

# ALL HANDS

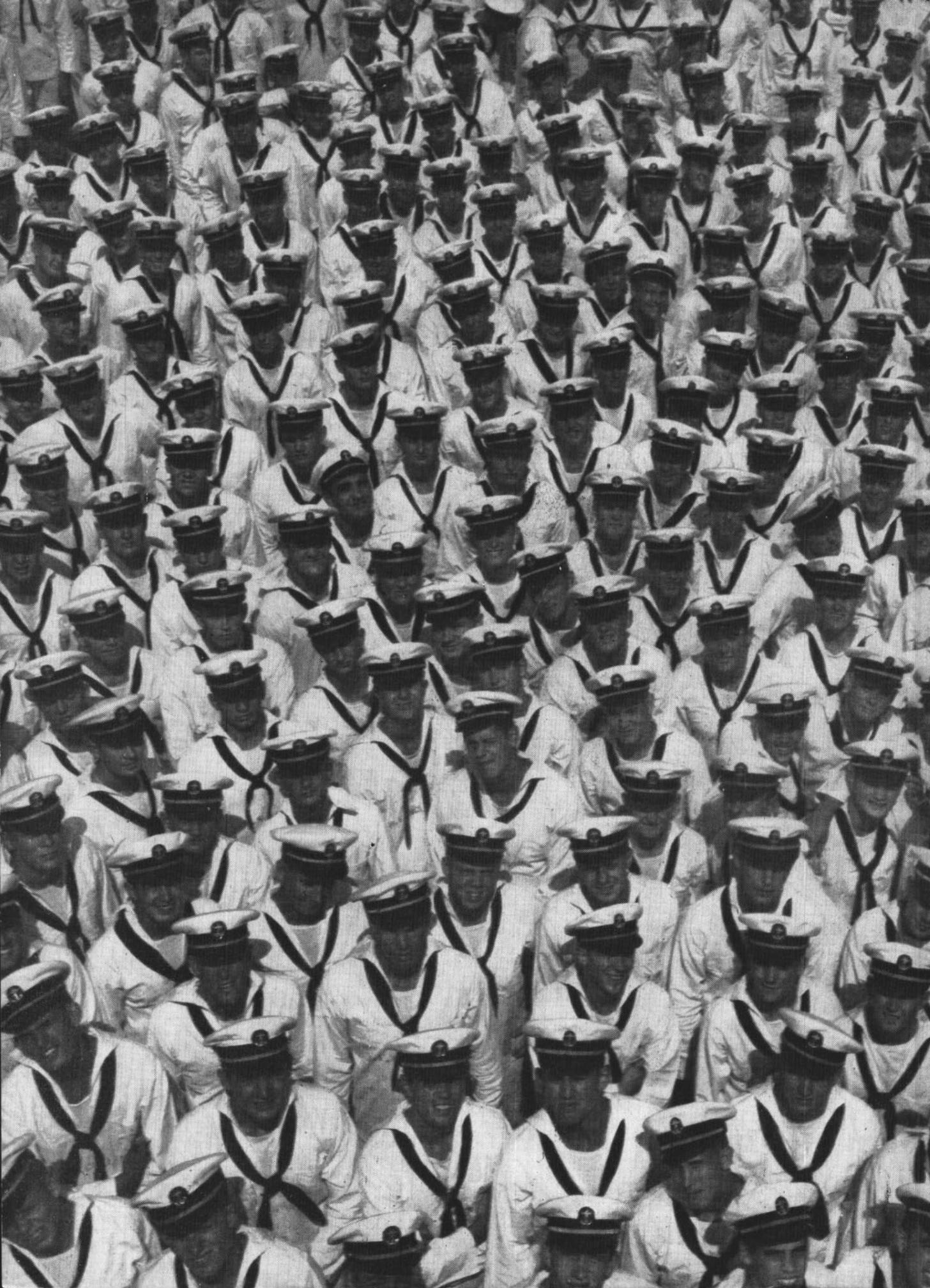
THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPER-0



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OCTOBER 1948





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

OCTOBER 1948

Navpers-O

NUMBER 380

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• FRONT COVER: A dud water bomb used for practice is toted by Richard G. Carlson, PH3, of Chicago, at NAS Anacostia, D.C. ALL HANDS photo by M. E. Hirtle, AF1.

• AT LEFT: This mass photo shows some of the midshipmen during their 1948 summer training cruise on board the battleship USS *Missouri* (see pp. 4-5).

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# Keeping the Fleet Up to Date

PLANS for the conversion of 33 ships of various types share the spotlight with new construction in the present Navy program.

Through conversions of carriers, destroyers, destroyer escorts and submarines the Navy will be keeping abreast of the trends of attack and defense and perform missions assigned by the Joint Chiefs of Staff.

All of the conversions will be undertaken by naval shipyards. How-

ever, assignments have not been made of shipyards slated to convert one light carrier and six destroyers for anti-submarine warfare.

Included in these conversions are two additional *Essex*-class aircraft carriers to accommodate newer, heavier planes. *uss Essex* (CV 9) has been assigned for conversion at Puget Sound Naval Shipyard, Bremerton, Wash., on the West Coast, while *uss Wasp* (CV 18) will be converted

on the East Coast—at the New York Naval Shipyard, Brooklyn, N. Y.

Included in the contemplated work are conversions of the following ships with yards at which the changes are to be made:

- Two light carriers for anti-submarine warfare, *uss Bataan* (CVL 29) and another not selected at this time. *Bataan* will undergo changes at the Philadelphia Naval Shipyard, Philadelphia, Penn.

