Problems and Organization* is covered in the first year by active Volunteer Reservists.

Arctic and cold weather operations are being studied in the classroom meetings during 1948-49. Ever since 1944, when the Seabees began exploring for oil in northern Alaska they have been pioneering in Arctic transportation and building problems. Seabees now man a test station for equipment and material near Point Barrow at the northern tip of Alaska.

During 1949-50 the members of the Volunteer Reserve will study desert operations, which will be followed by a course in the development of continental construction, in the long range training program which is designed to prepare the Seabees for emergency operations in every kind of geographical area and climate.

The rapidity with which the newly organized Seabee Reserve has grown is another illustration of the esprit de corps of its members, which accounts for its record and its reputation for having not one but a whole regiment of Paul Bunyans.

Following the conquest of Iwo Jima, Admiral Halsey was asked where he was going to find enough airfields to support the attack on Okinawa, the next island on the highway across the Pacific.

"That's easy," he said. "The Seabees will build us another island and put four or five airfields on it."



MOTORIZED equipment is kept in shapes by Seabee Reservists receiving truck maintenance training. They learn to service special equipment.

Camouflaged Raider One of War's Secrets

COMBAT ships approaching the coast of California during World War II frequently sighted an old four-masted schooner plodding slowly through the Pacific waters, her decks loaded high with lumber.

Responsible Navy captains would mutter angrily when they saw she was unescorted. They would signal the vessel she was in submarine infested waters and offer to escort her into port. However, the old ship always managed to become separated from her escort before arrival, leaving exasperated officers-of-the-deck wondering how it could have possibly happened.

The "merchantman" didn't just happen to lose her escorts. She did it deliberately.

For 18 months this old vessel moved up and down coastal waters, ranging as far north as the Aleutians and as far south as Mexico, always moving at a snail's pace—a perfect target for submarines. That was precisely her purpose; to bait submarines into attacking her.

Traveling under the name *Coos Bay*, but secretly and officially known as USS *Anacapa* (AG 49), the old lumber ship was one of the top secrets of the Pacific war.

When oilfields near Goleta, Calif. were shelled by a submarine in 1942, Washington authorities decided to give the Japs something to shoot at, and then hope the seemingly helpless target could get its own guns into action quickly enough to win the engagement.

Coos Bay was the answer to the problem of finding a vessel that could pass as an innocent merchantman while concealing a battery of guns capable of outfiring enemy submarines. The Navy acquired the ship and commenced work on a plan known as "Project Love William." The merchantman was brought to the repair base at San Diego where extensive alterations were secretly made.

Keeping her deck house unchanged, workmen rearranged compartments, added a deck house aft and one amidships and set up 4-inch guns inside of them. On both sides of the bow, plates were removed and replaced by flaps so that two 3-inch 50 caliber guns could train either to port or starboard from a position below-deck.

Concealed "Y-guns" for firing depth charges were installed and special clearance was provided in the shaft alley so vast amounts of ammunition could be stowed and gun crews could remain in hiding until prearranged plans sent them into action.

A detailed plan was set up where in the event of attack the "merchant crew" would abandon ship in small boats. Actually only half of the men would leave, the others remaining out of sight until the enemy sub surfaced and then the flaps would drop and the gunners pour a shower of fire on the unsuspecting foe.

The finest detection equipment available, both radar

and sound gear, was installed on *Anacapa*. To eliminate arousing suspicion by carrying a regular radar antenna at the head of one of her masts, arrangements were made to use a special design developed in Canada. By day it fitted in position so it appeared to be part of the yardarm, but under cover of darkness it could operate freely.

The entire crew of naval officers and enlisted men had to carry merchant marine papers. The commanding officer was issued a master's license and other officers were issued mates' paper.

When *Anacapa* got underway for the first time, there was nothing to indicate she was manned by Navy personnel, as everyone was attired in clothing typical of merchant seamen on board a lumber ship. The masquerade continued throughout the ship's career.

Once during her "clay pigeon" cruising *Anacapa* tried to locate a Japanese "Q" boat known to be near Alaska in hope of fighting it out with her. Many times she deliberately sailed in the path of reported submarines in the hope of being attacked.

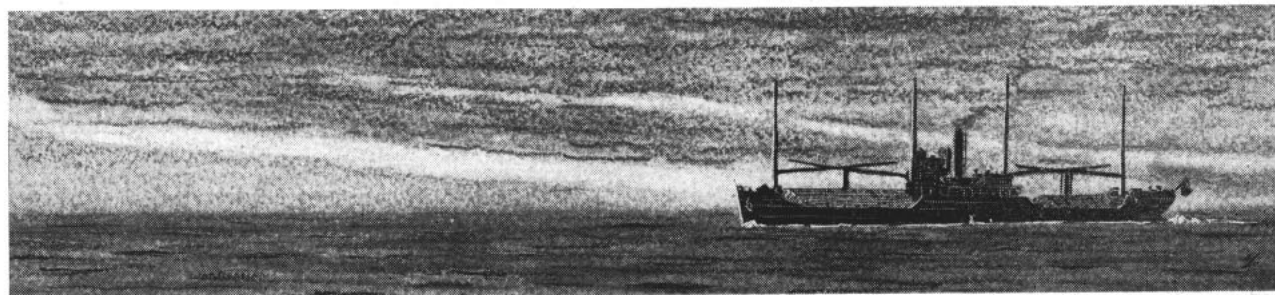
Frequently *Anacapa* made sound contacts with what may have been undersea boats and dropped depth charges, but whether she ever sank any subs remains unknown.

When the tanker *Larry Doheny* was torpedoed off Cape Mendocino, Northern California, *Anacapa* sighted the explosion and sped—at flank speed of 10 knots—to the scene with her lights blazing. With her gun crews hovering over their weapons *Anacapa* stopped dead in the water while picking up survivors from *Larry Doheny*. These survivors were the only persons who had an opportunity to learn the real purpose and identity of *Anacapa*, but none of them ever divulged the information.

On south-bound journeys *Anacapa's* crew would pile strips of lumber high along the gunwales to give the appearance of a heavy load. When returning northward the lumber would be removed and covered with canvas while empty oil drums were stacked flush to the rails so inquisitive onlookers would assume she had discharged the lumber and was heading back with a different cargo.

One of the most trying problems was that of clearing U. S. inspectors who would board *Anacapa* to check her papers, but so well had all hands been rehearsed that no mishaps occurred. One near-disastrous attempt by a southern-drawling lieutenant to pose as a sea-going mate of Swedish extraction resulted in a weird mixture of accents, but fortunately it escaped the inspector's attention.

The West Coast was never again attacked after *Anacapa* took up her vigil, and she carried a share of the burden in the antisubmarine campaign in the Pacific until faster, specially-designed ships took over the job.



LETTERS TO THE EDITOR

Shore Patrol Selection

SIR: What is the usual procedure for selection of shore patrol from shore bases? It seems that 99 per cent of the quota for shore patrol for the hours 1900 to 0300 is filled by students from EMS who are required to attend classes as usual.—J. W., USN.

● *General order 245 requires that district commandants prescribe and enforce "standards of discipline, uniform and the control of naval personnel within their districts. The enforcement of the standards is carried out through shore patrol which is assigned on a temporary duty basis and in numbers deemed necessary." While the Bureau lays down general qualifications for personnel assigned to shore patrol duty, the quota and assignment of shore patrol are established by the district commandant or by the commanding officer of the naval activity concerned.—Ed.*

Reenlistment Allowance

SIR: I was discharged from the Navy 3 Oct 1945 and reenlisted 3 Jan 1946 under continuous service and in the same rate. On 27 Dec 1945 I tried to ship over but because of the holidays was refused and had to wait until 3 January. Am I entitled to shipping over pay and clothing allowances? (2) If my time is considered as broken service, will it count on 20-year retirement?—W. C. G., ENC, USN.

● (1) *You are entitled to reenlistment allowance and should submit your claim to the Field Branch, BuSandA, Cleveland, Ohio, via the disbursing officer carrying your accounts. (2) Yes, broken active service counts on 20 for transfer to the Fleet Reserve. In your particular case you do not have broken service having reenlisted within three months from date of discharge.—Ed.*

Brothers Together

SIR: I would like to know whether or not it is possible to get on the same ship with my brother. He is part of the Commissioning crew of USS Worcester (CL 141) in Philadelphia, Pa. I have read in ALL HANDS that brothers stationed on the same coast could get together.—R. K. F., FA, USN.

● *USS Worcester (CL 141) went into commission on 25 June 1948 and was assigned to the Atlantic Fleet. You should submit a request referencing BuPers Circ. Ltr. 281-45 (NDB, 30 Sept 1945) via your CO to the Commander Service Force, U. S. Atlantic Fleet, for this duty.—Ed.*

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.

Sailors With Port Lists

SIR: What is the reason for having all the ratings worn on the left sleeve, as is now the case under the new rating system? Have you noticed that when an enlisted man has two or more service stripes, two or more rows of ribbons and the rating badge all on the left side he looks like he has a port list?—F. L. R., QM1, USN.

● *Maybe so; however 80 per cent of authorized rating badges have been worn on the left sleeve since 1913. Recent changes merely standardized the wearing of rating marks for all ratings in the most practical and economical manner.—Ed.*

Length of Service

SIR: Is a service record of a man with broken-service sufficient enough to credit him with longevity without a statement of service?—S. F. P., YN3, USN.

● *If there is any doubt as to the length of service as shown in the service record, a statement of service should be requested from the Chief of Naval Personnel.—Ed.*

Overseas Assignments

SIR: Several men at this activity who hold Navy Job Code number 72350 and who are graduates of the School of Naval Justice, Port Hueneme, Calif., are being reported for sea duty. There are also a few men so qualified who anticipate shipping over. By the authority contained in BuPers Circ. Ltr. 141-47, men falling in the latter group may request their next duty station. In order that we may be able to request our next duty more reasonably, it is requested that information be furnished as to the over-all picture insofar as vacancies are concerned in this type of work at overseas commands.—D. A. A., YN1, USN.

● *Overseas commands are under the administration of fleet commanders and only they can give you information on assignments. It is usually unobtainable unless you are available for immediate assignment at the time of seeking this information, because changes in vacancies in the Fleet occur so rapidly.—Ed.*

Retirement Pay

SIR: If a temporary officer reverts to his permanent rate and elects transfer to the Fleet Reserve under Option 2 of Public Law 720 (79th Congress) will he receive retirement pay based on the highest rank held when 30 years have been completed?—P. E. H., CHPCLK, USN.

● *If a temporary officer reverts to his permanent enlisted rating and is transferred to the Fleet Reserve, upon 30 years' service and transfer to the retired list, the same formula is used in the computation of retired pay as was used at the time of transfer to the Fleet Reserve, except that retired pay is based upon the pay of the highest temporary rank satisfactorily held prior to 1 July 1946.—Ed.*

YMS Now in Chinese Navy

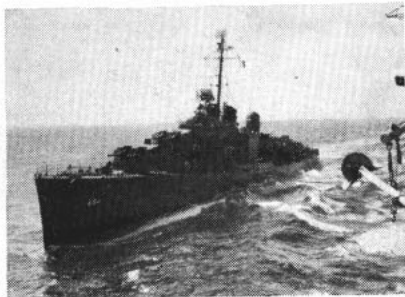
SIR: I served in USS YMS 393 during the war and was wondering if you could give some information about that vessel. (1) Is she still in commission? (2) If not where is she at present?—J. G. F.

● (1) *No. She was decommissioned on 7 May 1946 at Subic Bay, P.I. (2) She has been turned over to the Chinese Navy.—Ed.*

NUC Notification

SIR: I have read in ALL HANDS Magazine that USS Ingraham (DD 444) has been awarded the Navy Unit Commendation. (1) as a member of the crew at that time will I receive a letter stating that I am eligible for the ribbon? (2) Has a souvenir booklet been published by this ship?—T. J. B., USNR.

● (1) *Notification of the award of the NUC to USS Ingraham (DD 444) has not yet been sent from the Bureau. No copies of the commendation are sent to individuals eligible to wear the ribbon. (2) No souvenir booklet has been announced.—Ed.*



USS Ingraham—DD, shown refueling at sea, earned Navy Unit Commendation Ribbon.

Aviation Insignia

SIR: The March 1948 issue of ALL HANDS listed the distinguishing marks to be worn on the left breast but omitted the wings of a naval air navigator. Has this specialty mark been discontinued and when were the navigator's wings authorized to be worn?—J. R. C., ENS, USNR.

• An insignia for naval aviation observers (navigation) was authorized for naval officers on 31 Mar 1945. On 18 Mar 1947 this insignia was abolished and officers designated as naval aviation observers (navigation) were authorized to wear the same insignia prescribed for naval aviation observers. The chart in the March issue of ALL HANDS pertained to enlisted insignia only.—Ed.

7 Stars for Abbot

SIR: I served in USS Abbot (DD 629) from 23 April 1943 to 24 April 1947, and would like to know what awards she received. In addition, I would like to thank you for publishing a previous letter of mine; your information enabled me to reenlist six months in advance.—H. J. B., SK1, USN.

• USS Abbot (DD 629) is entitled to seven stars on the Asiatic Pacific Area Campaign Ribbon for participation in the following: Marshall Islands operation, Marianas operation, Leyte operation, Luzon operation, Western New Guinea operation, Manila Bay-Bicol operations and Third Fleet raids against Japan. Thanks for the bouquet.—Ed.

Broken-Service Rates

SIR: I have three ship's cooks whom I would like to see get their rates back, but I am stuck as to the correct procedure to follow. Two were discharged as SC2 and one as SC3 and all were discharged during 1945 and reenlisted in January 1948.—J. C. S., PACT, USN.

• CS2 and CS3 are rates which are not open to broken-service enlistments. No adjustments are contemplated for such personnel. They are eligible for advancement under instructions application to all.—Ed.

Transfer to Fleet Reserve

SIR: I enlisted in the regular Navy on 11 June 1941 and served 4 years, 3 months and 22 days during this enlistment. On 26 June 1946 I enlisted in V-6, USNR, and reported for duty as a station-keeper on 2 July 1946 and have been serving on active duty since that date. Is it possible for me to transfer to the Fleet Reserve after 20 years' active naval service from the Reserves or will I have to be in the regular Navy to transfer to the Fleet Reserve?—W. C. T., YN1, V6, USNR.

• You must be in the regular Navy in order to transfer to the Fleet Reserve.—Ed.



USS Schenck—The ex-four-stacker destroyer saw action in the European war theater.

Dope on Schenk

SIR: I would like the following information about the old four-stack destroyer USS Schenck (DD 159): (1) How many battle stars is she entitled to and did she receive the Presidential Unit Citation or the Navy Unit Commendation? (2) Is she still in commission?—H. B., SK3, USN.

• (1) The destroyer Schenck is entitled to two battle stars on the European-African-Middle Eastern Area ribbon. To date there is no record of her receiving the PUC or NUC. (2) On 25 Sept 1944, Schenck (DD 159) was changed to AG 82. She was decommissioned on 17 May 1946 and stricken on 5 June 1946.—Ed.

Why Chevrons Point Down

SIR: The question as to why Navy chevrons point down and Army and Marine Corps chevrons point up has arisen many times. Can you enlighten me on the subject and is there any logical reason for this?—S. P. N., AMC, USN.

• Official records do not indicate that there is any historical reason why chevrons, as used in the Navy to designate petty officer ratings, point down. There is, however, a logical reason why they must do so and that is to provide a space between the eagle and chevrons in which the specialty mark may be placed.—Ed.

Stars for Indiana

SIR: Can you tell me what citations USS Indiana (BB 58) earned during the period 30 Apr 1942 to 25 Sept 1945, inclusive?—F. L.

• USS Indiana (BB 58) was awarded the Navy Occupation Service Medal for the period 2 Sept to 15 Sept 1945. She also rates nine engagement stars on the Asiatic Pacific Area Campaign Medal. No unit citation has been awarded USS Indiana.—Ed.



USS Indiana—Was awarded Navy Occupation Service Medal and nine battle stars.

Retirement Rank

SIR: I received my appointment as lieutenant (junior grade) on 5 Sept 1946 and was appointed lieutenant on 18 Dec 1946. My retroactive date for precedence for LTJG was 15 Feb 1944 and for LT was 1 July 1945. (1) Which grade will be in effect upon retirement? (2) I had 60 days' leave from enlisted status and would like to know what becomes of this leave upon reverting or appointment as limited duty officer?—J. G. K., LT, USN.

• (1) At such time as you become eligible for retirement and have completed more than 20 years' active service, 10 years of which must be active commissioned service, you will, if retired, be placed on the retired list in the rank in which serving at time of your retirement or the highest rank in which you served on or prior to 30 June 1946 and during World War II, whichever is higher. (2) Under the Armed Forces Leave Act of 1946 you lose the 60 days' leave.—Ed.

Award for LST 497

SIR: I was wondering what citations USS LST 497 rates. I am in the Marine Corps and am supposed to wear all ribbons that I am entitled to. Could you give me this information?—C. B. S., PFC, USMC.

• We certainly can. USS LST 497 was awarded the European-African-Middle Eastern Area Campaign Medal with one star for the invasion of Normandy from 6 to 25 June 1944.—Ed.

Shore Duty Extension

SIR: Is it possible to secure an extension of one year on a two-year tour of shore duty by a recommendation of the commanding officer?—W. W. G., EMC, USN.

• Extensions on shore duty are possible for four (4) months for humanitarian or hardship reasons. See paragraph 6 of BuPers Circ. Ltr. 101-48 (NDB, 31 May 1948). Occasionally in certain rates which are very much depleted in numbers, men are retained ashore longer than two years because reliefs are not readily available. Such retention after two years carries no assurance as to how long such additional duty will last. In general, however, retentions beyond two years are not approved.—Ed.

Take Your Tests Seriously

SIR: In the March issue of ALL HANDS you stressed the importance and purpose of the new Navy classification procedures. As a result of this article, it's been noticed that there are several unhappy people in the Navy today, primarily because they did not take these tests seriously.

Most of the men whom I personally interviewed on the matter stated that if they had known the importance of these tests, they would have made better marks. They took the tests with the impression that it was just another test, because their current service record did not show the results of the tests they took when they first came in the Navy. They did not know that these new tests would play a big part in the future Navy and would, as you stated, "stick to the men like a shark after a provision ship," for their entire naval career.

As a result of this article, a lot of yeomen are being confronted with several questions regarding these tests, which in most cases can be answered. But there are a few questions which have been rather difficult to answer, and it would be greatly appreciated if you would answer them in your next issue for all sailors who are interested in knowing the answers. Here they are:

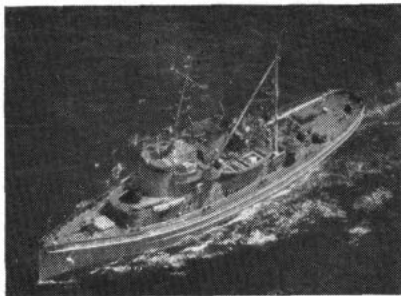
(1) In the event that a man has made low marks in some or all of these tests, is it possible for this man to take these tests over again? (2) If he can, who is authorized to grant him the privilege to take them over? (3) If not, wouldn't it be considered to be an injustice to the man who, after a few years in the Navy, has been broadening his knowledge through study and practical experience, and would undoubtedly make much higher marks if he were given the opportunity to take the tests over?—N. B. C., YN1, USN.

• (1) *No, except in the case of known administrative errors such as mistiming*

Counting Army Time

SIR: I am a sailor with three years of Army time to my credit, having served with the 3rd Infantry Division and the cannon company of the 7th Infantry Regiment. Does my Army time count for a hash mark and a good conduct Navy ribbon? In addition I have a French decoration and would like to know whether or not I am permitted to wear it on my navy uniform.—M. W. R., USN.

• *Chapter XII of U.S. Navy Uniform Regulations, 1947, prescribes what United States and foreign decorations and medals may be worn and the manner in which they shall be worn. Your Army time counts for wearing red hash marks but is not counted toward award of the Navy Good Conduct Medal.—Ed.*



FLEET TUG—These sea-going draft horses played important part in the war on seas.

a test. (2) Chief of Naval Personnel (Pers 637). (3) Unless a man did not have the opportunity to acquire a normal American grade school education, his naval experience will not raise his test scores appreciably. The tests are designed not to measure naval knowledge or even the results of general cultivated education beyond the eighth grade level. The number of cases on record of men being tested twice indicates there is very little improvement in test scores over a period of time, and many men show an appreciable drop. The only exception to this rule is the Mechanical Test, which measures tool familiarity and mechanical knowledge. Mechanical training in the Navy will raise a man's test score on this test to some extent. However, the most practical solution to this problem lies in the wise use of the test results, rather than in periodic retesting. If a certain assignment demands a score on the Mechanical Test of 50 and the man made only 47 three years ago, his subsequent mechanical experience should be taken into account and the man considered qualified for the assignment.—Ed.

GroPac 11 Shares Award

SIR: Can you give me any information as to whether or not GroPac 11 was ever awarded the Presidential Unit Citation or the Navy Unit Commendation for its participation in the landing at Iwo Jima, 19 Feb 1945?—J. P. C., CSC, USN.

• *The Navy Unit Commendation was awarded to the Fifth Amphibious Corps, of which Pacific Group 11 was a part at that time.—Ed.*

About Ticonderoga

SIR: Could you please tell me if crew members of USS Ticonderoga (CV 14) are eligible for the China Service and Navy Occupation Medals? We were with the Third and Fifth Fleets in the Pacific and participated in the raids on the China Sea in January 1945. In addition we also entered Tokyo Bay with the occupation fleet.—A. P. K., RDM2, USNR.

• *USS Ticonderoga is entitled to the Navy Occupation Service Medal for the periods, 2 Sept to 20 Sept 1945 and 28 Dec 1945 to 7 Jan 1946. She is not listed for the China Service Medal.—Ed.*

Sea-Going Tug in Reserve

SIR: I would like to obtain some information of USS *Hidatsa* (ATF 102) the ship in which I served in a previous enlistment. (1) Where is she at present (2) Is she still in commission and (3) Who is her CO? And now I would like to get a plug in for the sea-going tug fleet about which you hear very little these days. I have heard many boasts about the submarine fleet, tin-can navy, etc., but the sea-going tugs are tops with me for good duty. In my opinion better duty cannot be found anywhere.—P. H. N., YNSN, USN.