- Twelve 2100-ton destroyers are to be altered to destroyer escorts (DDE) on shipyards on both the East and West Coasts. These include *uss Conway* (DDE 507) and *uss Cony* (DDE 508), Boston Naval Shipyard,

## Navy of Future Will Soon Be on Ways

Increase of the Navy's striking force and additions to anti-submarine units are contained in the 1949 fiscal year shipbuilding program which gets under way soon.

Already allocation has been made to private and naval shipyards for the construction of 16 new fighting vessels. These ships will provide some of the advanced prototypes required by the Navy of the future.

The new ships—from the 65,000-ton flush-deck carrier to high speed submarines and "killer" anti-submarine cruisers—will be valuable additions to the Fleet. With these additions they will, in the words of the Secretary of the Navy, "strengthen the Navy in maintaining surveillance over the large sea areas of the globe and insuring the uninterrupted use of the sea lanes, which are so vital to the economic existence of the U. S. and for the projection of all elements of our power overseas in an emergency."

Receiving most public interest is the huge unnamed 65,000-ton carrier which will be built by the Newport News Shipbuilding and Dry Dock company, Newport News, Va. The giant vessel will exceed by 122 feet the over-all length of *Midway*-class carriers. Its over-all length will be 1,090 feet (see ALL HANDS, September 1948, p. 43).

In addition to the flush-deck carrier, the shipbuilding program includes two anti-submarine cruisers, four destroyers, six high-speed submarines, and three anti-submarine submarines. All of these vessels have been assigned for construction as follows:

- One anti-submarine cruiser, *uss*

*Norfolk* (CLK 1), the new killer-type ship, will be built by the New York Shipbuilding corporation, Camden, N. J. The other anti-submarine cruiser, as yet unnamed, will be constructed by the Philadelphia Naval Shipyard, Philadelphia, Pa.

- Two destroyers, DD 927 and DD 928, have been assigned to the Bethlehem Steel company, Quincy, Mass. The two other destroyers, DD 929 and DD 930, will be built by the Bath Iron Works, Bath, Me. Larger than their wartime predecessors, these destroyers are long-range vessels. They will have the speed, endurance, and sea-keeping qualities which will permit them to serve with high-speed task forces.

- Three high-speed submarines, *uss Tang* (SS 563), *uss Wahoo* (SS 565) and a third still unnamed are to be constructed by the Portsmouth Naval Shipyard, Portsmouth, N. H.

- Three other high-speed submarines will be built by the Electric Boat company, Groton, Conn. They are *uss Trigger* (SS 564), *uss Trout* (SS 566) and one other.

- One anti-submarine submarine, *uss K-1* (SSK 1) will be built by the Electric Boat company, Groton, Conn., while the New York Shipbuilding corporation, Camden, N. J., will build a second. The third ship is slated to be built by the Mare Island Naval Shipyard, Vallejo, Calif.

Construction of the new ships is part of a continuing postwar shipbuilding program begun last year as authorized by Congress. The new vessels will become part of an active fleet of 277 major combatant vessels and 486 auxiliaries for which appropriations have been granted.



USS Cony—Famed DD becomes DDE.



USS O'Bannon—Conversion planned.



USS Radford—Heroic DD converted.

Boston, Mass.; *uss Saufley* (DDE 465) and another not selected at Charleston Naval Shipyards, Naval Base, S. C.; two unselected at Norfolk Naval Shipyard, Portsmouth, Va.; *uss Nicholas* (DDE 449) and *uss O'Bannon* (DDE 450), Long Beach Naval Shipyard, Long Beach, Calif.; *uss Fletcher* (DDE 445) and *uss Radford* (DDE 446), San Francisco Naval Shipyard, San Francisco, Calif.; and *uss Walker*, (DDE 517) and *uss Sproston* (DDE 577) at Mare Island Naval Shipyard, Vallejo, Calif.

- Six 2200-ton destroyers for anti-submarine warfare (DDK), as yet unselected. Shipyards at which these will be converted have not been designated.

- Two destroyer escorts to de-



USS *Wasp*—Returns from Reserve.

stroyer escort pickets (DER), not selected to date, will be assigned to the Norfolk Naval Shipyard.

- Two submarines to troop carrying submarines (SSP), *uss Perch* (SSP 313) and *uss Sealion* (SSP 315). *Perch* will undergo changes at the Mare Island Naval Shipyard and *Sealion* at the San Francisco Naval Shipyard.

- One submarine to a cargo car-



USS *Nicholas*—Will be made DDE.

rying submarine (SSA), *uss Barbero* ("SSA 317," at Mare Island Naval Shipyard.

- Two submarines for polar picket service (SSR) include *uss Tigrone* (SSR 419) and another not chosen. Both will be changed at the Portsmouth Naval Shipyard, Portsmouth, N. H.

- One submarine to submarine oiler (SSO), not named, will be converted at the Mare Island Naval Shipyard.

- One cargo ship for polar service will be changed at the Philadelphia Naval Shipyard. It will be *uss Arne* (AKA 56).

- Two landing ships dock for polar service have been assigned to the Puget Sound Naval Shipyard for conversion. They are *uss Gunston Hall* (LSD 5) and *uss Lindenwald* (LSD 6).

## Navy Accelerates Anti-Sub Program

Indicative of the Navy's stepped-up anti-submarine program is the reactivation of nine combat ships to join the growing number of first line fighting ships being added to the Fleet.

Latest developments in major policy call for reactivation of the light aircraft carrier *uss Cabot* (CVL 28) and eight 2,200-ton destroyers. *Cabot*, in "moth balls" in Philadelphia, is due to return to active status this month with the DDs slated to be "unzippered" beginning in January 1949.