• (1) *At present USS Hidatsa is in the Long Beach Inactive Fleet. (2) No. (3) She has no CO. Agreeing with you on the good duty found in sea-going tugs ALL HANDS (April 1946, p. 43, and November 1946, p. 14) published articles on the noble tugs and their work.—Ed.*

Stars on Suspension Ribbon

SIR: Where may instructions be found relative to the manner of wearing bronze stars on the suspension ribbon of medals?—C. S. K., YNC, USN.

• *BuPers Circ. Ltr. 61-48 (NDB, 31 Mar 1948) and ALL HANDS, May 1948, p. 52, list instructions for the wearing of engagement stars on the suspension ribbons of World War II medals. They state, "Engagement stars are authorized to be worn on the suspension ribbon of the medal."—Ed.*

Service for Shore Duty

SIR: About six months ago I submitted a request through my personnel officer for recruiting duty. He refused to forward my request claiming that I am not entitled to shore duty. My last normal tour of shore duty terminated in July 1933 as an enlisted man. Later I received my warrant commission and in July 1943 was ordered ashore by BuPers. This duty lasted only 14 months. I then reverted to enlisted status in November 1943 and reenlisted in the regular Navy in my present rate. It is my belief that I have sufficient credit as an enlisted man for shore duty requirements.—C. B. Y., MEC, USN.

• *Sorry you haven't. You served ashore for over one year and thus forfeited your previous continuous sea service. If a man serves ashore for one year or longer in the same naval district, he forfeits his previous continuous sea service and is given credit for continuous sea service from the date that he reports to sea duty after a tour of shore duty. Sea or shore duty under temporary officer appointment shall be combined with previous and subsequent enlisted service in determining eligibility for shore duty of former temporary officers who have reverted to enlisted status. You will again be eligible for shore duty four years from the date you commenced sea duty.—Ed.*

Pistol Shot Medal

SIR: I qualified for the expert pistol shot medal in April 1945. Must I qualify each successive year to be able to wear the medal permanently?—W. T. N., YN1, USN.

• *The duration of qualifications as expert rifleman, carbine expert, expert pistol and expert revolver shot is four years. If the individual fails to qualify as expert at the end of the four-year period, he will cease to wear the ribbon or medal.*

If he fires for record during the four-year period and fails to requalify as expert, he will cease to wear the ribbon or medal. However he should retain possession of ribbon and medal in event of future requalification since only one medal is awarded.—Ed.

Furlough Travel Allowance

SIR: I joined the Reserve at Jacksonville, Fla., on 11 Nov 1943 and was discharged on 18 Dec 1945. I enlisted in the regular Navy on 19 Dec 1945 for a two-year enlistment and received my mustering out pay and five cents a mile travel allowance from San Diego, Calif., to Jacksonville, Fla. On 8 Aug 1947 I reenlisted in the regular Navy for another two years. In October 1947 the Bureau of Supplies and Accounts at Cleveland, Ohio, checked my pay account for the travel allowance that I received in December 1945. I have been told by my present disbursing officer that I was entitled to furlough travel allowance but not travel allowance. I understand both are five cents per mile when you furnish your own transportation. I am told that if I submit a claim for furlough travel allowance with copies of my leave papers for that date that I will be able to collect the five cents per mile. However, there is no copy of my leave papers in my present service jacket nor are they in my old service jacket in the Bureau. My present jacket shows that I was given 35 days leave starting 19 Dec 1945 and ending 24 Jan 1946. Am I entitled to furlough travel allowance for that leave? How can I get this allowance without leave papers?—E. F. M., SF2, USN.

• *The records of the Bureau show that you departed from USS Loeser (DE 680) on leave at 1200, 20 Dec 1945 and returned on board at 0938, 24 Jan 1946. However, copies of your leave papers are not on file in the Bureau. A claim for furlough travel allowance must be supported by the original or a certified copy of the orders or leave papers.*

It is suggested that you prepare your claim for furlough travel allowance in accordance with the instructions contained in Art. 7501, U. S. Navy Travel Instructions, and forward it to the Bureau of Naval Personnel, Transportation Activity, Washington 25, D. C. Further efforts will then be made to locate copies of your leave papers.—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.

• *44th Construction Battalion, Free to all personnel attached to the battalion at any time. Anyone not having received a copy may address request to: Commander D. F. Thompson, P. O. Box 530, Beaufort, S. C.*

Reenlistment Allowances

SIR: I reenlisted at New Orleans, La., on 29 June 1946 for two years. On 9 Jan 1948 at London, England, I was discharged at my own request and reenlisted the following day for two more years. I received no travel allowance as New Orleans was used as a port of entry. (1) I think that New York should have been used as the port of entry and that I should have received five cents a mile from New York to New Orleans. (2) I was discharged six months early for the convenience of the government. Don't I rate full reenlistment allowance?—R. L. P., CY, USN.

• (1) *No. The authorized ports of entry for discharges effected in England are New Orleans, La., and New York, N. Y. The port used shall be the one involving the least distance to the place to which otherwise entitled to travel allowance. When the place to which entitled to travel allowance is the same as the port of entry, as in your case, no travel allowance is authorized.* (2) *When an enlisted man of the regular Navy is discharged within three months of the date of expiration of his enlistment, the period between the date of early discharge and the date discharge otherwise would have occurred will be considered as time served for the purpose of computing reenlistment allowance. In your case the date of early discharge was more than three months and you were not entitled to full reenlistment allowance.—Ed.*

Occupation Service Medals

SIR: Having served in USS LST 964 from 16 Dec 1944 through 30 Oct 1945, I would like to know whether or not I am entitled to the Chinese-Japanese Occupation Medal or the China Service Medal.—H. L. T., LTJG, USNR-O.

• *Records indicate that USS LST964 is eligible for the Navy Occupation Service Medal for periods 2 Sept 1945 to 1 Oct 1945 and from 14 Oct 1945 to 18 Oct 1945. She is not entitled to the China Service Medal. No stars are authorized to be worn on the occupation medal if the occupation service covers more than one period.—Ed.*

DE Now in Reserve

SIR: I am a former crew member of USS Damon M. Cummings (DE 643). I left the ship in Tsingtao, China, in July 1946. Can you tell me where the ship is at present and what has happened to her since I left?—H. R. B., SN, USNR.

• *After you left Damon M. Cummings, she visited Guam and Pearl Harbor, and then went to San Diego, Calif., where she was placed out of commission in reserve on 21 Mar 1947.—Ed.*

About Destroyer Sampson

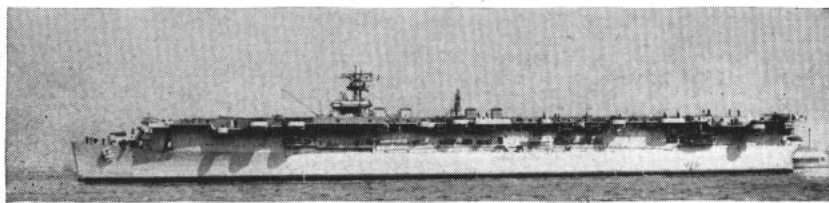
SIR: Was a battle star ever authorized for units participating in the Emirau Island landing on 20 Mar 1944? I served in USS Sampson (DD 394), which operated as a unit of the carrier screen during the landing, yet the official list of World War II engagements and stars does not list Sampson as eligible for a star. In addition, what were the total stars awarded to Sampson?—C. A. B., LT, USNR.

• *USS Sampson (DD 394) is not listed for the 20 Mar 1944 Emirau Island landing. The total number of engagement stars for Sampson is one (1) for the Biak Island operation from 27 May to 30 May 1944.—Ed.*

PUC for Belleau Wood

SIR: I would like some information about USS Belleau Wood (CVL 24). (1) Was she awarded the Presidential Unit Citation? (2) How many battle stars is she credited with?—W. E. R., SK2, USN.

• (1) *USS Belleau Wood (CVL 24) was awarded the Presidential Unit Citation 16 May 1946 for the period 18 Sept 1943 to 15 Aug 1945.* (2) *She is entitled to 12 engagement stars.—Ed.*



USS Belleau Wood—CVL, earned 12 battle stars and the Presidential Unit Citation.



SINGER at ship's dance held on board
Patrice Munsel (above), Metropolitan
makes a hit with members of Army units
Toledo. Left center: USS Fresno, flags
prepares to pass under railway bridge
Lower left: View of Lisbon, from St. Geo
ing visit to Mediterranean of 13 ships co
Below: U.S. sailor snaps a royal guard



TODAY'S NAVY

Veteran Battleships *New York* and *Nevada* Go to Their Final Resting Place in Pacific

Honorable Discharge

Two grand old dowagers of the Fleet, *uss New York* (BB 34) and *uss Nevada* (BB 36), who between them have 62 years of naval service, have gone down to an honorable end beneath the waters of the Pacific. The two veterans were sunk by U.S. forces, a feat that enemy nations could not accomplish in two wars, nor could two atomic bombs at Bikini.

New York was sunk by shore-based planes of the Navy, Marine Corps and Air Force, and by aircraft from the carriers *uss Boxer* (CV 21) and *uss Princeton* (CV 37). The aerial attacks were followed by surface attacks from destroyers and destroyer escorts and sub-surface attacks by submarines.

A series of new-type explosives were set off on board *uss Nevada* by experts from the Navy Department and were followed by gunfire from the cruisers *uss Astoria* (CL 90), *Pasadena* (CL 65), *Springfield* (CL 66) and the battleship *uss Iowa* (BB 61).

New York was commissioned in 1914, and shortly afterwards took part in the "Mexican Incident" at Vera Cruz. In 1918 she participated in one of the most impressive and historic events of World War I—the surrender of the German High Seas Fleet at Scapa Flow. During World War II *New York* steamed 123,867 miles, fired 56,094 rounds of ammunition and earned three battle stars.

First oil burning battleship in the Navy, *Nevada* was commissioned in

1916. Along with her sister ship, *uss Oklahoma*, she was the first to have a triple main battery turret. The ancient veteran was damaged on 7 Dec 1941, but got underway under her own power and was later beached to keep from blocking the Pearl Harbor channel. She went on through the war to earn six battle stars.

Both *Nevada* and *New York* were among the closely anchored target ships in the Bikini atomic bomb tests, the red orange *Nevada* serving as the bullseye for the bomb.

110 Years of Service

The old gave way to the new when, after 110 years of service, the Brooklyn Naval Hospital in New York was formally disestablished.

Most of the staff and the majority of the hospital's equipment have been transferred to the 1,500-bed Naval Hospital at St. Albans, Queens, N. Y. The 37 buildings comprising the institution henceforth will be known as the U. S. Naval Receiving Station Annex, Brooklyn.

Commissioned in 1838 after a struggle with Congress for its construction, the hospital progressively enlarged with improved facilities until 1904 when it was considered as being the only naval institution comparing favorably with the best civil hospitals.

The hospital cared for patients of the Civil War, casualties of the 1914 expedition to Vera Cruz, Mexico, World War I and World War II.

USS Valley Forge at Bergen, Norway, was Opera star. Upper left: Good Navy chow in Japan who were guests on board cruiser ship of the Northern European Task Force, while transiting the Keil Canal, Germany. *Valley Forge's* Castle is enjoyed by midshipmen during the Midshipman Practice Squadron. at entrance to the Palace in Copenhagen.



YESTERDAY'S NAVY



Sea-power of infant Navy increased with addition of frigate *Constellation* which slid down ways 7 Sept. 1797. Italian homeland invasion commenced in Sept. 1943. Last year, surplus war-weary PT boats were offered for sale.

SEPTEMBER 1948

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



SPIEL of a Portuguese tie and handbag salesman is heard by C. D. Nagle, SN, USN, while in Lisbon.

Emergency Service

A Navy six-car railway-mounted mobile power plant has returned to its "home port" at Philadelphia Naval Shipyard after supplying emergency power to the Guanajuato region in Mexico.

The mobile unit had furnished power since 22 Feb 1947. Mexico relieved the power shortage by constructing a 10,000-kilowatt steam power plant near Celaya, where the mobile Navy plant operated. The shortage was caused by drought conditions.

Another Navy mobile power plant is providing similar emergency service in Arizona. Severe drought conditions in 1946 crippled the area's hydroelectric power system. The Navy's plant will continue on the job until 1 Oct 1948.

BuDocks built the two trains in 1941 to provide emergency power should any Navy plants be damaged.

Presstidigitator

Publication of an underground newspaper under the very noses of the Japs during the war didn't present too many production problems to Lieutenant George R. Tweed, USN, who successfully evaded capture for 31 months on Guam.

The 45-year-old naval officer retired last month with memories of his brief journalistic experiences in 1942 when for five months he kept native Guam-

anians informed of the war's progress through a laboriously prepared daily. News from a San Francisco shortwave station was received by a radio receiver built by Tweed.

Using a battered typewriter, the former RMI would type the news, making as many carbon copies as he could. When he ran shy of "newsprint" an "ad" inserted in an issue brought quick response—paper, carbon paper and onion-skin paper being supplied by residents in the area. His office was in the jungle and his circulation staff consisted of friendly natives who supplied him with food.

Tweed remained on the island, a hunted man, for two years and four months. Finally, when American forces started to retake the island, Tweed was rescued by the destroyer USS *McCall* (DD 400). From RMI, he was made a CPO, returned to the United States, advancing through warrant to lieutenant in which rank he served in or around Washington, D.C. until his retirement after 21 years Navy service.

Tweed left for Medford, Ore., with his wife and two children, a boy, 26 months, and a girl, 15 months old. He plans to purchase a small farm in the northwestern state.

Large-Scale Training

The largest Reserve midshipman group ever trained at one time at sea embarked in a battleship, two aircraft carriers and four cruisers for summer training.

More than 3,000 future officers from 41 colleges and universities cruised aboard USS *Iowa* (BB 61), USS *Astoria* (CL 90), USS *Pasadena* (CL 65), USS *Springfield* (CL 66), USS *Boxer* (CV 21), USS *Princeton* (CV 37) and USS *Duluth* (CL 87).

Itinerary called for stops at Hawaiian, Canadian and Pacific Coast ports. The midshipmen toured facilities at Pearl Harbor and received submarine indoctrination aboard active undersea craft at that activity. At San Diego they received amphibious training, taking part in landing operations.

Although divided into three training groups that sailed independently, the course of instruction for all midshipmen was similar. Midshipmen served as regular crew members in the deck, engineering and gunnery divisions, rotating periodically to receive experience in each department.

Of 3,555 midshipmen, 3,235 are students studying for regular commissions in the Navy and Marine Corps.

Precious Instruments

A program of reclaiming precious metals from surplus aircraft instruments has been set up at NAS Alameda, Calif.

It was found that each of the instruments, such as surplus radar tubes, contained about \$2.50 worth of gold, silver or platinum. The process used to recover the metals is inexpensive and simple. The instruments are dipped in strong acids which penetrate solids and separate the metal from the instrument.

The costly slush is being refined at the San Francisco Mint for government use.

Maritime History

A naval museum has been established in Washington, D.C., by the Naval Historical Foundation, which has leased quarters two blocks from the White House.

Pictures, ship-models, manuscripts and relics dealing with America's maritime history and traditions will be displayed. The museum is housed in the old carriage house and stables of Decatur House on Lafayette Square at H Street.

To meet maintenance costs two new classes of members are being solicited:

- Voluntary Sustaining members—annual dues, \$10. An alternative is a \$200 gift.

- Fellowship members—open to individuals and corporations, with annual dues of \$50. An alternative is a contribution of \$1,000.

Persons desiring to become affiliated may write to A. D. Turnbull, USNR, secretary, Naval Historical Foundation, C/O Naval Records and Library, Navy Department, Washington 25, D.C.

Judges Pick Finalists In Literary Contest

Judges in the second Navy Literary Contest announced the names of 12 contestants whose manuscripts have reached the finals of the contest. They are: H. O. Austin, MEC, USN; J. M. Avery, SN, USN; L. B. Blair, LT, USN; G. V. Coppola, YN1, USNR (W); H. S. Dewey, ENC, USN; J. H. Frohbose, BUFN, USN; R. A. Gerhard, RMC, USN; A. Green, SN, USNR; S. T. Kuklinski, AMC, USN; A. S. Lott, LTJG, USN; V. P. Rennert, RM2, USN; J. Roden, CAPT, USMC.

Second Giant of Air

Capable of carrying 168 passengers, the second of two giant Constitution planes is expected to be delivered to the Navy this summer following successful completion of test flights.

The huge airplane was designed for long-range passenger flights up to 3,500 miles nonstop and features two decks, completely pressurized for flight at 25,000 feet. Flexibility is the keynote of the Constitution's interior design—the upper deck accommodating 92 passengers and the lower deck 76 persons.

Lower deck of the plane can be used to carry the 76 passengers or more than 7,300 cubic feet of cargo. In addition, litter installation or web-type troop seating is permitted through use of built-in facilities.

Main features are:

- Wing span—189 feet.
- Overall length—156 feet.
- Height of single tail—50 feet.
- Power—four Pratt and Whitney 3,500-horsepower Wasp Major engines.

When the two Constitutions are delivered to the Navy they will be manned by trained Navy crews who had previously been assigned to become acquainted with them at Lockheed Air Terminal, Burbank, Calif.

First flight of the original ship was made 9 Nov 1946.

'Situation Well in Hand'

A Marine Corps veteran ranks scholastically high in his university class, is a member of the track team and active in student affairs, and repairs radios in his spare time. These accomplishments in themselves are outstanding, but more so for Jack Mills. He's blind.

At the University of Redlands, in Redlands, Calif., Mills is majoring in mathematics and chemistry under the Vocational Rehabilitation Act. He lost his sight in a Hawaiian training camp during the war, but despite this handicap he is maintaining a B average in his studies.

Mills, married and the father of a young daughter, is the only blind person known to have successfully completed a college chemistry course on the West Coast. When he's not putting the shot for the college track team, he tinkers with his shortwave radio station, with which he has reached 30 countries. To augment his subsistence allowance, he repairs radios.



SECOND HELPINGS are easy with portable food buggy in use at submarine base at Pearl. (Below): Attractive table stimulates appetites.

Chow-Mobile Saves Time And Waste

Navy men at the Submarine Base, Pearl Harbor, dine in a setting of tropical flowers in a room paneled with murals depicting ancient Hawaiian legends. Recorded dinner music plays softly over a special amplifying system.

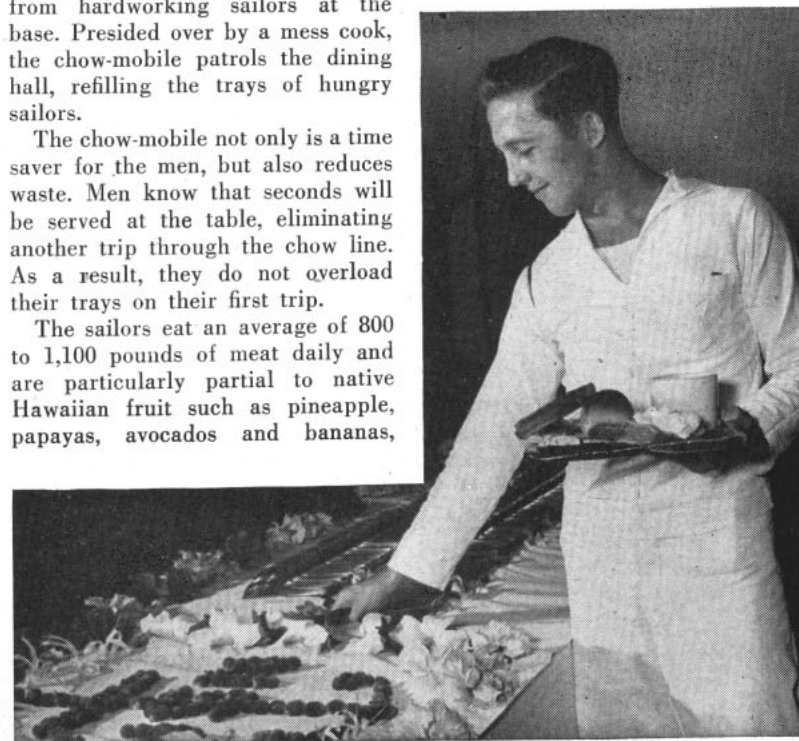
Food is served cafeteria style. Seconds are served from a "chow-mobile"—a steam table on wheels. And requests for seconds are frequent from hardworking sailors at the base. Presided over by a mess cook, the chow-mobile patrols the dining hall, refilling the trays of hungry sailors.

The chow-mobile not only is a time saver for the men, but also reduces waste. Men know that seconds will be served at the table, eliminating another trip through the chow line. As a result, they do not overload their trays on their first trip.

The sailors eat an average of 800 to 1,100 pounds of meat daily and are particularly partial to native Hawaiian fruit such as pineapple, papayas, avocados and bananas,

which are regularly on the menu.

Utilizing the "Hawaiian Room," as it is known locally, are 100 men from the Submarine Base; the staffs of Commander in Chief Pacific and U.S. Pacific Fleet; Commander Service Forces, Pacific; Commander Submarines, Pacific; and the Navy Supply Center, Pearl Harbor.—H. George Baker, JO3, USN.





ABSORBED in game of 'Ukkers,' a favorite Royal Navy off-duty pastime, two crew members of USS *Philippine Sea* enjoy visit to Kalafrana, Malta.

Navy Photomapping Alaska

Eighteen Navy enlisted men and eight officers are photomapping 30,000 square miles of Alaskan territory in six Navy P2V Neptunes. These men, handling the photo-technical details, are working in cooperation with other naval personnel, the Department of the Interior, the U. S. Forest Service and other government agencies.

The Navy aircraft are based at the former Army airfield on Annette Island, near Ketchikan. The planes were especially modified for the task. Because of the planes' long range, operations can be made from more southerly points in case of bad weather at Annette.

The planes carry cartographic K-17 cameras with 6-inch lenses specially calibrated for aerial photography, and the same type of cameras with 12-inch

lenses for greater vertical detail. Oblique photographs will be taken of the glacier areas. Photographs will be taken from 20,000 feet.

Last work of this type in Alaska was concluded in 1929 when an expedition in two amphibians mapped 13,000 square miles.

Facts learned from the present mapping will be used to determine waterpower possibilities, pulpwood resources and other facts about the terrain. The larger scale, more accurate maps will be valuable in mining, fishing, lumbering and power development of the territory.

'Operation Chickasaw'

As the second phase of "Operation Chickasaw," 2,000 Naval, Marine Corps, Army, Air Force and Coast Guard Reservists and National Guard personnel staged an attack on "enemy-held" Mud Island in the Mississippi, opposite Memphis, Tenn.

The operation opened with maneuvers of naval surface craft and military planes. In a "softening up attack" on the second day, 100 Hellcats, Avengers, Mustangs and other planes made low-altitude dive-bombing and strafing runs on the island. Naval Reserve landing craft brought in soldiers and National Guardsmen. Marine Air Reserve planes made accurate bombing attacks as one of the highlights of the joint operation.

An estimated 25,000 spectators observed the operation from bluffs near the city.

'Petulant Porpoise'

A small experimental plane, a modified Grumman J4F Widgeon unofficially called the "Petulant Porpoise," has been delivered to the Navy.

The test plane, equipped with an interchangeable hull, is used in a research project designed to improve aerodynamic and hydrodynamic qualities of large flying boats. The lower section of the plane's hull can be removed and a new lower hull section easily bolted on. Three hulls of varying design, incorporating findings of three different research projects, will be tested.

First hull to be installed on the Petulant Porpoise will be a small-scale reproduction of the "long afterbody" hull of the new Navy Martin XP5M-1 (See ALL HANDS, July 1948, p. 38.) Second and third hulls to be tested will be of the planing-tail type.

Experiments with the small modified plane will enable engineers to keep expenses down by collecting data and making revisions on hulls for flying boats before beginning construction of full-scale aircraft.

The first hull tested proved so efficient that the plane was able to take off with only cruising power. The outstanding points of that hull are a longer bow and improved bottom and tail design.

Navy Buys Shipyard

The Navy has acquired a shipbuilding yard and its facilities in Kearny, N. J., from the Federal Shipbuilding and Dry Dock Co. Purchase price was announced as \$2,375,000.

The yard, where the Navy has many facilities, will be preserved and maintained in its present condition but will not be operated or leased as a shipbuilding or repair plant during normal peacetime conditions.

Naval Reservists Cruise On Great Lakes, Rivers

Naval Reservists will make more than 150 week-end voyages and 75 two-week cruises on the Great Lakes and Midwest rivers this summer.

The cruises began on 1 May and will continue until 1 October, using 25 sub-chasers, LCIs and minesweepers. The cruises are designed to provide training in practical seamanship, navigation, gunnery, engineering, electronics, communication and naval administration.

Reserve Totals 977,994; 12,044 Enroll in Month

Over-all Naval Reserve figures continue to grow, with enrollment now at 83 per cent of authorized strength.

Reserve personnel totalled 977,994 on 1 June 1948, a rise of almost 8,000 over the 1 May figure. The Navy's goal for all its Reserve components is 1,175,000 members.

Enlisted men in all components of the Naval Reserve total 681,134, while officers enrolled are 296,860.

Flag Rank Orders

Flag rank orders last month were as follows:

Admiral Raymond A. Spruance, USN, retired on 1 July.

Vice Admiral John H. Hoover, USN, retired on 1 July.

Vice Admiral Jesse B. Oldendorf, USN, was ordered detached as ComWesSeaFron, with additional duty as ComPacResFlt, to report to 11th NavDist for duty.

Rear Admiral John F. Shafroth, USN, was detached as member of the General Board, Navy Department, and reported as Chairman of the General Board.

Rear Admiral Monroe Kelly, USN, was detached as Com 3 and reported to Com 5 for temporary duty pending retirement.

Rear Admiral Donald B. Beary, USN, assumed additional duty as ComWesSeaFron and ComPacResFlt.

Rear Admiral Roger W. Paine, USN, was ordered detached as the Navy member, Executive Committee, Munitions Board, to report as Deputy General Inspector for the Chief, BuShips, ComWesSeaFron.

Rear Admiral Ralph E. Davison, USN, retired on 1 July.

Rear Admiral Thorvald A. Solberg, USN, was detached as a member of Military Liaison Committee to Atomic Energy Commission, to report as Chief of Naval Research, Navy Department.

Rear Admiral Francis C. Denebrink, USN, was ordered detached as General

Russell Now Navy JAG

A former submarine commander, Rear Admiral George L. Russell, USN, is the Navy's new Judge Advocate General. He replaces Rear Admiral Oswald S. Colclough, USN, who became ComSubPac.

The Senate confirmed Rear Admiral Russell's nomination as JAG for a four-year term. A graduate in 1921 of the Naval Academy, the new JAG previously had served in the JAG's office and during World War II served as flag secretary on the staff of Cominch. He also was ComSubRon 10.



RADM Russell

Inspector, Pacific and U.S. PacFlt, to report as Navy member, Executive Committee, Munitions Board, Washington, D.C.

Rear Admiral Allan R. McCann, USN, was ordered detached as ComSubPac, to report as member of the General Board, Washington, D. C.

Rear Admiral Joseph W. Fowler, USN, retired on 1 July.

Rear Admiral Charles W. Styer, USN, retired on 1 July.

Rear Admiral Paul F. Lee, USN, retired on 1 July.

Rear Admiral George L. Russell, USN, was detached as Assistant JAG and reported as JAG, Navy Department.

Rear Admiral Jack H. Duncan, USN, retired on 1 July 1948.

Pioneer in Science

Scientifically developed instruments of detection and firepower which made the Navy the most effective sea-going fighting force in World War II were pioneered in the Naval Research Laboratory at Bellevue, D. C., which observed its 25th anniversary in July.

The laboratory was commissioned in 1923. It is the largest naval activity devoted solely to scientific research and application of scientific advancements to naval materials and techniques.

Radar and sonar are two scientific developments originated at the laboratory. Use of radio short waves was given impetus at the laboratory. The laboratory consists of 50 buildings and employs 3,000 persons.

Divisions of the laboratory include those engaged in the study and application of sound, optics, mechanics, metallurgy, chemistry, electricity and nuclear physics.

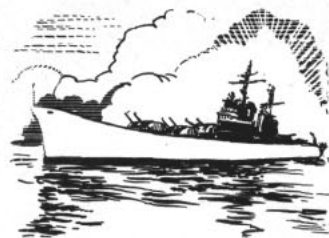
Jet Carrier

The escort carrier *uss Sicily* (CVE 118) successfully delivered to the European theatre 75 jet-propelled planes with their pilots and crews.

The F-80s comprise the 36th Fighter Wing of the Air Force. A total of 78 officers and 300 enlisted personnel were transported. Planes and men were discharged at Glasgow, Scotland. The air unit had been stationed at Colon in the Panama Canal Zone, starting point of the trip.

The planes were not flown on or off the carrier. A majority of the ships were in a fly-off condition when placed ashore at Glasgow. A third of them had been partially dismantled for hangar-deck storage.

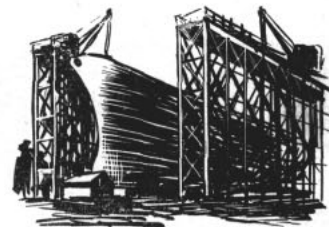
HERE'S YOUR NAVY



Largely forgotten amongst talk of new submarines and carriers, new designs in cruiser types are revolutionary. Displacing 14,700 tons, the new light cruiser *Worcester* is heavier than any heavy cruiser which saw service during World War II. Her dual purpose 6-inch 47 caliber guns in twin turrets can be used against both air and surface targets.



On the light side for cruisers will be two "killer" ships. One is to be named *USS Norfolk* (CLK 1); the other is unnamed at present. The designation CLK is for cruiser, light, killer. These ships' equipment will include all the latest in anti-submarine devices. They will be able to locate, track, follow and destroy a modern fast submarine under all conditions of sea and weather.



Heavy cruisers *Des Moines*, *Newport News* and *Salem*, all scheduled for completion within a year, will use case ammunition to speed up the rate of fire for their nine 8-inch 55 caliber guns. All 17,000 tons displacement, they will have many smaller guns for a formidable AA battery.

THE BULLETIN BOARD

Liquor Sale, Consumption Authorized for CPO Clubs Within Continental U.S.

Alcoholic beverages may be sold and consumed in chief petty officers' clubs within continental United States if requests of commanding officers are approved by their cognizant district and river command commandants or chiefs of air functional training commands.

The new precedent-breaking authority is contained in a letter to all shore activities by the Secretary of the Navy. The authority also is extended to include Marine Corps staff non-commissioned officers' clubs. Marine Corps commanding officers may obtain such permission from the Commandant of the Marine Corps.

The SecNav letter dated 17 May (NDB, 31 May 1948) authorized district and river command commandants, chiefs of AFTCs and the Marine Corps Commandant to approve requests of COs seeking extension of the privilege heretofore reserved for officers' clubs.

Sale of packaged liquor also may be authorized by the commandants when commercial sources are not conveniently available. SecNav directed that detailed instructions must be issued by naval commands covering sale and use of the beverages. Such instructions must include prohibition of sales to minors as well as directing compliance with local laws.

Reference was made to Navy Regulations which prohibit possession, sale or use of alcoholic beverages in "dry" localities.

Further Studies Made On 'Golf Bag' Seabag

It is possible that the Navy will get a new seabag if several mechanical defects in the sample chosen by a committee of Navy Department officials can be remedied.

Made of leatherette fabric, the preferred bag features zippers, side pockets for personal gear and a handy carrying strap. It resembles an over-size golf bag. It was selected after exhaustive tests were given several

Wave CPO's Hat Device Placed on Cloth Mount

The hat insignia of women chief petty officers in the future will be mounted on a fabric backing similar to that authorized for male chief petty officers and will be worn in a manner similar to that of women officers.

Authorization for the change and other information concerning uniforms of women naval personnel is contained in a letter from Chief of Naval Personnel to all naval activities within continental U.S., dated 14 June 1948. The letter brings up to date Uniform Regulations, Women's Reserve, USNR, October, 1943, pending issue of new uniform regulations for women members of the Navy.

bags under study. (See ALL HANDS, November 1947, p. 7.)

Failures in construction such as ripped seams, broken handles and straps have caused the committee to withhold approval of the bag until further improvements can be made. Several of the new bags which developed defects while being tested by personnel traveling cross-country have been sent to the Philadelphia Naval Shipyard, for further study. The yard's sail loft and laboratory will redesign parts of the bag which did not stand up under the tests.

Active Flight Duty Opened To Nurse Corps Reservists

Qualified flight nurses of the Nurse Corps Reserve on inactive duty may request active duty in a flight duty status. Nurses may request either two weeks' training duty or active duty for an indefinite period, expected to be a minimum of one year.

Requests for two weeks' training may be submitted to the applicant's district commandant and should include dates desired and a statement that she is a qualified flight nurse. Requests for training for an indefinite period may be submitted to the Bureau of Medicine and Surgery, via district commandants.

Permanent LDO Commissions Approved for 930 Warrant Officers and Enlisted Men

Commissions as limited duty officers are being offered 930 warrant officers and enlisted men who have been recommended by a BuPers selection board.

Applications were accepted from permanent commissioned warrant officers, warrant officers, chief petty officers and petty officers first class. About 6,000 applications were studied by the selection board prior to making the recommendations. These appointments are the first to be made in the LDO category.

Of the 930 selected, 89 officers will be in the Supply Corps, 14 in the Civil Engineer Corps and 727 in newly established fields. One hundred and one will be appointed to the rank of lieutenant commander, 373 to lieutenant, 226 to lieutenant (junior grade) and 230 to ensign. After 7 Aug 1949 all LDO appointments will be in the grade of ensign.

BuPers Circ. Ltr. 121-48 (NDB, 30 June 1948) gives the names of officers selected. All officers selected, as well as those not selected, are being informed by personal letter.

For other LDO information, see ALL HANDS, July 1948, p. 48.

Pass This Copy Along; 10 Men Should Read It

The mail address on this copy of ALL HANDS reads: "To 10 Navy Men."

Attention of commanding officers is invited to BuPers Circ. Ltr. 162-43 (Cum. Ed., 31 Dec 1943), which established the ALL HANDS distribution ratio of one copy for each 10 officers and enlisted men. The number of copies is limited by printing funds available.

To achieve the widest dissemination of official Navy information through ALL HANDS, it is desired that all personnel, both officers and men, have the opportunity to read the magazine.

Pass this copy along.

Advancement in Rating Exams Planned Quarterly Starting October 1948

Qualified Navy enlisted men may expect an opportunity in October 1948 and quarterly thereafter to compete for advancement in rating.

Planned procedure for competitive examinations and assignment of quotas is given in Alnav 47-48 (NDB, 30 June 1948). Most striking changes in competition and openings will be in PO2 and PO3 rates. Advancement to pay grades 5 and 6 will remain unchanged. Highlights of the Alnav follow:

- Quotas for pay grades 2, 3 and 4 will be assigned to large commands on a quarterly basis. All advancements to these pay grades will be by competitive examination to fill assigned quotas. Personnel will not be restricted to vacancies in the allowance of their individual ship or station. In rates where excesses exist, however, quotas will necessarily be limited.

- Advancement of personnel on the eligibility lists to pay grade 1A rates will be authorized by BuPers as permitted by vacancies in the Navy as a whole. In certain rates where no vacancies exist advancement will be permitted in limited numbers.

- Appointments to pay grade 1 are issued by BuPers to CPOs and to chief stewards, who have completed one year of sea duty in pay grade 1A and are otherwise qualified, upon recommendation of their CO.

- Recruits will be advanced from pay grade 7 to pay grade 6 upon completion of recruit training, or upon completion of four months' naval service if not previously advanced.

- Apprentices will be advanced from pay grade 6 to pay grade 5 without regard to vacancies in allowance after six months' service in grade, if otherwise qualified.

The following commands will receive quotas for advancement in rating: Commanders of Service Forces, Atlantic Fleet and Pacific Fleet (for re-allocation to activities within their respective organizations); Commandants of 1st, 3d, 4th, 5th, 6th, 7th, 8th, 9th, 11th, 12th and 13th Naval Districts; Commandants of Potomac River and Severn River Naval Commands; Chief, Naval Air Training; and Chief, Naval Airship Training and Experimentation.

Navy-wide competitive examinations

Rules Given for Waves' Regular Enlistment

Naval enlisted women now on active duty who were serving on active duty, exclusive of training duty, on 12 June 1948 and are eligible for an honorable discharge, may apply for discharge to enlist immediately in the regular Navy. Authorization, standards and requirements are contained in BuPers Circ. Ltr. 116-48 (NDB, 30 June 1948).

Women will be enlisted the day following discharge under "continuous service" conditions. If applicant is not eligible for an honorable discharge but is eligible for a general discharge, prior Bureau approval (Attn: Pers-606) is required before discharge or enlistment in the regular Navy can be effected. Other standards and requirements follow:

- Women may enlist for 2, 3, 4 or 6 years.

- Physical requirements listed in BuMed Circ. Ltr. 156-47 (NDB, 15 Nov 1947) must be met by women enlisting in the regular Navy. Lower standards for dental requirements, vision and color perception temporarily established by Alnav 242-47 (NDB, 15 Nov 1947) do not apply. Waivers for slight physical defects may be referred to the Chief of Naval Personnel (Attn: Pers-606) via BuMed for consideration if applicants are qualified in all other respects.

- Women enlisting in the regular Navy under authority of BuPers Circ. Ltr. 116-48 will be enlisted in rates held at time of discharge from the Naval Reserve.

- No classification tests will be required.

for advancement to pay grade 1A rates will be held during the coming fall months. The names of qualified candidates will be placed on an eligibility list, compiled and maintained by BuPers. Order of the names will be determined by the final multiple scores attained. Number of names listed will be decided by the expected requirements for the individual rates for the ensuing year.

Summer Cruises Scheduled For High School Reserves

Approximately 800 new recruits in the Naval Reserve of high school age

- Applicants must be at least 20 and less than 31 years of age. Women more than 31 may be enlisted if they began their current continuous active naval service when less than 31 years old. Waivers for over-age enlistments may be referred to the Chief of Naval Personnel (Attn: Pers-606) for consideration where over-age applicants otherwise are especially well qualified.

- Women having children less than 18 years of age are not eligible. This limitation does not apply to foster children and stepchildren.

Continuous service will be computed from the beginning of continuous active duty. If the woman has been separated from the service for more than three calendar months, continuous service will be computed from the date she re-entered the service after that period of separation.

Requests for early separation from the regular Navy for reason of marriage will not be approved until the woman has completed one year of active service in current enlistment.

Authority for women's immediate enlistment in the regular Navy as set forth in BuPers Circ. Ltr. 116-48 will be terminated on 31 Aug 1948. Requests for discharge for immediate enlistment in the regular Navy after that date must be referred to the Chief of Naval Personnel (Attn: Pers-606).

Women on active duty in the Naval Reserve who do not wish to apply for discharge for immediate enlistment in the regular Navy may be retained on board until 30 June 1949, unless this date is changed.

are scheduled to get a taste of life aboard Navy warships this summer.

The program will enable high school student Reservists to observe and participate in every phase of shipboard activity, including gunnery, engineering, communications, damage control, fire-fighting and administration.

The cruises are being made on the 2,200-ton destroyers *uss Colahan* (DD 658) and *uss Shields* (DD 596), based at Treasure Island, Calif. The trainees, divided into groups of 180, will go aboard the vessels for 10 days, including three days at sea. While underway the ships will maneuver under simulated wartime conditions and fire guns during target practice.

666,882 Personnel Ceiling Authorized for Navy, Marine Corps

A personnel strength ceiling of 666,882 officers and enlisted personnel for the Navy and Marine Corps is continued by the Selective Service Act of 1948.

The figures are part of a new peacetime high of 2,176,883 officers and men authorized for the Armed Forces. In addition, the law authorizes the Navy to take in 30,000 one-year trainees. The Marine Corps gets 6,000 one-year trainees.

Registration of men between 18 and 26 and induction of men between 19 and 26 is provided for in the law.

Active service under the draft law breaks down as follows:

- For a period of 21 months active service in the Navy or Marine Corps—19-year old through 26-year-old men who are inducted into those services. (It is possible that the Navy and Marine Corps will not take any inductees.)

- For a period of one year in active service plus four years in the Organized Reserve or six years in the Volunteer Reserve of the Navy or Marine Corps—30,000 men between the ages of 18 and 19 for the Navy and 6,000 of the same age for the Marine Corps. Men in this category may not be assigned to shore stations outside continental U. S.

While the bill continued the previously authorized ceilings for per-



CRYSTAL GAZING

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sonnel strength, the armed services are limited in the numbers which can be taken in by the amount of appropriations. (See page 10)

The bill was hailed by Congressional leaders as providing "Every possible inducement for voluntary enlistment in addition to a positive direction to the departments to carry on an active enlistment campaign."

Inductions under the draft law may

not begin before 90 days unless the President issues a proclamation of emergency placing its provisions into effect.

Exemptions from induction are extended to:

- Veterans who served 90 days on active duty between Pearl Harbor Day and VJ-Day.

- Veterans who completed 12 months or more of active duty during any period.

- Men who joined any Organized Reserve component or its equivalent before 25 June 1948.

- The sole surviving son in a family which lost one or more sons or daughters in the war.

- Ordained ministers and pre-theological and theological students.

The act provides deferments from induction for:

- "Those persons whose activity in study, research or medical or scientific endeavors are found to be necessary to the maintenance of the national health, safety or interest."

- Conscientious objectors "found to be opposed to participation in non-combatant service."

- Men in training in Reserve Officers Training programs. The law stipulates they must agree to serve two years on active duty.

Debate on the bill brought out the statement that induction might not take place "if the situation should improve" or if "there might be an avalanche of enlistments."

Reemployment rights written into the act provide restoration to former jobs without loss of seniority due to induction.

450 Navy Officers, Men Aid in Flood Disaster

Navy personnel attached to the Columbia River Group of the Pacific Reserve Fleet assisted local authorities in flood disaster work on the Columbia River. About 450 officers and men assisted in the emergency.

Naval personnel worked with Army engineers and civilian agencies in patrolling the Clatskanie, Brownsmead and Swenson Island regions.

No damage occurred to shops or facilities at the Navy's Tongue Point installation, where over 400 ships of the Pacific Reserve Fleet are berthed.

HOW DID IT START

Above Board

The expression "above board" used in referring to a transaction of a person's integrity is a deep water term. Its origin dates back to the days of Captain Kidd, Morgan and other infamous gentlemen who plied their trade of piracy on the seven seas.

It was common practice for those searovers to disguise their ship as a friendly or harmless merchant vessel before approaching an unsuspecting prize. Their guns would be run in, the gun ports disguised and most of their crew hidden behind the bulwarks.

The moment the victim was lured within boarding or cannon range the trap would be sprung. Hoisting her true colors the pirate ship would run out her guns and the buccaneers armed to the teeth would pounce on their startled victims.



Therefore a ship showing her true colors and crew above deck was considered to be above board or honest.

Ration Allowances Upped For Ship, Station Messes To Meet Price Increases

The rising cost of living has hit the Navy, too, as reflected in a five-cent increase in sales prices and money ration allowances for meals of the general mess and a 10-cent jump in flight meal ration allowance.

NavAct 9-48 (NDB, 30 June 1948) established increased allowances and sales charge, effective 1 July 1948, as follows:

- Sales prices for meals sold from the general mess have been increased from \$1.00 to \$1.05 for a ration. Broken down by meals, charges are: breakfast, 25 cents; dinner, 50 cents; and supper, 30 cents.

- Money ration allowances for the general mess have been upped from \$1.15 to \$1.20 for ships and stations subsisting less than 150, and from \$1.00 to \$1.05 for messes subsisting 150 or more men.