Addition of the nine ships to the active fleet permits inactivation of the battleship *uss Iowa* (BB 61), one of two such capital ships in active operation. Thus but one battleship will be left in the active fleet, *uss Missouri* (BB 63), a sister ship of *Iowa*.

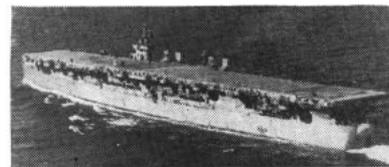
*Iowa* joins 13 other battleships now in reserve, but which are ready for reactivation.

Revision of the active fleet's composition reflects the Navy's emphasis on undersea warfare — a primary function established by the Joint Chiefs of Staff (see ALL HANDS, June 1948, p. 52). Reactivation of the nine ships, conversion of 33 others of various types and construction of 16 new ones (see accompanying articles) permits intensification of the Navy's anti-submarine warfare training program.

"Revolutionary developments in underwater warfare, particularly in the offensive phases, since the end of World War II emphasize the need for intensification of the Navy's anti-submarine warfare training program. A prime factor influencing the rapidly changing concepts of anti-submarine warfare has been the development of submarines capable of higher

submerged speeds and longer periods of submergence than the U-boats of the last war," Secretary of the Navy Sullivan declared.

At the peak of Germany's submarine activity in the Atlantic the U. S. engaged more than 350,000 men in 1,261 ocean-going Navy ships. An even larger number was employed in aircraft, anti-submarine



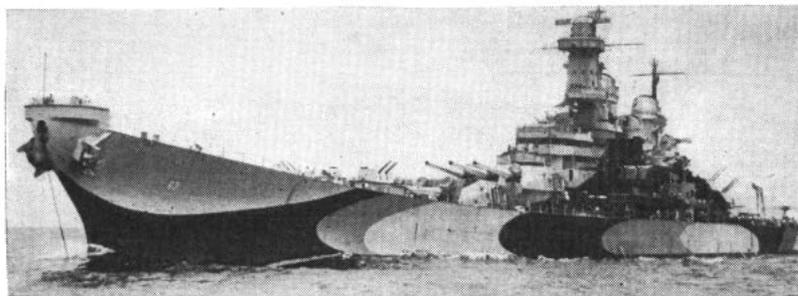
USS *Cabot*—Unzippered in August.

warfare stations ashore and thousands of smaller craft.

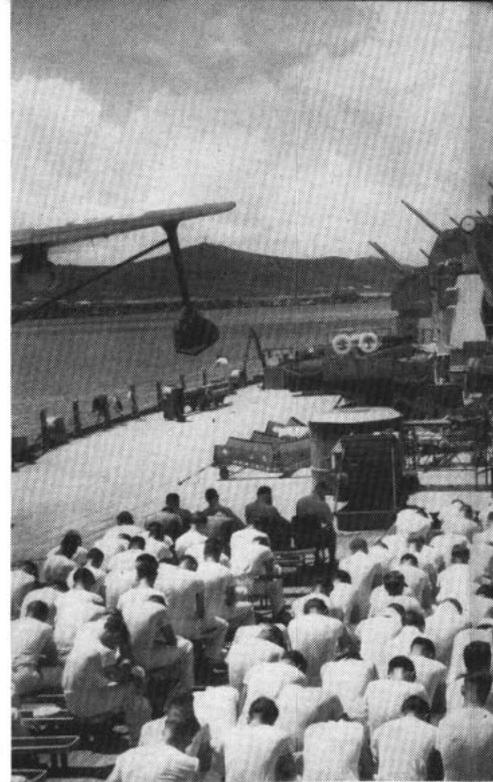
It was in this phase of the Battle of the Atlantic that hunter-killer groups were organized, composed of aircraft carriers and escorting destroyers.

New additions to the program are but a continuation of the Navy's constant search for perfection of its striking forces. Development of submarine and anti-submarine warfare has occupied many highly technically trained men for some time. It receives a good share of the Navy's attention today.

Importance of undersea warfare has long been recognized by the Navy. The potential threat of modern submersibles has resulted in the Navy giving added attention to offensive and defensive measures. A testing to this is the fact that today the Navy is conducting intensive research and development work in marine propulsion, ordnance and other sub-gear (see ALL HANDS, September 1947, p. 2).



MIGHTY MO will be the sole battlewagon left with the active fleet.



SCENES show instruction period aboard USS Astoria (above), tea dance on USS Boxer (below), services on the after deck of the Mighty Mo (center).