- Flight rations have been increased by 10 cents from \$1.20 to \$1.30 when meals are composed of regular authorized items of provisions. The flight ration is broken down as follows: 30 cents for breakfast, 60 cents for dinner and 40 cents for supper. Pre-cooked frozen meals remain at 85 cents per meal.

The new general mess ration allowance means that the same quantity and quality of food will continue as before 1 July, but the cost to the Navy to provide the food has been increased.

Cargo Handling School Open To Line and Staff Officers

Although organized primarily for the instruction of Supply Corps officers, the Cargo Handling School, Naval Supply Center, Oakland, Calif., is accepting a limited number of line and other staff officers for the course.

BuPers Circ. Ltr. 115-48 (NDB, 30 June 1948) states that applications from line and staff corps officers of the ranks of ensign through lieutenant commander will be considered.

Training at the school covers ship-loading and discharging, marine terminal operation, air, rail, truck and ocean traffic and air cargo terminal operation. Officers selected for the cargo handling course return to their permanent duty stations upon graduation.

VOTING INFORMATION

Voting data from 15 final states is listed below for the guidance of personnel. Other states have been covered in previous issues of *ALL HANDS*.

Besides armed forces personnel, civilians outside the U.S. officially attached to and serving with the armed forces as well as members of the merchant marine may apply for absentee ballot for these state elections. USWBC Form No. 1 or Standard Form No. 76 should be used. These may be obtained from the commanding or voting officer.

To vote by absentee ballot, the applicant must be eligible under the laws of his home state.

For election data on Alabama, Idaho, Illinois, Maryland, Michigan, Missouri, Nebraska, New Mexico, Ohio, Pennsylvania, Virginia, West Virginia and Wisconsin, see *ALL HANDS*, April 1948, p. 45.

Voting information concerning the states of Arizona, Colorado, Connecticut, Florida, Maine, Mississippi, Montana, North Carolina, Oregon, Texas and Washington appeared in *ALL HANDS*, May 1948, p. 51.

Georgia, Kansas, Oklahoma, South Carolina and South Dakota were covered in *ALL HANDS*, June 1948, p. 45.

ALL HANDS, July 1948, p. 47 carried information on New York, North Dakota, Vermont and Wyoming.

Information regarding procedures and regulations for absentee voting in both primary and general elections may be obtained by writing to the state's secretary of state or to the local clerk or county clerk of the voter's legal residence.

Abbreviations under "Officials to be Elected" are: F—federal, S—state, L—local.

State	Type Of Election	Officials To Be Nominated Or Elected	Latest Date Ballot Will Be Mailed	Latest Date Ballot Will Be Received To Be Counted
Arkansas	General	F,S,L	22 October	2 November
California	General	F,S,L	27 October	8 November
Delaware	General	F,S,L	30 October	2 November
Indiana	General	F,S,L	31 October	2 November
Iowa	General	F,S,L	1 November	1 November
Kentucky	General	F,L	23 October	2 November
Louisiana	No absentee voting.			
Massachusetts	General	F,S,L	1 November	2 November
Minnesota	Primary	F,S,L	13 September	14 September
	General	F,S,L	1 November	2 November
Nevada	Primary	F,S,L	5 September	7 September
	General	F,S,L	29 October	2 November
New Hampshire	General	F,S,L	1 November	2 November
New Jersey	General	F,S,L	24 September	2 November
Rhode Island	General	F,S	9 October	15 November
Tennessee	General	F,S,L	23 October	2 November
Utah	Primary	F,S	6 September	6 September
	General	F,S	1 November	1 November

First Scientific Seminar For Reserve Officers Held

A preview of what may become a regular feature of the Naval Reserve program was given when the first scientific seminar for Reserve officers was held by the Office of Naval Research in Washington, D. C.

The initial group of 100 specially qualified and selected officers was placed on active duty for a two-week period. They observed at first hand the scientific, research and development activities at ONR which administers the Navy's scientific studies.

Many of the officers attending the conferences are working as civilians

on Navy research projects in university and college laboratories.

Indoctrination included visits to various laboratories and research centers in and near Washington.

Law Extends Availability Of Disabled Veterans' Cars

Veterans who lost one or both legs while in service, or the use of these limbs, may still obtain an automobile or other vehicle from the Veteran's Administration.

Scheduled to expire 30 June 1948, the law granting authority to VA to provide vehicles to disabled veterans has been extended until 30 June 1949.

Naval Reserve Will Train 2,000 Aviation Cadets During Fiscal Year 1949

To insure a continuous flow of trained personnel into naval aviation and the aviation component of the Naval Reserve, the Navy will accept about 2,000 cadets in the Naval Aviation Cadet Program during the fiscal year which started 1 July 1948. Large yearly inputs will be accepted in the future.

The first quota will report to the Naval Air Station, Pensacola, Fla., or Corpus Christi, Texas, for indoctrination. Upon enlistment cadets will be released to inactive duty to await call to active duty. Cadets will be permitted to indicate the date they wish to enter flight training and will be ordered to active duty as near that date as possible.

All candidates are enlisted in the Naval Reserve and must agree to serve a total of four years on active duty, which will include approximately 18 months of indoctrination and flight training, and a period of service with the operating forces. Upon successful completion of flight training, cadets are designated naval aviators and commissioned either as ensigns in the Naval Reserve or as second lieutenants in the Marine Corps Reserve.

Lodging, board, a uniform allowance of \$180 and \$75 monthly will be provided successful candidates. The premiums on a \$10,000 government life insurance policy will be paid by the Navy during the period of flight training. Minimum pay and allowances of an unmarried ensign or second lieutenant designated a naval aviator amount to \$290 per month.

Candidates for the program must pass a physical examination and a battery of flight aptitude tests to determine their fitness for military flying. Applicants must be native born or naturalized citizens between the ages of 18 and 25, unmarried, and have completed at least two full academic years toward a baccalaureate degree at an accredited college, university or junior college. Candidates who are completing the latter requirement during the current semester may apply.

Principles of flight theory, navigation, aerology and aviation communications as well as basic military and athletic programs are included in pre-flight training of cadets and are continued throughout the flight training



Midway Current

program. During basic flight training about 180 hours are spent in the air mastering instruction in formation, cross-country, night and instrument flying. Four months of advanced training in combat-type planes follow.

Civilian applicants for the program should apply at any Office of Naval Officer Procurement, naval air station or Navy recruiting station.

At present no applications or correspondence concerning the program are desired from enlisted personnel on active duty. A circular letter will shortly be published by BuPers, listing requirements and requesting applications from personnel on active duty.

Shore Bases, Fleet Units To Get New Training Aids

Shore bases and fleet units soon will receive three different educational materials for use in shipboard training programs, according to BuPers Circ. Ltr. 114-48 (NDB, 30 June 1948).

The material includes the publication *Shipboard Training Manual*, NavPers 90110, consisting of 112 loose-leaf pages divided into three parts. The manual includes data on administration, instructional methods, and techniques and training hints for officers and senior petty officers who will administer the training programs.

Other data to be distributed to the Fleet includes two training films. One is designed to show instructors the whys and wherefores of administering shipboard training programs. The other portrays "Learning by Doing."

Permanent Appointments Authorized for 292,000 Naval Reserve Officers

With the listing of permanent appointments for 292,000 officers, alignment of the Naval Reserve with the regular Navy rank structure and setting up of Reserve lineal precedence is completed.

The mass appointments are the first for Reservists since June 1942, and the action constitutes the largest single appointive authority issued by the Navy.

Names of approximately 60,000 Reserve officers are listed in the new 500-page book containing the appointments. The other 232,000 are identified by group paragraphs.

To effect their permanent appointments, Reserve officers must report to the nearest naval activity to:

- Present evidence of having performed satisfactory service on active duty.
- Certify physical fitness.
- Execute the acceptance and oath of office.

Except for restricted or "spot" promotions, the grade to which they will be permanently appointed is the highest in which they served satisfactorily on active duty under temporary appointment, the grade in which their regular Navy contemporaries are now serving.

Officers who became eligible for promotion after separation will be permanently appointed to the highest grade in keeping with Navy policy of eliminating demobilization penalties against promotion.

Specifically excluded from the list of appointments are:

- Retired Reserve officers.
- Reserve officers on active duty in a regular Navy billet. Full time active service in a Naval Reserve program does not bar eligibility.
- A small number of Reserve officers who never held permanent appointments in any grade.

The new rank structure permits Reserve officers to become eligible for future promotion at the same time as their regular Navy contemporaries. Approximately 20,000 Reserve ensigns will become eligible for promotion during 1948, according to BuPers estimates, in addition to those ensigns advanced by the permanent rank redistribution plan.

Rules Given for Purchases At Navy Store Facilities By Inactive Reservists

Inactive Naval Reservists are permitted to make purchases in small stores, ship's service and ship's store facilities, subject to certain regulations. In general, however, inactive Reservists in a drill status with pay may buy according to the following requirements:

Small stores—Cash purchases of clothing and small stores may be made from vessels by inactive Reservists while on training duty with pay, subject to same restrictions as for regular personnel. This includes Class 0-2 (aviation component) of inactive Naval Reservists when on training with pay.

Ashore, inactive Reservists in drill status for which they receive pay may buy in small stores for cash when the Reserve unit's commanding officer considers such sales necessary. In this case the CO will authorize such purchases by letter requisition, forwarding the letter, accompanied by a money order for the full amount of the transaction, to any activity having a clothing and small stores issue room.

Where parcel post shipments are required in such cases, the CO forwarding the requisition must make provision for payment of parcel post charges. Clothing and small stores parcels thus ordered will be mailed to the unit commander c.o.d. A recent change allows officers to make the same purchases with same restrictions as are placed on enlisted personnel. When the CO of an authorized drilling organization considers it necessary, authorization for purchases may also be given such unit members.

Ship's service and ship's store—Naval Reservists in training status are allowed limited ship's service privileges on the day they are drilling or while performing training duty on the station. Limited privileges include authorized purchases in the following departments:

Confections and food products, tobacco products, uniform and uniform accessories, men's accessories (uniform shirts, ties, belts, socks and shoes only), barber shop, tailor shop, fountain and snack bar, and vending machines.

Courtesy cards may not be issued, nor can special order privileges be granted.

Commuted, Leave Rations Boosted to \$1.05 a Day

Commuted and leave rations are now \$1.05 a day.

The 25-cent increase in cash ration allowance was authorized by Alnav 48-48 (NDB, 30 June 1948). It became effective at the start of the new fiscal year, 1 July 1948.

The increase for enlisted personnel was made to conform to the new ration allowance established for general messes subsisting 150 or more persons. (See Page 41).

Re-established by Alnav 48-48 for the new fiscal year were ration values of \$1.20 for midshipmen, aviation midshipmen and aviation cadets. The hospital ration allowance of \$1.05 also remains unchanged.

However, Naval Reservists on training duty for periods longer than one day may continue to enjoy purchase privileges of regular personnel with the exception of courtesy cards.

Service Records to Show Duty in Atom Bomb Test

Entries will be made in service records of all Navy and Marine Corps personnel who participated in the atomic bomb test "Operation Sandstone" during April and May at Eniwetok atoll in the Pacific.

A joint letter by BuPers, BuMed and MarCorps directs all commands holding records of personnel who were present during the test to make the entries. Actual dates during which personnel were present will be used. Entry will be made on page 9 of Navy enlisted men's records and on page 12 of MarCor enlisted men's service record book.

All Navy and MarCor officers who participated will make this entry in their next fitness report, the letter directs. Naval officers will enter the dates of participation in section 2 of form NavPers 310A (revised 6-45) while Marine Corps officers will make the entry under "additional duties" of form NavMC 652-DP.

In addition to the service records, entries also are to be made in health records of all personnel by medical officers. This entry will include data concerning physical examinations and exposure to radiation.

Commissioned, Warrant Service May Be Counted For Good Conduct Award

Enlisted men who held warrant or commissioned rank under Public Law 188 (77th Congress) may include such temporary service in computing eligibility for a good conduct award upon reverting to enlisted status. Men reverting to enlisted status for discharge to accept permanent appointment as an officer are included under the ruling.

COs are called upon by a joint BuPers—MarCorps letter of 15 June 1948 (NDB, 30 June 1948) to send in recommendations on personnel who were appointed to warrant or commissioned status under the public law and have later reverted to an enlisted status. In determining eligibility, service performed in temporary warrant or commissioned status under Public Law 188 will have fulfilled conduct and proficiency in rating requirements for the good conduct award. One or more of the following, however, occurring in any three-year period, will disqualify the individual for a good conduct award:

- General court-martial.
- Letter of censure.
- Suspension from duty, if recorded on fitness report or by copy of letter to BuPers or to Commandant, Marine Corps.
- Private reprimand, if noted in the manner of suspension from duty (above).
- Unsatisfactory fitness report.
- Resignation to escape trial by general court-martial.
- Resignation for the good of the service.
- Reversion in rank for disciplinary reasons.
- Release to inactive duty for disciplinary reasons.

COs are authorized to accept certification from the person concerned in regard to his eligibility. In case of uncertainty, BuPers or Commandant, Marine Corps, will provide the necessary information upon inquiry.

Many men who served in temporary warrant or commissioned status and later reverted to their enlisted rate have been issued good conduct awards with time served as temporary officers excluded. Men in this category now may apply to have such temporary officer service included.

Sea-Shore Rotation Analysis Reveals More Shore Billets Needed

Unsatisfactory rotation between sea and shore for personnel of ratings such as boilerman, machinist's mate and chief commissaryman is caused by an inequitable number of shore billets for men of these ratings, according to BuPers.

BuPers Circ. Ltr. 113-48 (NDB, 30 June 1948) urges commanding officers of shore stations to review their complements with the view of substituting wherever possible ratings for which too few billets ashore are presently authorized.

For example, it will be necessary to create some new billets ashore for boilermen at the expense of other rating groups. The commanding officer of an air station may decide that he has five billets for master-at-arms which could be filled as well by boilermen as aviation ratings, at no expense to efficiency. In such cases the commanding officer should recommend the station complement be changed accordingly.

Pointing out that morale at sea is affected by the slow rotation of certain enlisted men, BuPers stated that changes in shore station complements to give more of the overcrowded rates billets ashore will materially benefit the Navy. An excess number of CPO's is one of the factors which has contributed to the present unsatisfactory rotation situation in certain ratings. The equitable rotation of certain groups such as the engineering group is made more difficult because there are barely sufficient numbers of personnel with these ratings to fill essential sea billets.

At right is a table of statistics showing, as of 1 Mar 1948, the strength and rotation situation of certain enlisted rating groups throughout the Navy. Seaman, fireman and rating groups comprising very small numbers of enlisted men are not shown because they have little effect upon the rotation of larger rating groups. The old rating structure was used throughout the analysis because of insufficient data on the new rating structure at the time the table was prepared. Also included is a table based on pay grades for rated men. Shore billets shown in the tables are only for those billets controlled by BuPers. (The abbreviation SDEL stands for shore duty eligibility list).

Pay Grade	Pay Grade Comparison		In Navy
	Shore Billets	Sea Billets	
CPO	12,938	18,287	53,413
PO1	13,187	31,903	31,318
PO2	12,266	38,540	30,726
PO3	12,234	43,182	51,079

Rate	SDEL	Rating Group Comparison		In Navy
		Shore Billets	Sea Billets	
BM	616	3,434	8,713	12,185
TC	41	121	137	278
GM	422	746	5,261	6,135
MN	0	40	66	95
TM	70	212	2,016	2,292
QM	191	606	2,626	2,811
SM	140	552	2,483	2,694
FC	48	372	3,113	2,448
RM	48	3,008	6,297	6,191
ETM	0	1,014	3,027	3,628
RDM	2	523	4,032	2,489
SOM	0	81	964	743
CM	4	487	1,923	1,988
SF	142	678	4,080	3,724
M	14	92	1,169	1,083
ML	2	9	115	118
PM	0	9	95	47
SAI	0	13	138	29
SAO	2	20	237	190
SAD	1	203	84	256
PTR	4	126	364	293
AP	2	205	308	556
AMM	386	6,245	6,555	13,971
AMMC	3	151	256	170
AMMF	2	32	454	299
AMMH	10	297	507	478
AMMI	10	251	380	319
AMMP	4	149	339	261
AMMT	0	21	0	10
AEM	19	735	828	1,434
ARM	64	759	2,515	2,404
AETM	7	959	1,865	1,361
AM	129	2,033	1,614	3,984
AOM	208	931	1,762	3,517
AFG	13	59	64	215
AR	2	59	48	107
PR	44	189	367	591
AERM	2	412	689	1,057
PHOM	19	537	807	1,030
TMV	14	93	233	257
PTRV	8	96	271	269
SKV	7	710	774	1,047
ABMAG	0	45	194	209
ABMCP	0	59	151	257
ABMGA	0	35	151	151
ABMPH	0	41	203	273
Y	5	3,950	5,948	8,304
SK	17	1,992	4,355	5,448
SKD	2	522	837	1,399
PRTR	2	219	348	443
SSMB	3	102	723	499
SSMC	0	24	115	72
SSML	20	168	1,220	1,151
SSMT	1	24	164	155
MUS	0	359	823	922
MAM	6	88	645	792

Rating Group Comparison (Continued)				
Rate	SDEL	Sea Billets	Shore Billets	In Navy
CCS	463	352	613	2,330
SC	11	1,853	3,861	5,045
BKR	4	472	1,093	1,379
SPC	0	168	6	165
SPF	0	177	146	119
SPI	0	431	131	404
SPQ	0	400	4	225
SPY	0	311	115	396
SPXJO	0	99	86	47
MM	1,169	1,277	10,479	9,429
MMCBE	0	9	514	447
MMR	0	51	470	400
MMS	0	110	753	734
MOMM	303	1,918	7,566	10,080
EM	182	1,043	9,357	7,656
EMCBG	0	6	248	407
WT	935	751	5,441	4,862
WTCB	0	2	129	202
B	43	94	554	419
PHM	0	9,477	5,547	13,678
BGM	0	31	103	81
ST	82	392	1,342	2,561
CK	170	369	1,549	2,944
STM	2	1,439	5,658	11,252

Block Letter 'P' to Mark Uniforms of Prisoners

Outer garments of prisoners confined at shore stations henceforth will be uniformly marked with an eight-inch block "P" as a security measure, a joint Navy-Marine Corps directive has ruled.

The letter "P" will be marked in either white or black on uniforms to be furnished by the confining activity. This move has been made, the directive states, to distinguish prisoners from other naval personnel and for security reasons. BuPers will furnish confining activities with surplus outer clothing while the MarCor will supply necessary clothing to MarCor personnel as required.

Where naval personnel are confined by MarCor activities the clothing, suitably marked, will be furnished by the MarCor. The prisoners' garb consisting of a three piece blue and white striped uniform was abolished by SecNav in 1946.

Navy Delivers the Goods To Naval Alaskan Outpost

Eight Navy ships threaded their way through the mass of icebergs and icecaps that nearly blockade the Arctic Sea in the vicinity of Point Barrow and delivered supplies to a naval outpost at the northern tip of Alaska.

Because there are no docks at Point Barrow the supplies were landed by

amphibious craft, using improved war-developed techniques. The expedition unloaded its cargo in less than a week. Aided by the midnight sun, ships' crews worked around the clock, unloading almost twice the tonnage landed on the Normandy beachhead during World War II in a similar period of time.

The force was lead by the icebreaker *USS Burton Islands*, (AG 88), and included five attack cargo ships, *USS Washburn* (AKA 108), *USS Skagit* (AKA 105), *USS Titania* (AKA 13), *USS Leo* (AKA 60), LST 1110, LST 1146 and the flagship, *USS Union* (AKA 106).

About 35,000 tons of cargo, enough for a full year's supply for the inhabitants of Naval Petroleum Reserve No. 4, a 35,000-square-mile area lying well within the Arctic Circle, were landed by the expedition. The vessels also carried Army equipment, Coast and Geodetic Survey supplies and supplies for the Office of Indian Affairs.

It was necessary that the supplies be unloaded in the least time possible because while unloading the vessels were lying between a gigantic ice pack and the beach. A shift in the wind might have caught the vessels between the ice and the shore.

It was the fifth time Navy vessels have replenished supplies for the inhabitants of the far northern base in this manner.

Review of Courses Urged For Officers Planning To Attend Line School

Recommendation that officers contemplating attendance at the General Line School review mathematics, physics and English courses is contained in BuPers Circ. Ltr. 110-43 (NDB, 30 June 1948).

The directive encourages such officers to take U.S. Armed Forces Institute correspondence and self-study courses to equip them with necessary background for the curriculum offered at the officers' schools at Newport, R.I., and at Monterey, Calif. In addition to USAFI courses, BuPers suggests extension courses taken through USAFI from cooperating colleges and universities.

Minimum prerequisites for successful work at the General Line School are listed by the bureau as:

- Mathematics through solid geometry and trigonometry.
- One year course in college physics.
- Proficient understanding of oral and written use of English.

Emphasis should be given mathematics and basic electricity before attending the school, BuPers states.

WHAT'S IN A NAME

Horse Latitudes

The term "horse latitudes" is believed to have originated in the early days of the West India trade when ships loaded with horses for the Indies were sometimes becalmed for weeks at a time.

When this happened it was often necessary to dispose of part or all of the



cargo to conserve water and provisions. The horses were forced overboard and left to swim until they drowned.

Horse latitudes is the nautical term for the two belts or regions in the neighborhood of 30 degrees north and 30 degrees south latitude. These regions are noted for their high pressure areas, extended calms and light baffling winds which in the days of sail caused many a captain to have headaches.

New Manual Outlines Security Provisions

Security of classified material is an all hands responsibility, a newly distributed security manual points out.

Entitled *United States Navy Security Manual for Classified Matter*, the publication coordinates policies for maintaining security of classified matter. Its provisions became effective 1 Aug 1948.