# SUMMER

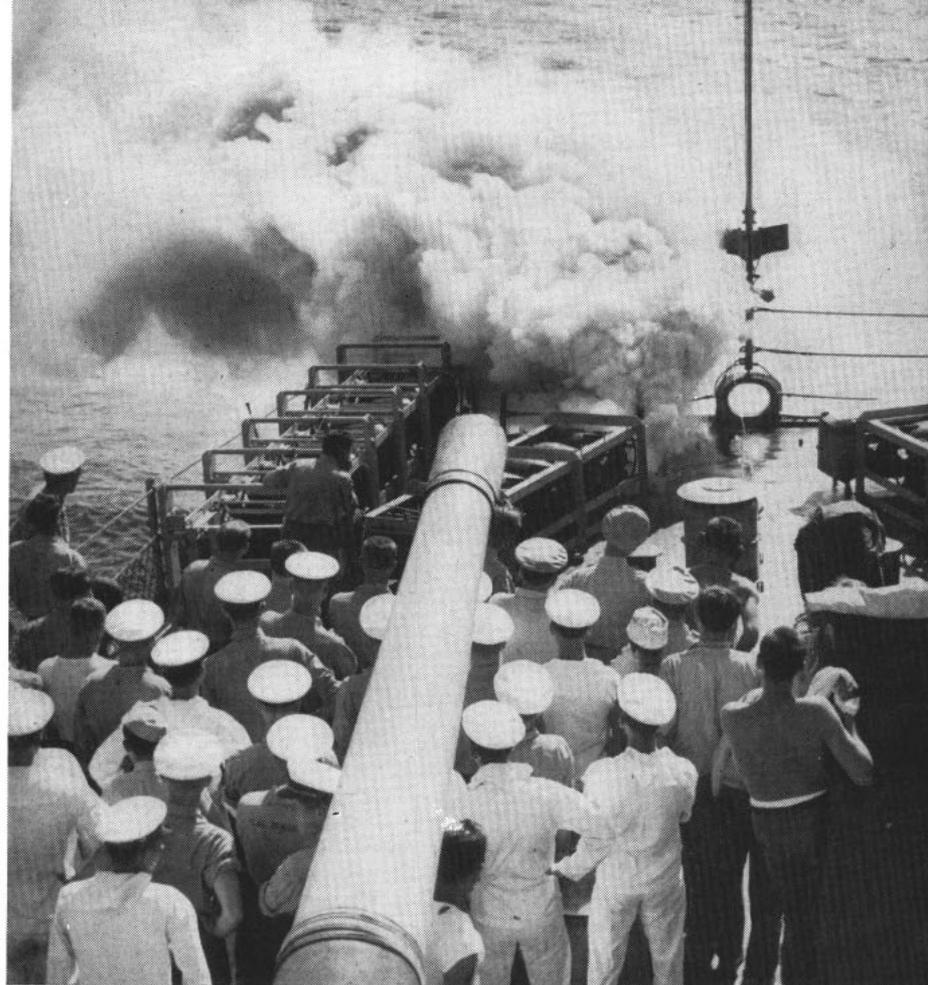
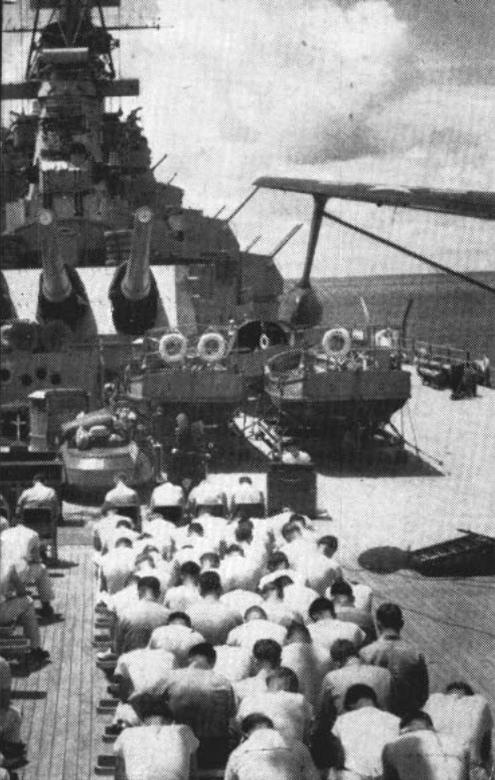
**M**ORE than 7,000 future officers and Reservists have returned to their college and armory classrooms following successful completion of the annual Midshipman cruises in the Atlantic and Pacific.

Most widely publicized—and traveled—was the Atlantic cruise in which 3,720 embarked in naval vessels for training duty. Sixteen ships, led by the battleship *uss Missouri* (BB 63), took part in the 70-day training cruise.

Naval Academy midshipmen—2,460 strong—took part in the Atlantic squadron exercises, augmented by 735 Naval Reserve Officers' Training Corps middies from 11 university and college units, 500 officer and enlisted Naval Reservists and 25 Army officers from the Military Academy class of 1948.

Approximately 3,500 midshipmen from NROTC units at colleges and universities throughout the United States, and several hundred enlisted and officer Reservists underwent all phases of naval training and indoctrination during three separate cruises in Pacific waters.

Two cruises of eight weeks' duration were held in the Pacific for NROTC middies who are seeking regular commissions. The first of these with the carriers *uss Boxer* (CV 21) and *uss Princeton* (CV 37) participating, was primarily for aviation indoctrination.



SMOKE SCREEN demonstration is given aboard USS Vesole. Below: destroyers Dyess and Bordelon stage a spectacular searchlight display at Algiers.

# CRUISES

trination of NROTC junior classmen. Senior and sophomore middies were given general seagoing training on board the battleship *uss Iowa* (BB 61), since consigned to the "mothball fleet" (see page 3), cruisers *uss Springfield* (CL 66), *uss Astoria* (CL 90) and *uss Pasadena* (CL 65).

Contract midshipmen from 51 NROTC units took their training on board *uss Duluth* (CL 87) for three weeks. The two eight week cruises included amphibious warfare indoctrination, with those on board *Iowa* and cruisers also undergoing submarine training.

During the Pacific cruises the training squadrons participated in the sinking of the battleships *uss New York* (BB 34) (See ALL HANDS, August 1948, p. 33) and the submarine *uss Skipjack*.

Ships taking part in the Atlantic cruise included, besides the *Missouri*, *uss Coral Sea* (CVB 43), *uss Columbus* (CA 74), *uss Macon* (CA 132), *uss George K. Mackenzie* (DD 836), *uss Ernest G. Small* (DD 838), *uss Power* (DD 839), *uss Vesole* (DD 878), *uss Bordelon* (DD 881), *uss Leary* (DD 879), *uss Glennon* (DD 840), *uss Dyess* (DD 880), *uss Donner* (LSD 20), *uss E. F. Larson* (DD 830), *uss Goodrich* (DD 831) and *uss Hanson* (DD 832).



# THE WORD

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

• **BENEFITS**—Under certain conditions the Veterans Administration is authorized to pay up to \$150 for funeral and burial expenses of veterans of any war. This is one of three benefits available from the VA under certain conditions.

In addition to assisting in defraying funeral expenses, the VA can supply an American flag for burial purposes and arrange for interment in a national or VA cemetery. The benefits are available upon death of any veteran who was discharged under conditions other than dishonorable.

Any VA office, veterans service organization or American Red Cross chapter can supply application forms for the benefits.

• **NEW MANUAL**—Presentation of theoretical and practical aspects of leadership principles is contained in

“The Petty Officer—A Leader,” Part I of a general training course manual being distributed to ships and stations.

The new booklet (NavPers 10602-A) is presented in response to unanimous approval of the need for such a publication, according to BuPers Circ. Ltr. 154-48 (NDB 15 Aug, 1948). The course discusses various phases of leadership required of petty officers—the meaning of the rating badge, dealing with men, special jobs of POs.

• **ELECTRONICS TRAINING**—Applications from officers of three categories are sought for a one-year course in advanced electronics at Great Lakes, Ill. Classes convene in January and July of 1949.

Selected students will take the course at Naval School (Electronics Maintenance), NTC, Great Lakes. Applicants must not have attended

this or other advanced electronics schools within the past five years.

Officers in the following categories may request the school—(1) non-aviation permanent USN line ensigns and lieutenants (junior grade) including LDO (electronics), (2) USN temporary officers of any rank with radioman or electrician's mate background regardless of whether they have been selected for permanent commission, and (3) any chief radio electrician, radio electrician, chief electrician or electrician holding either temporary or permanent commission.

Other requirements are listed in BuPers Circ. Ltr. 150-48 (NDB, 15 Aug 1948).

• **SHIP REPAIR**—Ship repair divisions activated near 10 major sea-ports will provide 100 officers and 2,000 enlisted men in skilled and semi-skilled civilian trades as an Organized Reserve nucleus for quick expansion during mobilization. (See p. 14.)

The new Organized Reserve divisions, with 10 officers and 200 enlisted personnel in each, are being formed at Boston, Mass.; Brooklyn, N.Y.; Philadelphia, Pa.; Washington, D.C.; Portsmouth, Va.; Charleston, S.C.; New Orleans, La.; San Diego, Calif.; Vallejo, Calif., and Bremerton, Wash.

In addition to spending two weeks on training duty annually, Reservists in the ship repair divisions will hold drills twice a month at Reserve training centers. Current appropriations provide for one day's pay for one of the two monthly drills.

Each division will be composed of four departments—hull, ordnance, machinery and electrical.

Personnel in each division will be given emergency service ratings in the following specialties: metalsmiths, pipefitters, damage controlmen, gunner's mates, machinery repairmen, machinist's mates, enginemen, molders, boilermen, electrician's mates, IC electricians and electronics technicians.

• **WOMEN VETERANS** — Honorably discharged women veterans may apply for membership in the Association of Women Veterans, an independent patriotic organization planning a nation-wide expansion by organizing chapters throughout the United States.

Information may be obtained by writing to the National Planning Committee, Association of Women Veterans, P. O. Box 2154, Atlanta, Ga.

## Origin of Name Has Indian Sign on Crew

Who was Cahokia?

That is a question currently stumping the officers and men of a Navy tug, formerly named USS ATA 186.

For the last two years, the little 186 has plowed the waters of the Pacific Coast and San Francisco Bay, performing numerous undramatic but vital tasks.

She has towed barges, targets, and every type of Navy ship. She has herded the big, glamorous aircraft carriers and cruisers in and out of port. She went to the aid of a burning merchant tanker last year and is credited with saving the ship.

Until last month, the 186 didn't have a name.

Then, in keeping with Navy tradition, the 186 and some 30 of her sister tugs were given the names of Indian tribes and chiefs. The 186 drew *Cahokia* as her official designation.

Her captain, Lieutenant (junior grade) D. L. Davis, announced a contest.



To the crew member who can give the most accurate information about an Indian named Cahokia, will go \$10.

To the little ship herself, will go the usual allotment of drab tasks that make her an important cog in the wheels of the Fleet.—LTJG Charles H. Brennan, USNR.

## Family Traditions Shattered; Girl Joins the Navy Nurses

Just because members of her family for eight generations had been soldiers didn't keep an attractive 21-year-old Washington, D. C., girl from favoring the Navy.

With a cautious glance at her father, Colonel William Roberts of the Air Force Reserve, Helen E. Roberts was sworn in as a member of the Naval Reserve Nurses' Corps. Miss Roberts was the first Washington, D. C., resident to be sworn into the Navy's Reserve component of the Nurse Corps.

Miss Roberts, a Georgetown university nursing school graduate, expects to enter active service next June.

• **HOSPITAL CARE**—Dependents of naval personnel now may report for treatment at any Army, Navy or Air Force hospital.

Treatment on a reciprocal basis for dependents of personnel of other services was directed in a memorandum from Secretary of Defense James Forrestal. The three services were told to charge uniform rates for the medical care.

The new policy was formulated, the Secretary of Defense said, as an aid in eliminating or reducing overlapping medical facilities and to "bring about increased effectiveness and economy."

• **WOMEN MARINES**—Openings for approximately 65 women officers and 728 enlisted women in the regular establishment of the Marine Corps are now being filled.

Applications are accepted only from present and former members of the Women's Reserve. Those who had been separated previously were sent application forms.

Enlisted rates are being filled at the rate of 75 per month for periods of two, three and four years. All are eligible for their previously held rates.