Some of the items of all hands responsibility are:

- Military and civil service personnel who receive classified information in any form are custodians of that information and must take proper steps to safeguard it. This includes responsibility for not disclosing the information to unauthorized personnel through observation or discussion and for insuring that classified matter is properly stowed when not in use. Custodians are responsible for properly safeguarding and disposing of classified notes, rough drafts, carbon paper and other preliminary steps. Classified information is not to be discussed in public places, with friends or members of the family or with other unauthorized personnel.

- Since personal mail and telephone calls are not censored in peacetime, each person in the naval service is responsible for insuring that classified information is not disclosed through such media.

- Press releases made by the armed forces are based on unclassified information or on information which has been declassified by competent authority. All naval information is classified according to content or merit. Thus, technical or other information which has not been released or completely declassified by competent authority must be safeguarded in accordance with the assigned classification.

The new manual contains 16 chapters. In addition to the introduction, the chapters deal with definitions, classification categories, classification, control officers, custody, transmission, officer messenger mail, control of dissemination, disclosure through public relations, control of photography, printing of classified matter, communications, control of disclosure to visitors, investigations and industrial security.

Correspondence must be marked with the assigned classification on the

original and all copies, the manual states in specifying regulations for marking classified matter. The appropriate classification must appear on the left side below the file and serial number. In addition, pages must be marked near the bottom in such a manner that markings will not become covered in assembling. Classified books and pamphlets must be marked similarly.

The manual provides for a system of automatic downgrading by indicating on the document or in the text the date or event after which the document may be downgraded.

Certificates of destruction are required when registered publications and top secret and secret non-registered matter are destroyed. The certificate of destruction for non-registered secret matter must be retained by the command destroying the material unless otherwise directed by competent authority. Destruction certificates for confidential and restricted non-registered matter are not required unless so directed by the originator or other competent authority.

Inner containers are to be addressed when top secret, secret and confidential matter is forwarded to an activity outside the naval service.

The transmission of classified matter through foreign mail systems is strictly forbidden by the new manual, except that registered non-registered matter may be sent by registered mail to and from U. S. government installations in Alaska through the Canadian postal system on Canadian carriers.

Permanently Disabled Vets Get Special Homes Grants

Veterans with a permanent-total service-connected disability due to a spinal cord disease, or injury resulting in paralysis of the legs and lower body, are eligible for Federal grants up to \$10,000 for the purpose of purchasing or remodeling homes especially designed for wheel chair living, under Public Law 702 (80th Congress).

Ramps instead of steps or stairs, extra-wide halls and doorways, larger rooms and special bathroom fixtures are some of the features being incorporated in the special homes.

MarCor Air Reserve Fighter Squadron Allowance Filled By Reactivation of 3 Units

Authorized allowance of 27 fighter squadrons in the Marine Corps Air Reserve has been filled by reactivation of three more wartime combat units in New York City, Dallas, Tex., and Akron, Ohio.

Squadrons recommissioned are VMF232 in New York, VMF111 at Dallas and VMF231 at Akron. With recommissioning, New York and Dallas now have two squadrons each. A total of 22 cities have Marine Reserve squadrons. In addition to the 27 fighter units the Marine Air Reserve boasts of eight radar ground controlled intercept squadrons.

Personnel in the units participate in flight schedules twice a month and maneuvers each summer as well as attend drills and classes. Addition of the new units brings the Reserve to its authorized strength of 1,221 pilots, 396 ground officers and 5,068 enlisted men.

VMF231 took an active part in the neutralization of Japanese bases in the Marshall Islands area. The first Marine Corps fighter squadron, VMF111, originally was organized in 1925 as VF2M, while VMF232 fought in the early days of the Guadalcanal campaign as a dive bomber squadron at Henderson Field.

Naval Hospital Opened To Army and Air Force

One of the more recent advancements as a result of coordination of the armed forces is the opening of the Navy hospital in Portsmouth, Va., to Army and Air Force personnel in the Norfolk, Hampton Roads-Newport News area.

While the Army maintains station hospitals in the area to care for minor cases, personnel requiring prolonged hospitalization formerly were sent to the Army's Walter Reed Hospital in Washington, D.C. Use by these patients of the Navy's hospital at Portsmouth was approved by the National Defense Committee on Medical and Hospital Services.

Free Films Available Depicting Naval Actions in World War II

A cruise from the shell-marked shores of Italy to the atomic-bombed beaches of Bikini—with a side trip to the vast areas of Antarctica thrown in for good measure—is available to the “armchair voyager” through a series of action-packed and factual feature films documenting air, sea and underwater activities of the Navy during World War II.

Prepared by Navy and Marine Corps units, the 16-mm. sound films are in black and white and in color. They may be obtained by naval personnel ashore and afloat by application to the main training aids libraries in naval districts. Naval aviation activities should apply to training aids libraries or to naval aviation film libraries at major air stations. Ships on extended tours of duty, or naval activities at foreign bases, may address requests for films to the Chief of Naval Personnel (Attn: Pers-415), providing recourse to a training aids library is impracticable.

The films are available on a free-loan basis for non-profit, non-commercial showings. Of important educational value, and carefully screened for military security, the films are available also to civilian groups, including churches and civic organizations. These should apply to the main Public Information offices of naval districts.

The films, their titles and catalog numbers follow:

- *U.S. Naval Academy*, MN-5318—Depicting life at the Academy. Color, running time 39 minutes.
- *Antarctic Expedition*, MA-2431ca—The Navy's great expedition into the “unknown” — Operation Highjump. Black and white, running time 18 minutes.
- *The Zipper Fleet*, MN-6647—Reviews some of the historical background and heroic wartime activities in which ships and planes of the Navy engaged prior to their decommissioning. Shows technical servicing necessary to keep them shipshape for long-term storage and readiness for swift call to action. Black and white, running time 10 minutes.
- *They Came to an Island*, MN-5834—Wartime activities of Seabees. Black and white, running time 35 minutes.
- *Silent Service*, MN-9141—Submarine service in WW II, showing in authentic on-the-scene photography

Board to Select Women For Regular MarCor

Application blanks for enlistment in the regular Marine Corps have been sent directly to all women Marines.

All applicants—enlisted and officers—will be screened by a board convened at Headquarters, U.S. Marine Corps. The board will select 728 enlisted women and 21 officers, the number currently required to meet the need of the Marine Corps. No actual enlistments will be made until advised by headquarters. Details and application forms are being forwarded to all recruiting divisions.

During the first two years, maximum woman strength in the regular Marine Corps is limited to 1,000 enlisted and 100 officers.

the destruction of Japanese shipping. Color and black and white, running time 38 minutes.

• *Operations Crossroads*, MN-5345—Atomic bomb tests at Bikini. Color, running time 27 minutes.

• *Atomic Bomb Test—Bikini Island*, MN-5352—Compiled by editors of Paramount News. Comprises the best public-release motion pictures of tests Able and Baker. Black and white, running time 18 minutes.

• *One Man Task Force*, MN-5355—Demonstrates the importance of long-range, shore-based aircraft in the Navy. Black and white, running time 38 minutes.

• *History of Lighter-Than-Air Rigid Airships*, MN-2722d—Title self-explanatory. Black and white, running time 40 minutes.

• *The Fleet That Came to Stay*, MN-5802—Naval activity in the invasion of Okinawa, showing dramatic attack by and counterattack against the Kamikaze. Explains why it was necessary for the fleet to remain at that base even under constant attack from land-based Jap planes. Black and white, running time 20 minutes.

• *Prelude to Victory*, MN-9119d—The story of the 8th Fleet along the shores of North Africa and Italy, showing last-effort fury of the Luftwaffe. Black and white, running time 40 minutes.

• *Sea Power in the Pacific*, MN-6124—Combat shots combined with animation sequences showing the part played by sea power in the advance across the Pacific. Black and white, running time 30 minutes.

• *Fury in the Pacific*, MN-9045—Highlights bombardment, aerial, and offshore operations in the capture of the islands of Peleliu and Anguar. In the photographing of these scenes, so immense and ferocious was the action that 10 cameramen of a crew of 39 were casualties. Black and white, running time 20 minutes.

• *To the Shores of Iwo Jima*, MN-5124—The terrific struggle of the Marines against the most heavily fortified island in the Pacific. Color, running time 20 minutes.

• *The Negro Sailor*, MN-4360—Designed to show the part played by Negro personnel in the Navy. Black and white, running time 25 minutes.

• *Secret Battle*, MN-5316—The story of radar at war, with brief comments by SecNav and former Fleet Admiral Halsey. Black and white, running time 10 minutes.

• *Brought to Action*, MN-5927—Shows the Navy's attack and counter-attack in the second battle of the Philippines which began in October 1944. Black and white, running time 21 minutes.

• *Of Liberal Education*, MN-6605—Tells the story of NROTC students from aptitude test to commission. Color, running time 20 minutes.

New Chapel Dedicated For Academy Personnel

A white frame building with a seating capacity of 200 is serving as a chapel for personnel and families of the naval station at Annapolis, Md., following its formal dedication. Both Catholic and Protestant services were conducted at dedicatory ceremonies.

The new chapel is located in the married enlisted men's village at the North Severne. Only 61 working days were required in its construction, work having commenced on Good Friday, 12 March. The station's public works department built the building and pews while the altar, pulpit and chancel were made in the carpenter shop.

Path of Enlisted Men to LDO Rank Shown in Complete Table

All aspects of the limited duty officer classification are covered in BuPers Circ. Ltr. 104-48 (NDB, 31 May 1948). Included below is information given in the letter amplifying that published in ALL HANDS, July 1948, p. 48.

There is a normal path of advancement for all enlisted men to limited duty officer rank with the exception of musicians, and ratings in the Hospital Corps. Legislation has been proposed that would authorize the appointment of a sufficient number of

officers with a background in music to fill the requirements of the Navy in that field. Hospital Corps personnel may be commissioned in the Medical Service Corps.

Line limited duty officers will be eligible to succeed to command when fully qualified and specifically designated. Supply Corps and Civil Engineer Corps limited duty officers will be eligible for succession to command of those activities which are commanded by officers of their respective corps.

The billets in which limited duty

officers will be utilized may also be filled by unrestricted officers. No billets will be designated to be filled only by limited duty officers.

The limited duty officer is required to have the same sea or foreign service as is required of unrestricted officers, to be eligible for promotion.

Classifications, technical fields and the normal path of advancement to LDO ranks are shown in the comprehensive table below. Variations from the normal path of advancement generally will not be permitted, except in certain unusual cases.

3,000 Commissions Open To Former Enlisted Men Now in Naval Reserve

Former enlisted men of the Navy or Coast Guard who are members of either the Organized or Volunteer Naval Reserve now may become commissioned officers in the Volunteer Reserve as the result of authorization given for a quota of 3,000.

Designed to benefit qualified veterans who lacked the opportunity or necessary service requirements for commissioned rank, the new program calls for commissioning of enlisted World War II veterans who served between 7 Dec. 1941 and 2 Sept. 1945. Complete information may be secured from and applications made at any Navy Officer Procurement office.

Applicants for commissions must:

- Have served as enlisted man or warrant officer in the Navy, Naval Reserve, Coast Guard or Coast Guard Reserve in World War II between dates shown above, and have been honorably discharged.

- Be a native born or naturalized U.S. citizen for at least 10 years.

- Be not less than 19 nor more than 30 years of age.

- Have successfully completed a four-year course at an accredited college. Up to two years of college may be waived, year for year, for active duty during the war.

- Be physically qualified and be enlisted in the Naval Reserve (Volunteer or Organized), and be fit mentally, morally and professionally.

Appointments generally will be to the rank of line ensign, but in exceptional cases appointment to higher ranks in the line and staff corps will be considered.

Line—general			
LDO title and classification	Technical field	Warrant officer title and classification	Enlisted rating
DECK	Seamanship and ship's operations	BOSN 7131 (Boatswain)	BM
		BOSN 7132 (Ship controlman)	QM ^a RD SO
ORDNANCE	Operation, maintenance and repair of offensive and defensive armament	GUN 7251 (Surface ordnance technician)	GM
		GUN 7252 (Control ordnance technician)	FC FT
		TORP 7351 Underwater ordnance technician)	TM MN
ADMINISTRATION	Naval administration and personnel management	RELE 7621 (Communications supervisor)	RM TE
		SCLK 7821 (Personnel man, yeoman)	PN YN
		SCLK 7822 (Printer)	LI PI
		SCLK 7825 (Machine accountant)	MA
		SCLK 7826 (Journalist)	JO
		RELE 7622 (Communications technician)	CT
ENGINEERING	Operation, maintenance and repair of propulsion and auxiliary equipment	MACH 7441 (Machinist)	MM BT MR EN
		MACH 7442 (Instrument technician)	OM IM
HULL	Maintenance and repair of vessel's hull and related equipment	CARP 7731 (Ship repair technician)	DC FP ME
		CARP 7742 (Foundryman)	ML PM

Line—general			
<i>LDO title and classification</i>	<i>Technical field</i>	<i>Warrant officer title and classification</i>	<i>Enlisted rating</i>
ELECTRONICS	Operation, maintenance and repair of electrical and electronics equipment	ELEC 7541 (Electrician)	EM IC
		RELE 7661 (Electronics technician)	ET
Line—aviation			
AVIATION OPERATIONS	Operational control of aircraft	BOSN 7111 (Flight controller)	AC
		BOSN 7112 (Aviation boatswain)	AB
		CARP 7712 (Aviation survival technician)	PR
		AEROG 8211 (Aerographer)	AG
		RELE 7612 (Training devices technician)	TD
		PHOT 8311 (Photographer)	AF PH
AVIATION ORDNANCE	Operation, maintenance and repair of aviation offensive and defensive armament	GUN 7211 (Aviation ordnance technician)	AO
AVIATION ENGINEERING	Maintenance and repair of aircraft, power plants, structures and accessories	MACH 7411 (Aviation machinist)	AD
		CARP 7711 (Aviation structural technician)	AM
AVIATION ELECTRONICS	Operation, maintenance and repair of aviation electrical and electronics equipment	RELE 7611 (Aviation electronics technician)	AT AL
		ELEC 7511 (Aviation electrician)	AE
Supply Corps			
SUPPLY	Supply, disbursing and commissary	PCLK 7981 (Supply clerk)	SK AK SH DK CS SD
Civil Engineer Corps			
CIVIL ENGINEERING	Construction maintenance and repair of shore installations and operation of utilities	ELEC 7591 (Construction electrician)	CE
		MACH 7491 (Equipment foreman)	CM CD
		CARP 7791 (Building foreman)	BU SW
		MACH 7492 (Utilities technician)	UT
		CARP 7743 (Drafting technician)	DM SV

Study of Draft Problems Made by Reserve Officers During 2-Weeks' Training

A two-week active training duty program in which Volunteer Reserve officers learn the intricacies of selective service administration is in full swing with a total of 40 already having completed training and 40 more due to participate during the 1949 fiscal year which began 1 July.

The training is intended to acquaint a selective group of Navy officers, as well as officers from the Army, Air Force, Marine Corps and National Guard, in the various problems which will confront the Office of Selective Service Records in the event of drafting men into the armed forces.

Specifically, the group studies six problems in relation to selective service: (1) state plans for mobilization, (2) training of personnel to operate a selective service system, (3) selective service participation in universal military training, (4) closing the time gap in mobilization, (5) classification problems such as deferment and general induction policies and (6) selective service's relation to national military service.

By 1 July 1949, it is anticipated that 100 Reserve officers will be taking an active part in the program. At present there are seven naval officers on full-time duty with OSSR, with a limited number of selections yet to be made.

War College Graduates 106 Senior Military Officers

Twenty-three Navy and six Marine Corps senior officers were among 106 Navy, Marine Corps, Coast Guard, Army and Air Forces officers to be graduated from the National War College at Fort Lesley J. McNair, Washington, D. C.

Secretary of Defense James Forrestal awarded diplomas to the second graduation class and also delivered the principal address. Among the graduating class were 15 officers from the State Department.

The college, a joint educational institution operated by the Joint Chiefs of Staff, prepares selected military personnel and State department officers for the exercise of high level policy, command and staff functions.

70 National and State Groups Provide Services to Veterans

Veterans and their dependents may present and prosecute claims against Veterans Administration through any of 70 authorized national and state organizations which have been recognized by the Administrator of Veterans Affairs under section 200, Public Law 844 (74th Congress).

Under the law, representatives of the organizations may not charge for services rendered. Generally, VA may recognize only state or governmental services, or organizations granted a charter or recognition by an act of Congress.

The 70 organizations and their headquarters are:

• *National Service organizations (listed in Public Law 844):*

American Legion, Indianapolis 6, Ind.; American Red Cross, Washington 13, D.C.; Disabled American Veterans, Cincinnati 6, Ohio; United Spanish War Veterans, Washington 13, D.C.; Veterans of Foreign Wars of the U.S., Kansas City 2, Mo.

• *Organizations recognized by VA since the passage of Public Law 844:*

AMVETS (American Veterans of World War II), Washington, D.C.; American Veterans Committee, Inc., Washington 1, D.C.; Army Mutual Aid Association, War Dept., Washington 25, D.C.; Army and Navy

Union, U.S.A., Atlantic City, N.J.; Blinded Veterans Association, New York 7, N.Y.; Catholic War Veterans of the U.S.A., Washington 5, D.C.; Coast Guard League, Washington 25, D.C.;

Fleet Reserve Association, Washington 5, D.C.; Jewish War Veterans of the U.S., New York 24, N.Y.; Military Corps League, Inc., Albany, N.Y.; Military Order of the World Wars, Washington 6, D.C.; National Jewish Welfare Board, New York 16, N.Y.; National Society—Army of the Philippines, Boston 2, Mass.;

National Tribune, Washington 13, D.C.; Navy Mutual Aid Society, Navy Dept., Washington 25, D.C.; Regular Veterans Association, Washington 5, D.C.; Disabled Emergency Officers of the World Wars, Washington 6, D.C.; Military Order of the Purple Heart, Inc., Chicago 16, Ill.; United Indian War Veterans, U.S.A., San Francisco, Calif.

• *State organizations:*

Alabama—State Department of Veterans' Affairs, Montgomery, Ala.

Arizona—Veterans' Service Officer, Phoenix, Ariz.

Arkansas—Arkansas Veterans' Service Office, Little Rock, Ark.

California—Department of Veterans' Affairs, Sacramento, Calif.

Colorado—Department of Veterans' Affairs, Denver 2, Colo.

Connecticut—Soldiers' Sailors' and Marines' Fund, Hartford, Conn.

District of Columbia—Veterans' Information and Service Center, Washington 4, D.C.

Florida—Department of Veterans' Affairs, Pass-A-Grille Beach, Fla.

Georgia—State Department of Veterans' Service, Atlanta 3, Ga.

Hawaii—Territorial Council on Veterans' Affairs, Honolulu 2, T.H.

Idaho—Veterans' Welfare Commission, Boise, Idaho.

Kansas—Division of Veterans' Service, State Board of Social Welfare, Topeka, Kans.

Kentucky—Kentucky Disabled Ex-Servicemen's Board, Louisville, Ky.

Louisiana—Department of Veterans' Affairs, Baton Rouge 4, La.

Maine—Division of Veterans' Affairs, Augusta, Maine.

Maryland—Maryland Veterans' Commission, Baltimore 2, Md.

Massachusetts—Commissioner of Veterans' Services, Boston 33, Mass.

Minnesota—Department of Veterans' Affairs, St. Paul 2, Minn.

Mississippi—State Service Commission, Jackson, Miss.

Missouri—Veterans' Welfare Association, Inc., St. Louis 2, Mo.; State Service Officer, Jefferson City, Mo.

Montana—Veterans' Welfare Commission, Helena, Mont.

Nebraska—State Service Office, Lincoln, Neb.

Nevada—Veterans' Service Commission, Reno, Nev.

New Hampshire—State Veterans' Council, Concord, N.H.

New Jersey—Division of Veterans' Services, Trenton 7, N.J.

New Mexico—New Mexico Veterans' Service Commission, Santa Fe, N.M.

North Carolina—North Carolina Veterans' Commission, Raleigh, N.C.

North Dakota—Department of Veterans' Affairs, Fargo, N.D.

Ohio—Adjutant General's Department, Columbus 15, Ohio; Veterans' Claims Bureau, Cleveland 13, Ohio.

Oklahoma—State Veterans' Department, Oklahoma City, Okla.

Oregon—The Adjutant General, Military Dept., Salem, Ore.; Department of Veterans' Affairs, Salem, Ore.

Pennsylvania—The Adjutant General's Office, Harrisburg, Pa.

Puerto Rico—Insular Veterans Office, San Juan, P.R.

Rhode Island—Department of Social Welfare, Providence, R.I.

South Carolina—State Service Bureau, Columbia, S.C.

South Dakota—South Dakota Veterans' Department, Pierre, S.D.

Tennessee—Department of Veterans' Affairs, Nashville 3, Tenn.

Texas—Veterans' Affairs Commission, Austin 1, Tex.

Utah—Department of Veterans' Affairs, Salt Lake City, Utah.

Vermont—State Veterans' Board, Montpelier, Vt.

Virginia—Division of War Veterans Claims, Department of Law, Roanoke, Va.

West Virginia—West Virginia Department of Veterans' Affairs, Charleston 1, W. Va.

Wisconsin—Wisconsin Department of Veterans' Affairs, Madison 2, Wis.

Integration of Hospital Care Adopted in Panama Canal Zone

Hospital care for Army, Navy and Air Force personnel on the Atlantic side of the Panama Canal Zone will be provided by the Coco Solo naval hospital.

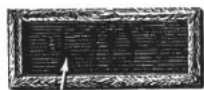
Part of a plan for integration of hospital and medical services in the Canal Zone, the shift also provides that the Army's hospital at Fort Clayton will be the principal medical facility for military and naval personnel on the Pacific side.

Approved by Secretary of Defense Forrestal on recommendation from the committee on medical and hospital services of the armed forces, the new system called for closing down two of six hospitals in the zone. One was an Army hospital and the other was a government hospital set up to provide medical care for civilian employees.

Revised List Names Ships, Units Eligible for Army Distinguished Unit Emblem

Navy and Marine Corps personnel entitled to the Army Distinguished Unit Emblem may make application to the Chief of Naval Personnel or Commandant, U.S. Marine Corps, respectively.

BuPers Cir. Ltr. 112-48 (NDB, 30 June 1948) gives a revised list of ships and units eligible for the award.



BLUE GOLD
Army Distinguished
Unit Emblem

The Army Distinguished Unit Emblem was authorized for military and naval forces of the U.S. and Philippine governments engaged in the defense of the Philippines between 7 Dec 1941 and 9 Apr 1942, by War Dept. General Orders Nos. 21 and 22 of 30 Apr 1942. BuPers Circ. Ltr. 239-44 (AS&SL, July to December 1944) provides that all personnel of the Navy and Marine Corps who served with Army forces under Army command during all or any part of the period are also eligible for the emblem.

Ships and units given in BuPers Circ. Ltr. 112-48 follow:

- Destroyers—*John D. Ford* (DD 228), *Peary* (DD 226), *Pillsbury* (DD 227), *Pope* (DD 225).
- Submarines—*Permit* (SS 178), *Pickrel* (SS 177), *Pike* (SS 173), *Porpoise* (SS 172), *S-36* (SS 141), *S-37* (SS 142), *S-38* (SS 143), *S-39* (SS 144), *S-40* (SS 145), *S-41* (SS 146), *Salmon* (SS 182), *Saury* (SS 189), *Sculpin* (SS 191), *Seal* (SS 183), *Seawolf* (SS 197), *Skipjack* (SS 184), *Stingray* (SS 186), *Sturgeon* (SS 187), *Swordfish* (SS 193), *Tarpon* (SS 175). Personnel must have served in one of these submarines (except *Pickrel*) during the period 26-31 Dec 1941 to be eligible for the award. *Pickrel* has the same time requirements as destroyers and other units.
- Gunboats—*Asheville* (PG 21), *Tulsa* (PG 22).
- Patrol yachts—*Isabel* (PY 10) and the yachts *Mary Anne* and *Fisheries II*.
- River gunboats—*Luzon* (PR 7), *Oahu* (PR 6), *Mindanao* (PR 8).
- Motor torpedo boats—PT-31, PT-32, PT-33, PT-34, PT-35, PT-41.

500 French Belles Attend Philippine Sea EM Dance

The hanger deck of *uss Philippine Sea* was the scene of a Sunday afternoon enlisted men's dance sponsored by the ship's recreation committee while the vessel was anchored in the southern France port of D'Hyeres.

Purpose of the visit was primarily for promotion of good will, and the French reciprocated in a manner which warmed the hearts of attending bluejackets and marines.

The dance was stocked with approximately 500 mademoiselles of varying size and shape, each appreciated equally as well, from the cities of Marseille, Toulon and Salin D'Hyeres.

A surprising number of lasses spoke English, which facilitated getting acquainted. They were greeted at the gangway by admiring bluejackets who escorted them to the check room and, as a "security measure," pocketed the stub.—F. Fiddler, QM1, USN.

- Submarine tender—*Canopus* (AS 39).
- Seaplane tenders—*Childs* (AVD 1), *William B. Preston* (AVD 7), *Heron* (AVP 2).
- Minesweepers—*Bittern* (AM 36), *Finch* (AM 9), *Lark* (AM 21), *Quail* (AM 15), *Tanager* (AM 5), *Whippoorwill* (AM 35).
- Submarine rescue vessel—*Pigeon* (ASR 6).
- Tugs—*Genesee* (AT 55), *Napa* (AT 32), *Ranger* (civilian tug), *Trabajador* (civilian tug), *Vaga* (YT 374).
- Patrol squadrons—VP-101, VP-102.
- Staff, Commander Submarines, U. S. Asiatic Fleet in the Philippines.
- Naval Forces, District Headquarters, Fort Mills, Philippine Islands (with cluster).
- Naval Forces, Mariveles Area (with cluster).
- Manila Detachment Patrol Wing 10.
- Fourth U.S. Marines (with cluster).
- U.S. Navy inshore patrol (with cluster).
- Dewey Drydock.

Naval Research Training Program to Provide Pool Of Technical Personnel

In the event of an emergency requiring technically trained personnel in all phases of naval research work the Navy will be able to mobilize the necessary force if plans of BuPers materialize. Such is the gist of an authorization directing commandants of all continental districts, 14th ND and the Potomac Naval River Command to activate the Volunteer Naval Reserve program of the Office of Naval Research.

Through the Volunteer Reserve program of ONR a trained pool of personnel could be mustered to participate in ONR activities in basic and naval sciences, synthetic training devices and aids, technical instruction, patents, underwater sound reference standards, contracts, procurement and other facilities.

Volunteer research units will be established geographically in areas of the United States permitting accommodations of the largest number of personnel. These are broken down into six areas, with headquarters in New York, Boston, Chicago, San Francisco, Los Angeles and Washington, D.C.

Present plans call for assignment of 5,000 Reserve Officers, including Waves, classified for ONR activities. Although primarily to be constituted of officers, units also may have enlisted personnel, including Waves, who possess necessary scientific or technical knowledge for possible assignment. A special training program, including correspondence courses, will be made available.

Postgraduate School Moves to California

As the first step in a planned westward move of all the Navy's postgraduate schools, the Aerological Engineering Department has been transferred from the U.S. Naval Postgraduate School, Annapolis, Md., to the General Line School, Monterey, Calif.

Overcrowded conditions at Annapolis prompted moving the Aerological Engineering Department to a West Coast location. This department was moved first because it is a particularly self-contained unit.

Students' Refresher Material Listed for Annapolis Candidates

Suggested lists of U.S. Armed Forces Institute textbooks and correspondence courses for use in review work for enlisted personnel who will attend the Naval Academy Preparatory School at Bainbridge, Md., in October are contained in BuPers Circ. Ltr. 107-48 (NDB, 15 June 1948).

The refresher material covers algebra, plane geometry, plane trigonometry, English, American history, and physics. BuPers suggests that the prospective student select either the educational manuals or those correspondence courses he will require. Information on availability of the courses and means of acquiring the textbooks can be given by educational services officers.

At right are listed manuals and courses suggested (EM are educational manuals; H and X courses are correspondence courses providing lesson grading service).

WAY BACK WHEN

Sweatbox

The coming of steam to our Navy introduced a form of punishment known as the "sweatbox."

Resembling a medieval torture chamber and just about as practical, this brutal form of punishment replaced flogging on



some ships during the Civil War. The box in the shape of a coffin was about six feet high and three feet wide. It was equipped with iron doors pierced with small air holes and was located in the hottest part of the ship, usually over the boilers.

The victim was placed in the box and allowed to simmer while he repented his sins. One trip was usually sufficient to make a believer out of the worst offender—provided he lived.

EDUCATION MANUALS

CORRESPONDENCE COURSES

ALGEBRA

- | | |
|--------------------------------------|--|
| EM 304, A First Course in Algebra I | H 149, Beginning Algebra (Texas, EM 304, 305) |
| EM 305, A First Course in Algebra II | H 140, Advanced Algebra (Text, <i>Progressive Second Algebra</i> , Wells and Hart) |

PLANE GEOMETRY AND PLANE TRIGONOMETRY

- | | |
|---|---|
| EM 306, Plane Geometry I | X 143, Plane Geometry (Text, EM 306) |
| EM 307, Plane Geometry II
(EMs 306 and 307 are based on <i>Modern School Geometry</i> , Clark and Smith) | X 144, Plane Geometry II (Text, EM 307) |
| EM 311, Plane Trigonometry
(EM 311, is based on <i>Essentials of Trigonometry with Applications</i> . Curtiss and Moulton) | H 147, Plane Trigonometry (Text, <i>Plane Trigonometry with Tables</i> , Rosenbach, Whitman, and Moskovitz) |

ENGLISH

- | | |
|---|---|
| EM 100, English Grammar (Based on <i>Functional Grammar</i> , C. Washburne, Editor) | X 87 and 88, Ninth Grade English I and II (Grammar, Composition and Literature) |
| EM 101, The Mechanics of English (Based on Winnetka Educational Series) | X 89 and 90, Tenth Grade English I and II (Grammar, Composition and Literature) |
| EM 102, <i>Building Good Sentences</i> , A. I. Spangler | H 91, Writings of English Authors I
H 92, Writings of English Authors II
H 93, Writings of American Authors I
H 94, Writings of American Authors II
X 95 and 96, Practical English Usage I and II (Grammar and Punctuation)
H 97, Review of Grammar (Advanced High School English Grammar)
H 98, Advanced High School Composition (Mechanics of Writing and Skills in Organizing) |

AMERICAN HISTORY

- | | |
|--|---|
| EM 200, American History I | X 117a, American History (1492-1865) |
| EM 201, American History II | X 117b, American History (1865-1942) |
| EM 202, American History III | (Texts for these courses are EMs 200-203) |
| EM 203, American History IV
(EMs 200-203 are based on <i>America: Its History and People</i> , Faulkner and Kepner) | |

PHYSICS

- | | |
|---|--|
| EM 400, Physics I, Mechanics | H 156, Physics (Text, <i>Elementary Practical Physics</i> , Black and Davis) |
| EM 402, Physics II, Heat, Light and Sound | |
| EM 404, Physics III, Electricity
(EMs 400-404 are based on <i>Modern Physics</i> , C. E. Dull) | |

Changes Made in Rating Structure, Advancement Qualifications Revised

Several revisions in the new rating structure eliminate one general service rate and establish others in line with new policies.

The new rating structure which took effect 2 Apr 1948, was presented in ALL HANDS, March 1948, pp. 50-58. Similar information and tables, including additional and revised facts, are contained in BuPers Circ. Ltr. 106-48 (NDB, 15 June 1948).

Underwater mechanic (UM) has been changed from a general service rating to an exclusive emergency service rating. The new abbreviation is ESM. Ordinarily, diving will be performed as collateral duty of other ratings.

Fireman recruit (FR), a new rate, will be enlisted during special recruiting programs to allow men to enter the engineering field directly upon enlistment. Other fields have similar new rates in pay grades 5, 6 and 7 as follows:

Construction group—construction man (CN), construction apprentice (CP) and construction recruit (CR).

Aviation group—airman recruit (AR).

Medical group—hospital recruit (HR).

Dental group—dental recruit (DR).

The path of promotion for dental personnel will be to the rank of war-

Amphion Stay-On-Boards Enjoy Three Video Sets

In an experiment aimed at bettering morale on board ship, USS *Amphion* (AR 13) set a scientific precedent by having three television sets installed during a visit to New York. This is believed to be television's first appearance on a naval vessel!

Rented by the ship's recreation council from a commercial television concern whose experts differed enough to place wagers on the outcome of the experiment, the videos gave many hours of entertainment to the 400 men on board the auxiliary repair vessel. The sets were a boon to stay-on-boards.

During the four months *Amphion* was in New York Naval Shipyard, her crew witnessed a variety of televised events which included sports affairs from Madison Square Garden, a Presidential speech to Congress, horse races and a popular puppet show.—Neil N. Levitt, JO3, USN.

rant officer, Hospital Corps, with the code designator 8172.

Despite these changes, personnel in pay grade 7 will normally be in the rate of seaman recruit with the exception of steward recruit. Airman recruits, fireman recruits, construction recruits, hospital recruits and dental recruits will be enlisted only in special recruiting programs, and then only when specifically authorized by the Chief of Naval Personnel.

Qualifications for advancement of enlisted personnel have been completely revised. These qualifications have been published and distributed as a separate manual. This manual, Qualifications for Advancement in Rating (NavPers 18068) removes them from the Bureau of Naval Personnel Manual. Each command is called upon to insure that all enlisted personnel are acquainted with the requirements for advancement.

The letter directs that members of the organized Reserve be carried in the emergency service ratings. Members of the Volunteer Reserve and Fleet Reserve, and retired personnel are to be carried in the proper emergency service or exclusive emergency service ratings.

Series of Promotion Exams Starts 15 December Open To Certain Line Ensigns

First in a series of professional examinations to be given officers eligible for promotion will start about 15 December in conformance with existing law requiring all officers to be examined for physical, mental, moral and professional qualifications before promotion.

Covering a four-day period, the first exams will be for line ensigns who will complete three years of commissioned service as ensigns between 1 Jan 1949 and 1 Apr 1949 and who are not restricted in duty.

The examinations will be conducted throughout the Navy at the same time. A list of officers eligible will be published later. Officers above the grade of ensign must be recommended for promotion by a selection board before being eligible according to present law.

BuPers Circ. Ltr. 102-48 (NDB, 31 May 1948), which listed sample questions, declares that an examining board is charged with determining whether an officer is qualified. It also emphasizes that the examinations are not on a competitive basis. Results of the examinations are merely to furnish evidence for the board to decide if an officer is fit to perform duties of the grade to which he is being promoted.

Complete information on the new policy was contained in ALL HANDS, April 1948, p. 42.

160 Enlisted Men Enter Naval Academy as Middies

One hundred and sixty Navy and Marine Corps men from the Fleet have doffed their enlisted uniforms to don those of midshipmen at the Naval Academy.

The sailors and marines were successful candidates in Fleet competition for appointment to the Academy. They will be among the 1,000 or more plebes comprising the class of 1952.

STFSGT Raymond D. Fortmeyer, USMC, achieved the highest grade in the competitive examinations, and thus became winner of \$100 donated by the Naval Academy class of 1939. The 23-year-old marine, a native of Spokane, Wash., entered Annapolis from the Naval School Academy and College Preparatory at Bainbridge, Md.

QUIZ ANSWERS

Answers to Quiz on Page 7

1. (c) Pirate — experimental plane built for carrier and land operations, and characterized by its great speed.
2. (b) Wing-tip gas tanks.
3. (b) Personnel Man (PN)—assists personnel, classification, training, and welfare officers and chaplains in interviewing and classifying personnel.
4. (a) Journalist (JO)—Performs reporting, editing and related duties of news dissemination.
5. (b) Fog oil generator — makes smoke screen of thick white fog when heated lubricating oil particles are sprayed into the air.
6. (c) Screens movements of fleets and convoys from sea and aerial attack.

Retirement Pay Authorized for Reserve Officers, Enlisted Men

The new retirement law signed by the President on 29 June authorizes retired pay for members of the Reserve components of the Navy, Army, Air Force, Marine Corps and Coast Guard.

Computation of retired pay is based primarily on the services performed by Reservists in contributing to the strength and vitality of the Reserve forces.

The retirement plan is basically similar to that authorized for members of the regular forces, with modifications to fit the special characteristics and requirements of the civilian components.

Upon reaching the age of 60 years a Reservist may become eligible to receive retirement pay, providing he has completed an aggregate of 20 or more years of satisfactory federal service (*i.e.* military or naval service).

Each year of service as a member of either a Reserve or a regular component of the armed forces, performed prior to the effective date of the act, which is expected to be 1 Jan 1949, is counted as a year of satisfactory federal service. After the effective date of the act, a new system for determining satisfactory federal service is established.

To be credited with a year of satisfactory federal service, a Reservist must earn not less than 50 points during each year. For each year of inactive service performed prior to the date of enactment of the act as a member of a Reserve component, Reservists are given a flat credit of 50 points.

After the effective date of the act, points are credited in the following manner:

- Fifteen points for membership in a Reserve component for each year of federal service other than active federal service.
- One point for each day of active federal service performed prior to and subsequent to the effective date.
- One point for each drill or period of equivalent instruction as may be prescribed and authorized for the respective services. Equivalent instruction will consist in part of correspondence courses for which points will be appropriately credited.

Reservists will not begin to receive retirement pay until they reach their 60th birthday.

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. 44—Confirms voluntary retention on active duty through fiscal 1949 which was tentatively approved for certain officers in Alnav 11-48 and Alnav 41-48.

No. 45—Announces the death of Secretary of Labor Lewis B. Schwelmbach.

No. 46—Announces the signing by the President of the Congressional Act giving permanent status to women personnel in the armed services. (See p. 39)

No. 47—Includes information to acquaint officers and enlisted men with latest developments on the subject of enlisted personnel advancements. (See p. 39)

Navacts

No. 9—Announces change in sale prices of meals sold from general mess. (See p. 41)

BuPers Circular Letters

No. 106—Incorporates all changes to BuPers Circ. Ltr. 40-47 (NDB, 28 Feb 1948) in a new table.

No. 107—Lists recommended texts for use in review for preliminary examinations for Naval School, Academy and College Preparatory. (See p. 52)

The number of points earned during the Reservist's entire period of service is totaled in computing retirement pay, with each point being the equivalent of one day's active service. The total number of points are then divided by 360 to obtain the number of years and fractions thereof creditable for retirement pay purposes.

The amount of annual retirement

No. 108—Assigns dates of ranks to officers permanently appointed to commissioned warrant and warrant grades of regular Navy pursuant to public law.

No. 109—Encourages COs to grant leave enabling personnel to attend Fleet Reserve Association convention. (See p. 7)

No. 110—Urges review of courses for officers planning to attend line school. (See p. 45)

No. 111—Advises servicemen of rights equal to veterans under provisions of Housing and Rent Act of 1947.

No. 112—Contains revised list of ships and units eligible for the Army Distinguished Unit Emblem. (See p. 51)

No. 113—Implementation of ship-to-shore rotation of enlisted personnel. (See p. 44)

No. 114—Lists materials for ship-board training to be distributed to shore bases and fleet units in near future (See p. 42)

No. 115—Requests applications for Cargo Handling School at Oakland, Calif. (See p. 41)

No. 116—Gives instructions governing discharge from the Naval Reserve of V-10 enlisted personnel on active duty for purpose of immediate enlistment in the regular Navy. (See p. 39)

No. 117—Announces fire control technicians' examination.

No. 118—Announces availability of editorial assistance for ship and station newspapers.

No. 119—Gives instructions concerning the monthly fiscal report and the monthly fiscal work sheet.

No. 120—Gives program and rules of All-Navy Football Championship, 1948. (See p. 19)

No. 121—Announces selection of applicants for commission in limited duty status. (See p. 38)

pay is determined by multiplying the resulting figure by two and one-half per cent of the annual active duty base and longevity pay of the highest grade, temporary or permanent, satisfactorily held during the entire period of service.

The new law applies to both officers and enlisted men. Standard application forms are now being prepared.

HERE ARE TOP COMMANDS IN TODAY'S NAVY

Secretary of the Navy.....John L. Sullivan
Under Secretary of the Navy.....W. John Kenney
Assistant Secretary of the Navy (Air).....John N. Brown
Assistant Secretary of the Navy.....Mark E. Andrews
Chief of Naval Operations.....ADM Louis E. Denfeld
Vice Chief of Naval Operations
.....VADM Arthur W. Radford
Commandant, Marine Corps.....GEN Clifton B. Cates

BUREAU CHIEFS

Personnel.....RADM Thomas L. Sprague
Aeronautics.....RADM Alfred M. Pride
Ships.....VADM Earle W. Mills
Ordnance.....RADM Albert G. Noble
Supplies and Accounts.....RADM Edwin D. Foster (SC)
(The Paymaster General)
Yards and Docks.....RAM John J. Manning (CEC)
Medicine and Surgery RADM Clifford A. Swanson (MC)
(The Surgeon General)
Chief of Dental Division RADM Clemens V. Rault (DC)
Director of Navy Nurse
Corps.....CAPT Nellie J. DeWitt (NC)

SEA FRONTIER COMMANDERS

Eastern.....ADM Thomas C. Kinkaid
Western.....RADM Donald B. Beary
Caribbean.....RADM Daniel E. Barbey
Hawaiian.....RADM Charles H. McMorris
Alaskan.....RADM Alfred E. Montgomery

AREA, FLEET OR FORCE COMMANDS

Pacific.....ADM DeWitt C. Ramsey
First Task Fleet.....VADM George D. Murray
Atlantic.....ADM William H. P. Blandy
Second Task Fleet.....VADM Donald B. Duncan
Operational Development Force RADM Robert P. Briscoe
Naval Forces, Western Pacific...VADM Oscar C. Badger
Naval Forces, Philippines...RADM Ralph W. Christie
Naval Forces, Far East.....VADM Russell S. Berkey
Marianas.....RADM Charles A. Pownall

Naval Forces, Eastern Atlantic and
Mediterranean.....ADM Richard L. Conolly
Sixth Task Fleet.....VADM Forrest P. Sherman
Air Force, Pacific.....VADM Harold B. Sallada
Air Force, Atlantic.....VADM Gerald F. Bogan
Battleships-Cruisers, Pacific RADM Laurance T. DuBose
Battleships-Cruisers,
Atlantic.....VADM Lynde D. McCormick
Amphibious Forces, Pacific RADM Bertram J. Rodgers
Amphibious Forces, Atlantic...RADM Ralph O. Davis
Mine Force, Atlantic.....RADM Byron H. Hanlon
Service Force, Pacific.....VADM Francis S. Low
Service Force, Atlantic.....RADM Wilder D. Baker
Training Command, Pacific RADM Willard A. Kitts, 3rd
Training Command,
Atlantic.....RADM William M. Callaghan
Destroyers, Pacific.....RADM Emmet P. Forrestel
Destroyers, Atlantic.....RADM Felix Johnson
Submarines, Pacific.....RADM Oswald S. Colclough
Submarines, Atlantic.....RADM James Fife, Jr.

NAVAL DISTRICT AND RIVER COMMANDANTS

First.....RADM Morton L. Deyo
Third.....RADM Walter S. Delany
Fourth.....RADM James L. Kauffman
Fifth.....RADM Walden L. Ainsworth
Sixth.....RADM Robert W. Hayler
Seventh.....RADM Ernest W. Litch
Eighth.....RADM Lawrence F. Reifsnider
Ninth.....RADM J. Carey Jones
Tenth.....RADM Daniel E. Barbey
Eleventh.....RADM Bernhard H. Bieri
Twelfth.....RADM Donald B. Beary
Thirteenth.....RADM Howard H. Good
Fourteenth.....RADM Charles H. McMorris
Fifteenth.....RADM Edward W. Hanson
Seventeenth.....RADM Alfred E. Montgomery
Potomac River Naval Command RADM Glenn B. Davis
Severn River Naval
Command.....RADM James L. Holloway, Jr.
(Supt. U. S. Naval Academy)

DECORATIONS & CITATIONS

Two Receive Congressional Medal of Honor

Officer Gets Award For Action at Pearl

The Congressional Medal of Honor has been awarded Lieutenant Commander Jackson C. Pharris, USN (Ret), of Long Beach, Calif., for gallant action during the surprise Japanese aerial attack on Pearl Harbor, 7 Dec 1941.