Out of the 65 officer billets, the Marine Corps will fill only 21 initially, the remaining 44 being held open for women on continuous active duty as Reservists for a period of three years or more. These billets will be filled gradually by new second lieutenants with regular appoint-

ments from the women's officer training school at Quantico, Va.

• **PHYSICALS**—Annual physical examinations for officers will continue throughout the fall and winter until 1 Feb 1949, at which time officers who have not been examined must write a letter of explanation to BuMed.

Only in cases in which an examination was given during the 1948 calendar year to Naval Reserve officers or temporary USN officers for appointment in the regular Navy is another examination not necessary.

A physical examination taken to qualify for temporary promotion does not set aside the necessity for taking the annual examination.

In evaluating fitness for duty, BuPers Circ. Ltr. 162-48 (NDB, 31 Aug 1948) states, consideration will be given to reports by medical survey boards, and waivers of defect or disease.

Officers 45 years old and over will be given electrocardiogram tests and other special studies indicated as necessary will be performed at the discretion of the medical examiner.

• **BATTLE NARRATIVES**—Marines and former marines whose records indicate they received wounds in one of the battles covered by the historical narratives now being prepared by the Marine Corps may request a copy of the monograph free.

Three narratives have been published to date. They are *The Defense of Wake*, *The Battle for Tarawa*, and *Marines at Midway*. Plans call for publication of an operational narrative of each major action participated in by marines during World War II.

Wounded marine veterans may obtain their copies by writing to the Office of Public Information, Headquarters, USMC, Washington, D. C.

• **RATING CONVERSION**—Enlisted service records of temporary officers whose permanent status is enlisted must contain such officers' permanent enlisted rating according to the new rating structure.

By BuPers Circ. Ltr. 143-48 (NDB, 15 Aug 1948) all COs were advised to check records of such temporary officers on board. In this manner COs can determine that the necessary changes have been made and BuPers notified. The directive referenced BuPers Circ. Ltr. 40-48 (NDB, 29 Feb 1948) which gives detailed instructions regarding transition to the new rating structure.



Naval Ordnance Laboratory experts have many new detection devices. In the White Oak, Md., lab, an electron microscope picks up information inaccessible to ordinary microscopes using reflected light. Its increased resolving power and depth of focus helps determine strength of plastics and fibers.



A new instrument developed to record seismic and microbarometric disturbances after the explosion of German fortifications on Helgoland is perhaps the most sensitive portable device of its kind. Its ability is to detect and amplify minute displacements of land masses.



In addition to the large underwater detector towed behind vessels to locate torpedoes and other ordnance used in testing, the Navy now has a smaller device which can be carried by hand to single out specific objects in the general areas. Use of both types combined saves the Navy millions of dollars annually.



ICE-CREAM and all trimmings are given children of Golfe Juan, France (above) when they visited Coral Sea during her recent European cruise.



MARINES from the carrier view Lisbon, from atop Castelo do Sao Jorge (above). Below: The gendarmes proved friendly in colorful Cannes, France.



## CRUISE BY



TOP: Sailors and dates enjoy supper together during ship's dance at Cannes.



PORTUGUESE bluejackets were fascinated by their visit aboard *Coral Sea* during her stay at Lisbon. Above: A display of ordnance test equipment.

## A CARRIER



SOUVENIR hunters went berserk. *Coral Sea's* cruise offered everything from exotic French perfumes (above) to rich rugs from the Orient (below).



BOTTOM: Four sightseeing sailors tour famous resort town on rented bicycles.

# Chief Wins All-Navy Golf Tournament; Roundup of Sports News

## All-Navy Golf Tourney

A chief commissaryman who can sling woods and irons as well as hash is the individual champion golfer of the Navy.

Dick Lytle, CSC, USN, of *uss Dixie* (AD 14) won the All-Navy golf tournament held on the links of Tilden Regional Park, Berkeley, Calif., with a score of 292 for 72 holes. Second place individual winner was Major Robert L. Conrad, USMC, Marine Corps Schools, Quantico, Va., who came in fast at the finish for a 72-hole total of 294.

Team champions were the four-some representing sports Group III (Western Sea Frontier) who turned in a team total of 1189 for 72 holes, 55 strokes under the second place Group II (7th, 8th, 9th naval districts) team.

The Group III golfing team, which had previously won the Pacific Fleet championship, consisted of Chief Lytle, Lieutenant Edward Peck, USN, Ream Field, NAS San Diego, Calif.; Ensign John Reynolds, USN, *uss William C. Lawe* (DD 763); and Robert Cupit, YNSN, USN, of Staff Allowance, ComDesPac.

The end of the first round found Chief Lytle, a veteran of 17 years naval service, leading the field of 32 entries as he scorched the fairways with a par-shattering 68 strokes.

Lytle found the range on the back nine for birdies on the 10th, 14th and 17th to come in with a 33 for a 68.



ALL-NAVY golf champ, Dick Lytle (center), CSC, checks up with Bobby Cupit (left), SN, and LT James Kinder.

Threatening Lytle's lead was his teammate Bobby Cupit. The young yeoman striker birdied the tough fourth hole then holed out a sensational deuce from 135 yards on par 4 nine to round the turn with a hot 33, which added to his 37 on the back placed him second to the lead with a one-under par 70.

Eighteen holes were played on each of the first two days of the tournament, winding up with 36 holes in the finale. On the second day Lytle maintained

his lead by adding an even par to bring his total for 36 holes to 139—three under par. Second at the half-way mark was Cupit with 145. Lieutenant Peck and Lieutenant Jim Kinder, USN, Naval Gun Factory, Washington, D. C., tied for third with 149.

In the finale Lytle added a 79 to his 54-hole total of 213 for a 72-hole total of 292, nosing out the runner-up by only two strokes.

Major Conrad fought his way to the second place spot with a sensational finish. Conrad went three under par in the last five holes to wind up with a one-under-par 70 and a total of 294 for the 72 holes.

In addition to Lytle and Conrad other golfers who qualified for the 12-man Navy team that played in the Inter-Service golf tournament at Pebble Beach are listed below. Scores shown are those made in All-Navy tourney.

Lieutenant Edward Peck, USN, Ream Field, NAS San Diego, Calif., 295; Robert Cupit, YNSN, USN, *uss Dixie* (AD 14), 298; Lieutenant James Kinder, USN, Naval Gun Factory, Washington, D. C., 299; Ensign John Reynolds, USN, *uss William C. Lawe* (DD 763), 304; Earvin Scott, EM1, USN, NAS Jacksonville, Fla., 305; Junior Broadus, MSGT, USMC, Marine Corps Barracks, Quantico Va., 306; Jim Frye, TSGT, USMC, Marine Recruiting, Seattle, Wash., 307; Lieutenant (junior grade) Floyd Hatcher, USN, Naval Aviation Supply Depot, Philadelphia, Pa., 307; Lieutenant Homer Grosskopf, Jr., USN, *Cavite*, P. I., 310; Ray Borgens, CY, USN, Staff, CincLant, 310.

The low-scorers were presented with trophies and certificates.—Felix B. Grosso, JO2, USN.

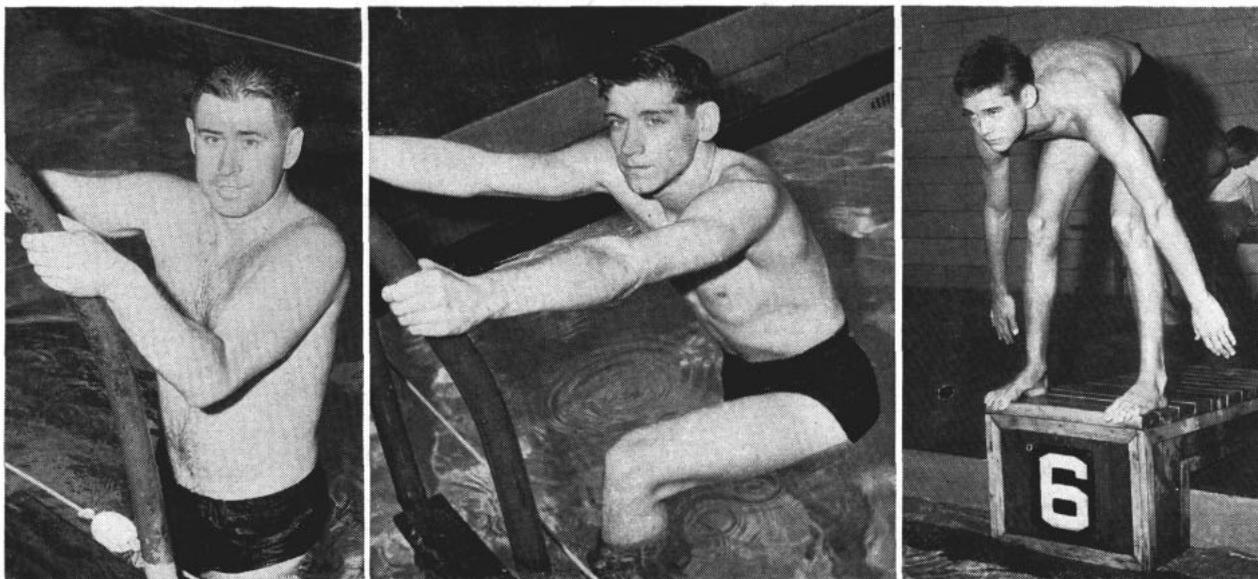


ALL-NAVY GOLF winner was Dick Lytle (right), CSC, with Maj. R. L. Conrad (left) runner-up. CDR E. F. Steffanides (center) represented BuPers at event.

## Navy Man Fourth in Golf

Lieutenant James Kinder, USN, Naval Gun Factory, Washington, D. C., who placed fifth in the All-Navy golf tournament, was the Navy's low scorer in the Inter-Service golf tournament, placing fourth with 306 strokes for 72 holes of play.

The James Forrestal Trophy for the Armed Forces golf championship went to the Air Force's divot experts who shot an aggregate score of 2477, which was 14 less than the Army's tally and 47 strokes under the Navy team's score. The Inter-Service tournament was held at Pebble Beach, Calif.



AQUABATIC STARS of All-Navy swimming tourney held in Philadelphia were (left to right) LT J. H. Higgins, A. R. Machael, SN, and C. A. Carroll, SA. Members of Group II team, trio splashed home first in 8 of 10 events.

### All-Navy Swimming Tourney

Two seamen and a lieutenant, all members of the Group II (7th, 8th and 9th naval districts) swimming team, literally swam away with the All-Navy swimming tournament by capturing first place in eight of the 10 swimming events, and third in another.

Five of the winning times set at the 1947 All-Navy swim tourney were lowered by the swimmers who converged at Philadelphia this year. New All-Navy records were clocked in the 1500-meters freestyle, 400-meters freestyle, 200-meters breaststroke, 800-meters freestyle and 300-meters individual medley.