Attached to USS *California* (BB 44), Lieutenant Commander Pharris (then Gunner) was in charge of the ordnance repair party on the third deck when the first Japanese torpedo struck almost directly under his station.

He was stunned and severely injured by the concussion, which hurled him to the overhead and back to the deck. He recovered quickly and acted on his own initiative to set up a hand-supply ammunition train for the anti-aircraft guns.

With water and oil rushing in where the port bulkhead had been torn up from the deck, many of the remaining crew members overcome by oil fumes, and the ship without power and listing heavily to port as a result of a second torpedo hit, he ordered the shipfitters to counterflood.

He was twice rendered unconscious by the nauseous fumes and handicapped by his injuries, but he persisted in his desperate efforts to speed

up the supply of ammunition and at the same time risked his life to enter flooding compartments and drag to safety unconscious shipmates who were being submerged in oil.

Lieutenant Commander Pharris saved many of his shipmates' lives and was largely responsible for keeping *California* in action during the attack.

Pharmacist's Mate Risks Life to Save Comrades

For his action during the Iwo Jima campaign, Francis J. Pierce, ex-PHMI, USN, of Grand Rapids, Mich., has been awarded the Congressional Medal of Honor.

Attached to the 2d Bn, 24th Marines, 4th MarDiv, he was almost continuously under fire while carrying out dangerous volunteer assignments 15 and 16 Mar 1945, to gain valuable knowledge of the terrain and the disposition of enemy troops.

Caught in heavy enemy rifle and machine gun fire which wounded a corpsman and two of the eight stretcher bearers who were carrying two wounded marines to a forward aid station, he took charge of the party, carried the wounded men to a sheltered position and rendered first aid.

After directing evacuation of three of the casualties, he stood in the open

to draw the enemy fire and with his weapon blasting enabled the litter bearers to reach cover.

Turning his attention to the other two casualties, he was attempting to stop the profuse bleeding of one man when a Japanese fired from a cave less than 20 yards away and wounded his patient again.

Risking his own life to save his patient, he deliberately stood in the open to draw his attacker from the cave and destroyed him with the last of his ammunition. Then lifting the wounded man to his back, he advanced unarmed through rifle fire across 200 feet of open terrain. Despite exhaustion and in the face of warnings against such a suicidal mission, he again crossed the same path to rescue the remaining marine.

On the following morning he led a combat patrol to the sniper nest and while aiding a stricken marine, was seriously wounded. Refusing aid for himself, he directed treatment for the casualty, at the same time maintaining protective fire for his comrades.



SILVER STAR MEDAL

Gold star in lieu of second award:

- ★ BREWER, James T., CAPT, USN, Washington, D.C.: Gunnery officer, USS *Salt Lake City*, Battle of Cape Esperance, 11-12 Oct 1942.
- ★ FARR, Arthur H., LTJG, USNR, Lake Wood, Ohio: Engineering officer and torpedo computer operator, USS *Guitarro*, third war patrol, South China Sea, 8 October to 16 Nov 1944.
- ★ LESSARD, Lester J., LTJG, USN, San Francisco, Calif.: Chief electrician's mate in charge, USS *Pompano*, first and second war patrols, Marshall Islands and South China Sea, 18 Dec 1941 to 31 Jan 1942.
- ★ O'CONNELL, George A. Jr., CDR, USN, Washington, D.C.: Main battery control officer, USS *Salt Lake City*, Battle of Cape Esperance, 11-12 Oct 1942.
- ★ VIEBRANZ, Alfred C., LT, USNR, Milford, Conn.: Radar coordinator in fire control party, USS *Haddo*, eighth war patrol, 28 October to 27 Dec 1944.

First award:

- ★ BLONTS, Edward C. Jr., LCDR, USN,



NATION'S HIGHEST AWARD is presented LCDR J. C. Pharris, USN (Ret) and F. J. Pierce, Ex-PHMI, USN, by President in White House ceremony.

Vallejo, Calif.: Assistant approach officer, USS *Hammerhead*, second war patrol, Pacific war area.

* DAVID, Joseph B. Jr., LT, USNR, New Orleans, La.: Boat officer in charge of landing craft, USS *Oberon*, assault on Gela, Sicily, 10 to 12 July 1943.

* DAY, Joseph E., LT, USNR, Santa Monica, Calif.: CO, naval armed guards and troops aboard the Dutch flagship Navy-chartered transport MS *Sommelsdijk*, operations near Samar, 25 Dec 1944.

* DEAN, Orr L., TM2, USNR, Gresham, Ore.: Crew member on board MTB, Halmahera Island, 16 Sept 1944, during rescue of a downed pilot.

* DENNIS, Harry, ENS, USNR, Akron, Ohio: Crew member on board MTB, Halmahera Island, 16 Sept 1944, during rescue of a downed pilot.

* EUBANK, Joseph B., MOMM3, USNR, Monroe, Ky.: Crew member on board MTB during the rescue of a downed pilot, Halmahera Island, 16 Sept 1944.

* GOODWIN, George W., PHM3, USNR, Norfolk, Va.: Member of a collections section of a medical company, 3d Med Bn, 3d MarDiv, FMF, Iwo Jima, 27 February to 3 Mar 1945.

* GRIGGS, John B. Jr., CAPT, USN, Portsmouth, N.H.: CO, USS *St. Louis*, invasion and occupation of Okinawa, 25 March to 8 June 1945.

* HOVEY, Howard H., PHM3, USNR, Toledo, Ohio: Hospital corpsman with a Marine artillery battalion, assault on Peleliu, 20 Oct 1944.

* KEELER, Herbert W., EM1, USNR, Raleigh, N.C.: Crew member on board MTB during the rescue of a downed aviator, Halmahera Island, 16 Sept 1944.

* LAKE, Burton G., CAPT, USN, Norfolk, Va.: Force operations officer, action against the Japanese, Finschhafen, Eastern New Guinea, 22 Sept 1943.

* LEACH, Clement V., SF1, USNR, Youngstown, Ohio: Crew member, USS *Rodman*, action against the Japanese in the vicinity of Okinawa, 6 Apr 1945, during the fighting of a fire in the ammunition handling rooms.

* LITALIEN, Joseph G., SPX1, USNR, Leominster, Mass.: Performance of specialized duties in enemy-controlled territory, 25 May to 9 Oct 1944.

* MACKAY, Theodore, CMOMM, USNR, Jamaica, Mass.: Crew member on board MTB during the rescue of an aviator, Halmahera Island, 16 Sept 1944.

* MERCWITZ, Harold, BM2, USN, Brooklyn, N.Y.: Crew member on board MTB during the rescue of a pilot, Halmahera Island, 16 Sept 1944.

* MONTAVON, Robert D., S1, USNR, Long Beach, Calif.: Gunner on board USS *Morrison*, action against the Japanese, vicinity of Okinawa, 4 May 1945.

* NACY, Louis J., S1, USNR, Monroe, Mich.: Crew member on board MTB during the rescue of an aviator who had been downed, Halmahera Island, 16 Sept 1944.

* NEWSOME, William H., LT, USN, Whittier, Calif.: Assistant damage control officer, USS *Stormes*, vicinity of Okinawa, 25 May 1945.

* PAHL, James R., CAPT, USN, Washington, D.C.: ComDesDiv 44 and commander screen of TU 31.5.3, action against the Japanese, Vella Lavella, 15 Aug 1943.

* PAIGE, Robert E., LCDR, USN, San Francisco, Calif.: Torpedo data computer operator, USS *Kingfish*, first war patrol, 9 September to 3 Nov 1942.

* PARKER, Donald A., PHM1, USN, San Francisco, Calif.: Hospital corpsman serving with a Marine battalion, Okinawa, 26 Apr 1945.

* RICE, Glen G., LT, MC, USNR, Baltimore, Md.: Medical officer of a Marine battalion, Iwo Jima, 19 Feb 1945.

* RICKSECKER, Guy M., CMOMM, USN, Mountain Grove, Miss.: Chief motor machinist's mate in charge of the main engines, USS *Crevalle*, fourth war patrol, 21 June to 9 Aug 1944.

* ROBBINS, Josephus A., CAPT, USN, Norfolk, Va.: CO, USS *Taussig*, action against the Japanese, Okinawa, 15 and 16 Apr 1945.

* ROBERTSON, William H., LTJG, USNR, Jackson Heights, N.Y.: Member of the crew of MTB during the rescue of a fallen flier, Halmahera Island, 16 Sept 1944.

* ROOKE, Warren R., CGM, USN, Santa Monica, Calif.: Crew member of USS *Calhoun*, action against the Japanese during a highly coordinated suicide attack in the vicinity of Okinawa, 6 Apr 1945.

* ROSENBROOK, Fay R., PHM3, USN, Lafayette, Ind.: Hospital corpsman serving with a Marine company action against the Japanese, Iwo Jima, 21 February to 26 Mar 1945.

* SILVESTRI, Joseph S., MOMM2, USNR, Massillon, Ohio: Member of the crew of a motor torpedo boat during the rescue of a fallen pilot, Halmahera Island, 16 Sept 1944.

* SMITH, Melvin B., TM, USN, Sumner, Wash.: Chief of the boat, USS S-37, third war patrol, Makassar and Lombok straits, 2 to 20 Feb 1942.

* TANKENOFF, Morton A., RM2, USNR, St. Paul, Minn.: Member of a crew of MTB while it was engaged in the rescue of a pilot on 16 Sept 1944.



* BELLHOUSE, Alan R., CDR, USNR, Marblehead, Mass.: Rescued three men trapped in a magazine of a seaplane tender after bombs had accidentally detonated and set fire within the magazine, 17 July 1945.

* DUHRKOOP, Laurence, LCDR, USNR, Portland, Ore.: Assisted in extinguishing

the flames on LSTs loaded with gasoline and ammunition in West Loch, Pearl Harbor, 21 May 1944.

* FOWLER, Bobby, ABM3, USNR, Cornersville, Tenn.: Secured an airplane which had broken loose and blown over on its side on the flight deck of USS *Hornet* during a typhoon in western Pacific waters on 5 June 1945.

* HARRIS, Douglas M., AMM3, USNR, Eden, Tex.: Jumped into flames and led a pilot to safety when a plane caught fire after a rough landing on the flight deck of USS *Hancock*, 31 Mar 1945.

* HOEHN, Jacob G., EM2, USNR, Merchantville, N. J.: Remained on board his ship, USS *Swallow*, after abandon ship order had been given in order to save two seriously wounded shipmates, 22 Apr 1945.

* HUDGENS, Archie R., LT, USN, Seattle, Wash.: Assisted in establishing an emergency dispensary during a typhoon on Okinawa, 9 Oct 1945.

* JOHNSON, Robert, COX, USNR, Chicago, Ill.: Maintained his station when a two-ton draft of cargo swung out of control and threatened to crush him, reversed the winch and lowered the draft to safety, Pearl Harbor, 10 Mar 1945.

* JOHNSTON, John H., CPHM, USN, Los Angeles, Calif.: Rescued several men when his ship, USS LST 469, was torpedoed by an enemy submarine in the South Pacific, 16 June 1943.

* MARION, Orlando L., SMI, USN, Callettsburg, Ky.: Rescued Army aviators from enemy-held Alamagen, Marianas Islands, 29 Dec 1944.

* MERIDETH, Sherman L. C., CBM, USN, Salinas, Calif.: Rescued 20 occupants of a capsized motor whaleboat, Tokyo Bay, 27 Sept 1945.

* NUTTALL, George C., CBM, USN, San Diego, Calif.: Effected the rescue of a patient being transferred by stretcher and trolley line from USS *McGowan* to USS *Tennessee* while underway, 15 May 1944.

* PORSLEY, Roy G., CBM, USN, San Francisco, Calif.: Effected the rescue of 19 survivors who were in the water while he was attached to USS YTL 210 during the invasion of Southern France, 15 Aug 1944.

* REYNOLDS, William M., CY, USNR, Port Orchard, Wash.: Rescued several men from smoke-filled compartments while he served on board USS *Bunker Hill* during rescue operations following attacks by Japanese planes in the vicinity of Okinawa, 11 May 1945.

* SIMMONS, Robert W., PHM2, USN, Sunnyside, Wash.: Rescued a downed aviator while serving on board USS *Dehaven*, vicinity of Kyushu, 19 Mar 1945.

* YELENICH, Rudolph P., EM1, USN, Newton, Kans.: Saved the lives of two shipmates about to be carried under by the suction of the ship after USS *Morrison* had been hit by Japanese suicide planes in the vicinity of Okinawa, 4 May 1945.

BOOKS: NEW LIST FEATURES FACT AND FICTION

WHAT WAS the European phase of World War II all about? What led up to it and what went on behind the scenes? Those questions are answered very competently in a couple of these books that are on their way to your ship or station library.

International politics is featured this month, but there's something for everyone. So, if you're badly in love and a long way from a mail buoy, drown your troubles by submerging yourself in one of these.

• *The Gathering Storm*, by Winston W. Churchill, Houghton Mifflin Company.

No great statesman of this age has had such an excellent command of the English language as Winston Churchill has. Few have had such a complete grasp of history or played so large a part in making it. These facts make this book unique.

Throughout his career, the author preserved every scrap of significant material for the books he knew he would eventually write. Every order that was issued, every memorandum and personal telegram was filed away. It is doubtful that any similar record exists or ever has existed.

The Gathering Storm—the first of five proposed post-World War II books by Mr. Churchill—begins at the close of World War I and carries through to the fall of Norway, and the period just preceding Dunkirk.

It is difficult to imagine a more complete coverage of the people who

made history, and the events that occurred between the two world wars and during early World War II. There is no hysterical writing in this book, and very little editorializing. In spite of this—or perhaps because of it—many readers will find long-lived prejudices dissolving in their minds. Persons who may have taken a certain perverse pride in “seeing both sides of the question” in the last great conflict will here find their opportunity to see both sides in photographic clearness. Here are 784 pages of required reading for anyone who does any global thinking at all.

• *From the Ashes of Disgrace*, by Admiral Franco Maugeri; Harcourt, Brace and Co.

Written by the chief of staff of the Italian Navy, this book tells in a simple and often entertaining way the story of Italy in World War II. In addition it gives the author's personal preferences and prejudices on many things, including nations, food, General Eisenhower and the world's war-refugees.

There are several chapters concerning Admiral Maugeri's work with the underground intelligence service and a chapter on the battle of Cape Matapan.

This book has something for everyone—the Navy officer who is interested in political and naval history, the “sea lawyer” who desires new ammunition for future bunkroom bull-sessions, and the everyday sailor who reads for pastime and pleasure.

• *A Ghost Town on the Yellowstone*, by Elliot Paul; Random House.

The time was 1907; the place, Trembles, Montana—a boom town in the “wrong end” of the Yellowstone Valley. The characters are those who lived in that time and place—tough characters, some of them; bawdy at times—but interesting and entertaining. There are adventures and misadventures, lawlessness, lust, occasional virtue, wild horses and wild men.

Grand reading, by the author of *The Last Time I Saw Paris* and *Linden on the Saugus Branch*.

• *Shannon's Way*, by A. J. Cronin; Little, Brown and Company.

Robert Shannon managed to get a medical education. His great-grandfather, old Cadger Gow had left him a sum just sufficient for the purpose. Then, at the age of 24, Shannon found himself an assistant in the Department of Experimental Pathology at the University.

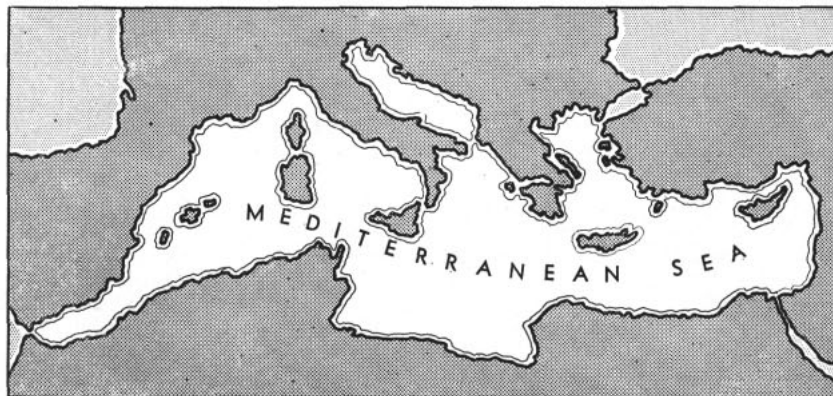
Obscure and poverty-stricken, the silent and retiring Shannon burned with an ambition to astound the world. In his search for a cure for influenza he battled the selfish and opportunist viewpoint of his superior in the department.

A. J. Cronin is the author of *The Citadel*, *The Green Years* and *The Keys of the Kingdom*.

• *The Mediterranean: Its Role in America's Foreign Policy*, by William Reitzel, Harcourt, Brace and Company.

The Mediterranean is surveyed comprehensively here as a scene of American interest and policy. Those who read *The Mediterranean*, by Andre Siegfried (reviewed in ALL HANDS, June 1948, p. 58) will find Reitzel's book a different approach to the role of the Mediterranean in international affairs.

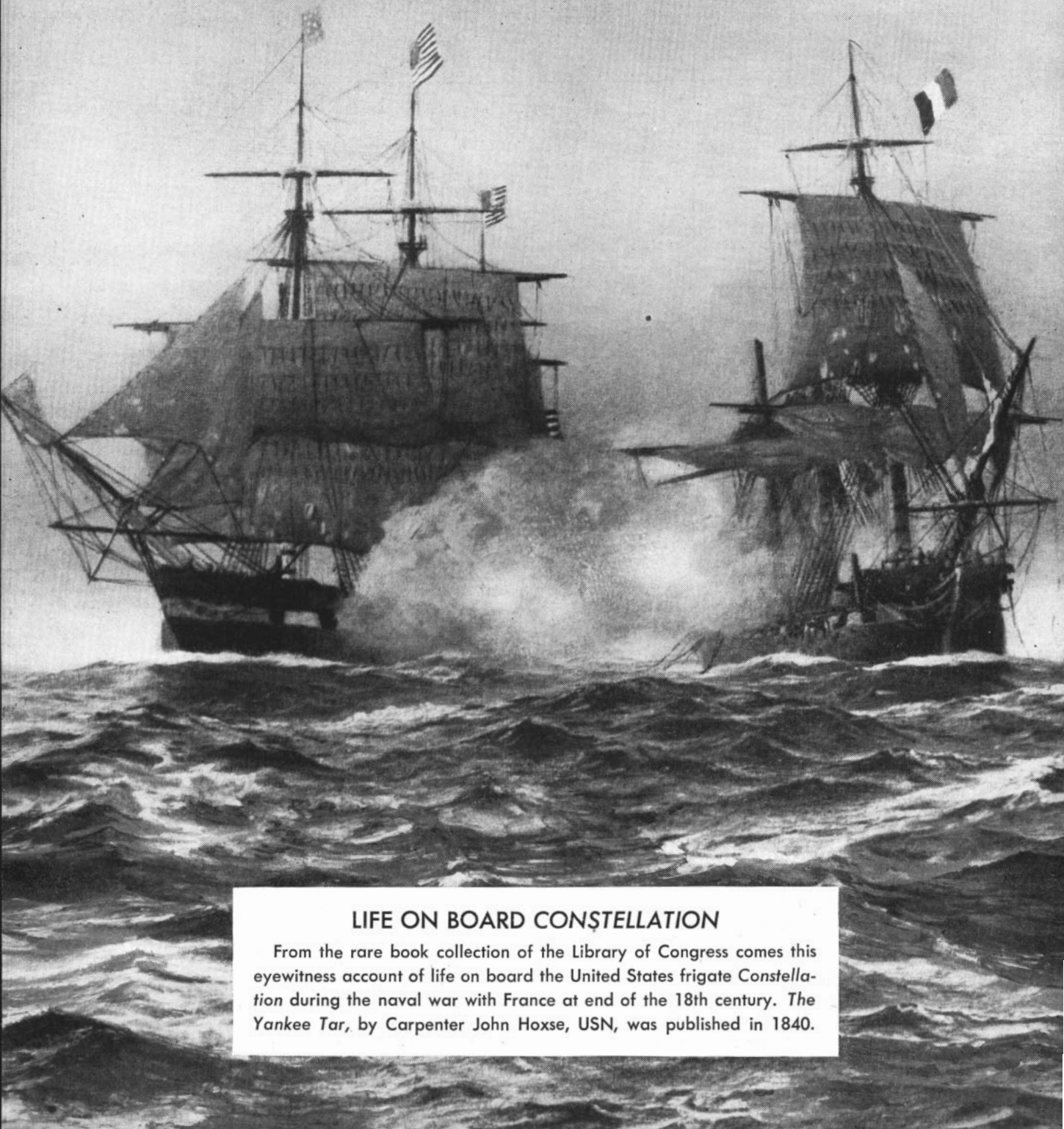
This bird's-eye view of the area provides the means to judge the commitments that the U.S. must make if its present policy is to bear useful results. It also traces the shifting responsibilities between the U.S. and Great Britain in the Mediterranean area and other factors that led up to America's present position. It helps the reader understand the forces that have sent American aircraft carriers to the Mediterranean, aid to Greece and Turkey and economic assistance to Italy—forces that have put the nations of the Mediterranean into American headlines.



VITAL ROLE of the Mediterranean in international affairs is surveyed in a new book being distributed by BuPers to naval ship and station libraries.

ALL HANDS BOOK SUPPLEMENT

The Yankee Tar



LIFE ON BOARD CONSTELLATION

From the rare book collection of the Library of Congress comes this eyewitness account of life on board the United States frigate *Constellation* during the naval war with France at end of the 18th century. *The Yankee Tar*, by Carpenter John Hoxse, USN, was published in 1840.

The Yankee Tar

France in the 1790s, suffering at home from the sores of a great revolution, had but little regard on the seas for the newly born republic of the United States. Continued intervention with American commerce brought about a savage naval war which saw some of the most illustrious fighting in history.

Among three frigates hurried to completion for this conflict was the 38-gun *Constellation*, today the subject of a drive to restore her to the original condition and fittings of 150 years ago.

Designed by the now famous Joshua Humphreys and constructed under the close supervision of the man who was to become her first skipper, Captain Thomas

BALTIMORE, 15, Oct 1797, I shipped myself on board the frigate *Constellation*, as carpenter, Thomas Truxtun, Esq. commander, ordered to cruise on the West India station.

We sailed from Baltimore in June 1798 and cruised off to the southward of the gulf stream for 30 days and then put in to Hampton Roads. After lying here a few days, we took a fleet of merchant vessels under convoy and sailed for the West Indies on 25 December, and arrived at St. Kitts, all safe, in 14 days—landed our lumber and naval stores and then went on our cruising ground. We arrived here in about 14 days, and falling in with no prizes, we again put into St. Kitts, which place was our general rendezvous. We now overhauled our ship, and got her in excellent trim, then took in wood and water, and started on another cruise.

Four days out we espied two sails directly ahead of us, gave chase, and came up with one of them, which proved to be the American ship *Betsey*, of New York, a prize to a French privateer and was manned by a French prize crew. We now gave chase to her, and about 4 o'clock in the afternoon, came up with her. We gave her a shot, which caused her to round too, and haul down her colors and surrender. She was a fine brig, mounting ten guns and carrying 80 men.

In a few days we again set sail on a cruise and on the fourth day out, just at daybreak, we discovered a sail on our lee bow. All hands were called, all sail crowded on, and we bore down for the vessel. They soon discovered us in pursuit of them, when they spread all the canvass they had, put her before the wind, and made every effort in their power to run from us. Finding we neared them very fast, they hauled their wind,—we shot up with them, gave them a bow gun, and hoisted American colors.

They did not, however, mind this; and we, not liking their manners, thought to speak them in a vein they could understand. Accordingly, when a favorable opportunity presented, we let slip a broadside which made them understand our meaning. Not relishing this dose very well and wishing to show us that we had not entirely silenced them, they answered us with a broadside, then hauled down their colors and gave up their vessel. She proved to be a first rate brig, of 18 guns, and 150 men.

The next day we fell in with two American vessels, prizes to the French privateers. One was a fine ship,

Truxtun, *Constellation* became so well admired by the French that they nicknamed her "The Yankee Race Horse."

Carpenter John Hoxse, USN, was one of the first men to ship on board, joining the frigate a little more than a month after her launching in September 1797. He was present for her first cruise and during her battles with the French frigate *Insurgente*, 40 guns, and later with *Vengeance*, 52 guns. Hoxse does not record, perhaps because he did not know, that *Vengeance* three times struck her colors to surrender but was forced to continue the fight when the Americans failed to notice, escaping eventually with a loss of 50 men killed and 110 wounded.

What he does record is a firsthand account of Navy life at the end of the 18th century, of duty on the West Indies station, of losing an arm in battle.

belonging to Philadelphia; the other a brig, belonging to Boston. The ship had been in their possession about 60 hours, and the brig about 30, when we fell in with them; but we could not discover any thing of the vessels that had made prizes of them. They had put a prize master and men enough on board of each vessel to take them to any port they wished should they prove so fortunate as not to be retaken by the "tarnal yankees." We then bore away for St. Kitts, and arrived there in a few days with our vessels.

2

On 1 Feb 1799 we got under weigh and sailed on to our old cruising ground off Bassatterre, West Indies. We cruised here four or five days but fell in with nothing of any consequence. On 9 February just at break of day, we discovered a sail from our mast-head, when all hands were called to make sail and bear down for her. Accordingly all sail was very soon spread, and at sunrise they discovered us bearing down for them, when they immediately made all sail to escape us, and we found they rather gained their distance from us.

After being in the chase about two hours and a half, we discovered a squall coming on, and it was not long before we began to feel it. We now housed our lee guns, and ran out those on our weather side. Just at this moment the squall struck us, and as we had all our sail set, such a cracking and snapping I never heard before. Our studensail boom snapped, the studensails flying in the air.

On looking out ahead, we saw the Frenchman's main-top-mast over her side, with her colors flying. We hoisted American colors and shot up with her, and before we had a chance to speak her, they let us have it with all the guns they could bring to bear upon us.

A smart action now commenced, which lasted an hour and 25 minutes, when the French hauled down their colors, and surrendered their vessel to the United States flag. We boarded her and secured her magazine and made the men prisoners. She mounted 30 French 18 pounders, besides swivels, and 450 men. She was a fine copper bottomed ship called *Le Insurgente*.

During the engagement, they had 25 men killed and 15 wounded. One shot went in at her cabin window and killed eight of the men, dismounted one gun and injured another very badly. She had one shot in her

main mast, another in her bowsprit, but her hull was not much damaged.

The next day we fell to work, and got up her main-top-mast and top-gallant-mast, repaired damages and bore away for St. Kitts, where we arrived two days afterwards with our prize, all safe; and a grand salute was fired from the fort and battle ships as we gallantly entered the harbor.

3

A few days after our arrival, General Desforneaux despatched his secretary from Guadaloupe to St. Kitts for the purpose of inducing Captain Truxtun to restore *Le Insurgente* to the French. His secretary told Captain Truxtun that if she was not immediately given up, General Desforneaux would issue orders to the French cruisers to capture all American vessels without discrimination. Captain Truxtun answered that he had acted in perfect obedience to the orders of his government and that no other power on earth should ever induce him to give up his prize. The secretary then made use of promises and entreaties; and at length, finding our captain inexorable, he left him, muttering all manner of imprecations against the Americans and returned to Guadaloupe.

Lieutenant Rogers of *Constellation* now took command of *Le Insurgente* when we again returned to our cruising ground. Ten days out we captured one small privateer, and recaptured three American vessels. We continued here until we made prizes of six privateers and recaptured eight American vessels.

We now run into St. Kitts, took in wood and water, and on 14 June sailed for the United States, having in company our best prize, *Le Insurgente*. We arrived in Hampton Roads on 1 July, when both vessels were ordered to cruise for 30 days to the southward of the Gulf Stream. After our cruise was up, we again put into Hampton Roads, and all the men whose times of service had expired were paid off, which comprised about one half of the crew.

A rendezvous now opened to enter men for another year's cruise, and Captain Truxtun gave every one of his old hands who would enter a beaver hat and a black silk handkerchief, two months' advance pay, and two weeks' liberty on shore. Captain Truxtun soon had the pleasure of seeing the greater part of his old hands re-enter and his gallant ship again manned with a brave and hardy crew of yankee tars; and in 20 days, everything was ready for sea.

On the following morning, Captain Truxtun received the following address, through a committee, from the mayor, recorder and aldermen, of the Borough of Norfolk:

"To Thomas Truxtun, Esq., Commander of the U.S. Ship of War, Constellation.

Sir—The Mayor, Recorder and Aldermen, of the Borough of Norfolk, take pleasure in welcoming you to your native shores.

Amid our congratulations on your safety, and that of the brave officers and men under your command, we view it, as a circumstance of pleasing contemplation, that at a time when the interests of your country call for the exertions of its citizens, you, sir, by your late brilliant contest, have been the first to evince, to an imperious and insulting nation, the only TRIBUTE they can ever exact from the American character.

May your future returns to the bosom of a grateful country, be as auspicious as the present."

To which he returned the following answer.
"To the Mayor, Recorder and Aldermen, of the Borough of Norfolk.

Gentlemen—I receive with inexpressible emotions the honor you have done me by this address. To be thus welcomed to my native shores, after a fatiguing campaign, and for my conduct to have met the approbation of so honorable and so respectable a body, in one of the first states of the Union, is highly gratifying to my heart, and will have an impression on my mind, that can only be effaced by the end of my existence.

To have been the first to evince, to an imperious and insulting nation, that the thunder of cannon and showers of ball, is the only tribute they can exact from the United States, has been my good fortune—for I have no doubt, but any of my brother commanders, in the other ships, having such a brave set of officers, and so active and determined a crew as that of *Constellation's*, would have done at least, as much as has been imputed to me, if chance had given them the opportunity.

Accept, fellow citizens, my sincere thanks for your good wishes towards me in future, and believe me always devoted to the honor, interest, and happiness of my country.

Your obd't humble serv't,

THOMAS TRUXTUN."

We were now ordered to New York to shift our guns and in three days we arrived there, all safe. The time of the rest of our men had now expired, and they were paid off and discharged. A rendezvous was now opened, to make up our complement of men, and in a few days we were supplied.

The captors of *Le Insurgente* frigate were entitled to receive the following sums of money accruing from the prize: Captain Truxtun, \$3000; lieutenants, and sailing master, \$2000; marine officers, surgeon, purser, boatswain, gunner, carpenter, master's and surgeon's mates, captain's clerk, and clergyman, \$2000; boatswain's mate, gunner's mate, ship steward, sail maker, master at arms, armorer, and coxswain, \$3000; gunner's yeoman, quarter master's mate, sergeant of marines, drummer and fifer, and extra petty officers, \$3000; seamen, ordinary seamen, marines, and boys, \$7000. Total, \$20,000.

This cruise in some measure put me upon my legs again, for I was determined from the time that I was served the last scaly trick by these French privateers, to look out for the money they had before robbed me of, among them; and I now had the satisfaction in



The Yankee Tar —continued

some measure of getting it back again. However, I was not yet satisfied, and determined to try my luck among them once more, and if possible to have my wishes gratified as there was a small balance yet left in my favor. As I knew *Constellation* was now ready for sea, I lost no time in again entering for another cruise.

4

NEW YORK, 7 Oct. 1799, I shipped myself on board of the frigate *Constellation*, as carpenter, bound on a cruise to the southward of the Gulf Stream, for six weeks. We sailed from New York, on 15 October, and for several days had very pleasant weather. On 20 November, we met with a terrible gale of wind from the northeast which lasted 24 hours; during which time we were compelled to lie to under three reefed main-top-sails, the sea all this time running mountains high. One sea struck us on our starboard quarter, knocked off our quarter gallery and sprung the head of the rudder. Our vessel complained very badly, owing to the heavy weight of metal we carried on our gun deck; causing it also to leak very much, so that considerable damage was done to our magazine. After the gale had subsided, we shaped our course for Hampton Roads, and in six days we made land and run in.

Captain Truxtun on the day before our sailing delivered the following address to the officers and crew, as near as my memory now serves me:

"Gentlemen and fellow seamen, the President of the United States has commanded me, through the Secretary of the Navy, to return his thanks to all those brave officers and seamen of every description who served under my command in the action and capture of the French National frigate, *Le Insurgente*; and he indulges the pleasing hope that those now engaged will deserve a similar return from him, should an occasion occur. This reward to merit and bravery ought, and I am sure it will, excite an emulation in every honest breast to deserve well of his country; and I have no doubt in my mind but that I shall find my present ship's company as well disposed and ready to meet the enemy on every occasion, as I have satisfaction to say I did my former.

"To be brave, humane and generous gentlemen and fellow seamen is no less your duty than it is the satisfaction of a grateful and insulted country, to reward you with its approbation, when you have proved so. Be ever gallant then, and never let it be said, that *Constellation* (America's pride that shines as conspicuously brilliant as the planetary system) was otherwise than victorious.

"On the ocean is our field to reap fresh laurels; let the capstern, then, be well manned, trip cheerfully our anchor, spread the sails, give three cheers and away to hunt up our enemies as we have done before until we find them.

"In your various stations be always alert, obedient to your superior officers, and conduct yourselves like men, and you shall ever be certain of the strictest justice from me. But as good order and regular discipline is what can only insure success in any enterprise and do honor to the service, I shall, with a watchful eye, discriminate between the deserving and the undeserving; and if any of the latter should be discovered on board this ship, which I hope and trust will not be the case, they must, painful as it will be to me, abide all

the consequences set forth in the articles of war established by Congress for the regulation of the naval service, which have been read to you.

"I shall, therefore, now conclude with commanding the strictest attention at all times to order; and that a decent deportment be observed on board by every one, and that there be no noise or confusion on any occasion."

5

On 9 Jan 1800, we took 14 merchant vessels under convoy for different islands in the West Indies, and sailed for St. Kitts on the day following, and in 18 days we arrived all safe, and went to work and landed our lumber, naval stores, cordage, etc. During the time we were clearing the lumber away from her orlop deck, I overheard Captain Truxtun tell the boatswain not to leave a rope yarn in the way, as in one week from that day he was determined to have 500 prisoners on board. In a short time we got our ship cleared and went out on a cruise.

On the fifth day out, about 4 o'clock in the afternoon, we fell in with the frigate *Le Insurgente*, now refitted for U.S. service and commanded by Captain Fletcher. He had captured two French privateers only the day before, and sent them into St. Kitts. Captain Fletcher now came on board, and he and Captain Truxtun held a long conversation together, but I could not understand exactly what passed between them; but when Captain Fletcher's boat was shoving off from alongside, I heard Captain Truxtun tell Captain Fletcher that we were short of wood and water. Captain Fletcher replied that we had better run in and get a supply, and that he would take our station during our absence.

We accordingly parted company about sunset that night, under bog-reefed top-sails, and at half past 7 o'clock, the Road of Bassaterre bearing east about five leagues distant, we discovered a sail in the southeast, standing to the southwest, which, from her situation, we at first took for a large ship from Martinico, and hoisted English colors, on giving chase by way of inducement for her to come down and speak to us, which would have saved us a long chase to leeward, off from our intended cruising ground; but finding she did not attempt to alter her course, we examined her more minutely as we approached her and discovered that she was a heavy French frigate mounting at least 54 guns. Captain Truxtun immediately gave orders for the yards to be slung with chains, top-sail sheets stoppered, the ship cleared, everything prepared for action, and the English colors hauled down.

On the first day of February, 1800, about one o'clock, P.M., the wind being somewhat fresher than it was at noon on the day preceding and having the appearance of continuing so, the prospect of bringing the enemy to action again began to brighten, as we perceived we were coming up with the chase very fast. Every inch of canvass was set that could be of any service except the bog-reefs, which were kept in the top-sails in case of their finding an escape from our thunder impracticable and should haul on a wind and give us fair battle; but this did not prove to be her commander's intention. We however got within hail of him at 8 o'clock P.M., hoisted our ensign, and had the candles in the battle lantern all lighted, the large trumpet in the lee gangway ready to speak him, and to

demand the surrender of his ship to the United States of America; but he at that instant commenced a fire from his stern and quarter guns directed at our rigging and spars.

No parley being then necessary, Captain Truxtun sent his principal aid-de-camp, Vandyke, to the different officers commanding divisions on the main battery to repeat strictly his orders before given—not to throw away a single charge of powder but to take good aim and fire directly into the hull of the enemy, to load principally with two round shot and now and then a stand of grape; to encourage the men at their quarters; to cause or suffer no noise or confusion whatever; but to load and fire as fast as possible, when it could be done with certain effect.

These orders being given, in a few moments Captain Truxtun gained a position on their weather quarter which enabled us effectually to return their salute. Thus a close and as sharp an action as was ever fought between two frigates, commenced and continued until a few minutes of one o'clock, A.M., when the enemy's fire was completely silenced and they again sheered off.

Towards the close of the action, as I was standing near the pumps with a top maul in my right hand, with my arm extended, a shot from the enemy's ship entered the port nearby and took the arm off just above the elbow, leaving it hanging by my side by a small piece of skin; also wounding me very severely in the side, leaving my entrails all bare.

I then took my arm in my left hand, went below into the cock-pit and requested the surgeon to stop my bleeding, for my arm was already off. He accordingly stopped the effusion of blood and I was laid aside among the dead and wounded until my turn came to have my wounds dressed.

The cock-pit at this time was full of the dead and dying but I was so exhausted that I fell asleep and was not sensible that anything had happened until I was called up to have my wounds examined and dressed. I was then taken up, laid on a table, my wounds washed clean, and my arm amputated and thrown overboard.

It was at this moment that Captain Truxtun considered the enemy's ship as our prize and was trimming in the best manner he could our much shattered sails, when he found the main-mast was totally unsupported by rigging, every shroud being shot away, some of them in several places, so that even stoppers were useless and could not be applied with effect.

He then gave orders for the officers to send the men up from the gun deck to endeavor to secure it in order that we might get alongside of the enemy again as soon as possible; but every effort was in vain, for the main-mast went over the side in a few minutes after and carried with it the top-men, among whom was an amiable young gentleman who commanded the main-top, Midshipman James Jarvis. It seems that this young gentleman was apprised that the mast would probably go in a few minutes, by an old seaman; but he had already so much of the principle of an officer engrafted in his mind, not to leave his quarters on any account, that he told the man if the mast went they must go with it, which was the case.

As soon as the main-mast went, every effort was made to clear the wreck from the ship as soon as possible, which was effected in about an hour. It being impossible to pursue the enemy, and as her security

was now the great object, Captain Truxtun immediately bore away for Jamaica for repairs, finding it impossible to reach a friendly port in any of the islands to windward.

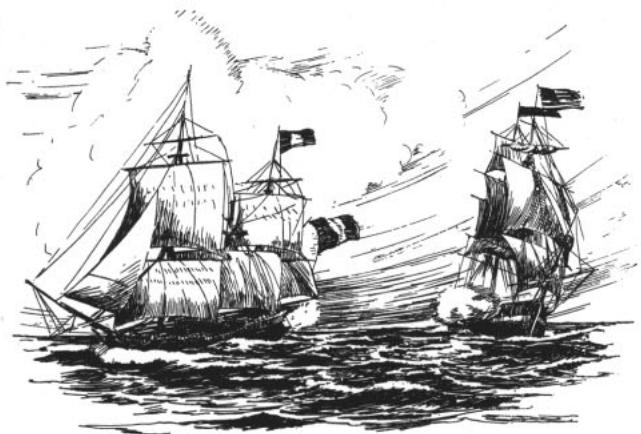
6

Our vessel could now only set her mizzen and fore-top-sail, fore-sail, and fore-top-mast-studen-sail, which just enabled us to make a free wind, and we bore away again for Jamaica, with *Le Insurgente* in company. We arrived there six days after the action, and a grand salute was fired from the forts and men of war, and answered by both of our frigates.

Captain Truxtun now said that he should be wanting in common justice were he to omit to record the steady attention to order and the great exertion and bravery of all his officers, seamen, and marines in this action.

He continued—"Public thanks, though a small tribute, are nevertheless due to seamen and soldiers who have manifested their zeal, activity and bravery so conspicuously, in support of the honor and dignity of their country's flag, as the crew of *Constellation* of 38 guns did the other evening in an engagement with a French national frigate of 54 guns or upwards and carrying much heavier metal, in which the enemy was completely beaten and would have become our prize had not the damages sustained in making the first efforts to get alongside of her, together with the loss of the main-mast, main-top-mast, main-top-gallant-mast, mizzen-top-mast and several spars which went over the side at the moment of her sheering off, and the dismantled state of the ship made further pursuit impracticable.

"As the commander, therefore, I feel infinite satisfaction in returning my thanks to the officers of every description, seamen, marines, and others, for the gallantry they displayed on this occasion, which under a beneficent Providence has enabled me to add another laurel to the American character on the records of the Navy, and you may be assured, gentlemen, seamen, and soldiers, that you shall be properly noticed to the President of the United States; and such of you as have been unfortunately wounded, and survive, will no doubt be put on the pension list; and while their misfortune I regret, I shall state with pleasure to the government their just claims in order that they may have that protection and care taken of them, which is provided by a grateful country for those to whom the fortune of war has been unkind."



FANTAIL FORUM

Question: What do you think of the uniform changes?

(Interviews were conducted among men from RecSta, Yerba Buena Island, Calif.; NAS Alameda, Calif., and Electronic Materiel School, Treasure Island, Calif.)



Charles A. Corn, BM-3, Asheville, N. C.: I like everything about the new uniform except changing right arm rates. The old right arm rate balanced the hash marks. I'd prefer overseas hat to present white hat.



Jimmie Purvines, PN-SN, Helena, Ark.: The collar on the new jumper keeps naval tradition and distinguishes Navy from other services. I believe it will be as easy to stow in seabag as old uniform. I'd prefer serge.



Bill Reeder, SKI, Cleveland, Ohio: "It's a matter of getting used to the new look. The over-all change is good. I like the new coat-type sleeves. A pressed tie would look neater. Let's make the new uniform of serge.



Lester Bernfeld, AD2, Chicago, Ill.: The new trousers will be more convenient with hip pockets and belts. I favor overseas hats for work, chief's hats for liberty, and doing away with the traditional white hats.



Dudley Cockrum, FA, Knoxville, Tenn.: The new uniform is better than the one proposed two years ago. I like the new look except for sleeves, and I won't miss the 13 buttons. I'd like the new blues to be made of serge.



Duane P. McPherson, ET2, Portland, Ore.: I'd prefer a jacket-type jumper with rolled tie. The new trousers will be safer for wallets, but I'd like to have cuffs on pants. I like the Navy's new rating system also.



Harold G. Hatch, FN, Port Arthur, Tex.: The new uniform adds dignity to the Navy man. It's a big improvement over the uniform proposed two years ago with Army-type jacket. I'd like to have the new trousers creased fore and aft.



Fred J. Weibell, ET1, West Jordan, Utah: I'd like to have the new jumper changed either to chief's coat or Eisenhower jacket. I like the sleeves and new colored stripes on jumpers. New trousers should be of serge, with cuffs.



Louis P. Rainville, ET1, Salem, Mass.: I think the American sailor will look neater and more military in the new uniform. I'd like to see overseas hats made part of the uniform. I hope the new outfit is made of serge.

ALL HANDS

THE BuPERS INFORMATIVE 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.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

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● AT RIGHT: Training for would-be divers is given at San Juan. ➡
P. R., on board USS *Opportune* (ARS 41).
P. O. Pelaez, ME2, and C. H. Rommel Jr., FN (right) adjust helmet worn by instructor W. C. West, BMI.



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