Lieutenant John H. Higgins, USN, NAS Pensacola, Fla., and Charles A. Carroll, SA, USN, NAS Jacksonville, Fla., each won top honors in two individual events and were members of the winning Group II 800-meters freestyle relay and the 300-meters relay medley teams. Higgins, who won the 400-meters freestyle and the 300-meters individual medley at last year's All-Navy meet, came back this season to take first place in both the 200-meters breaststroke and 300-meters individual medley events. Carroll splashed his way to victory in the 800-meters and 400-meters freestyle events and placed third in the 1500-meters freestyle event. Another NAS Jacksonville entry, Raymond Trindale, SR, USNR, took the honors in the 1-meter springboard dives with a score of 99.4 points.

Albert R. Machael, SA, USN, from NATTC, Memphis, Tenn., accom-

plished the difficult feat of winning both the 100-meters freestyle and 100-meters backstroke events, as well as being a member of the victorious 800-meters freestyle relay and 300-meters individual medley relay teams.

Robert Lastinger, ETSN, USN, from Electronics Material School, Treasure Island, San Francisco, Calif., was the victor in the grueling 1500-meters freestyle event. Lieutenant Jerry Siefert, USN, from NTC, Great Lakes, Ill., took first place in the 200-meters freestyle event.—Ed Larkin, JO2, USN.

#### Results

1500-meters freestyle—Robert Lastinger

(Grp I); second, Ensign Henry Ortlund, USN, U.S. Naval Academy (Grp VI); third, Arthur C. Carroll (Grp II). Winning time: 21:24.4.

200 meters freestyle—Lieutenant Jerry Siefert (Grp II); second, Dale Draves, ADI, USN, Kaneohe, T. H.; third, Irving G. Taylor, MSGT, USMC, 11th Naval District (Grp I). Winning time: 2:27.2.

300-meters medley relay—Group II team; second, Group I team; third, Group III team.

400-meters freestyle—Charles A. Carroll (Grp II); second, Walter W. Sorg, CPL, USMC, Camp Lejeune, N. C. (Grp VI); third, Edward Fedosky, CPL, USMC, 11th Naval District (Grp I). Winning time: 5:13.4.

## Navy Sports Competition Areas Renamed

The eight geographical areas in which the Navy is divided for athletic competition have been renamed.

Formerly designated by numerals I through VIII, the sports groups have been given names which indicate their geographical location.

- West Coast Group—Consists of 11th, 12th, 13th and 17th naval districts. (Formerly called Group I).

- Pacific Fleet Group—All Pacific Fleet units on the West Coast. (Formerly called Group III).

- Hawaiian Group—All naval activities ashore and afloat in the Hawaiian area. (Formerly called Group V).

- Far East Group—All naval activities ashore and afloat west of the

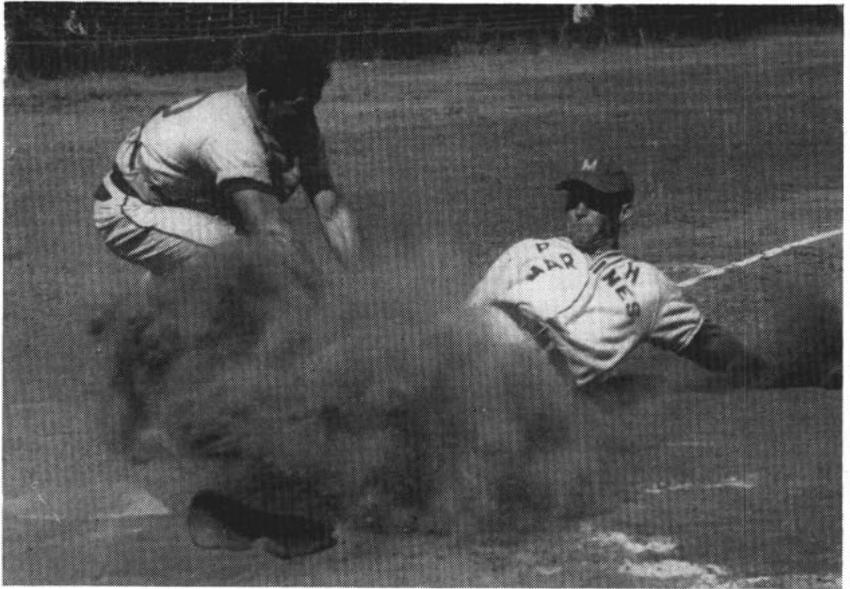
Hawaiian area. (Formerly called Group VII).

- South Central Group—6th, 8th and 9th naval districts. (Formerly called Group II).

- Northeastern Group—1st, 3rd and 4th naval districts. (Formerly called Group IV).

- Middle Atlantic Group—5th, 10th and 15th naval districts, and Potomac and Severn River Naval Commands. (Formerly called Group VI).

- Atlantic Fleet Group—All Atlantic Fleet units, including Atlantic Fleet units operating under CincNavEastLantMed and all shore-based fleet activities on the East Coast. (Formerly called Group VIII).



CATCHY situation finds (left) R. Petinak, SubPac catcher, safe as H. Mattfield, Pearl Marines, misses but Marines won opener, 16-15. Right: D. Gates, Marines, scores as Petinak drops ball in final game but SubPac won, 11-3.

**100-meters backstroke**—Albert Machael, (Grp II); second, Ensign Rex Cherryman, USN, Naval Shipyard, San Francisco, Calif., (Grp I); third, Luke A. Dommer, PFC, USMC, Camp Lejeune, N. C. (Grp VI). Winning time: 1:13.

**200-meters breaststroke**—Lieutenant John Higgins, (Grp II); second, Donald P. Van Rossen, FA, USN, PacResFlt, Bremerton, Wash., (Grp I); third, John W. Garrett, PVT, USMC, Camp Lejeune, N. C. (Grp VI). Winning time: 2:59.

**300-meters freestyle relay**—Group II team; second, Group VI team; third, Group I team.

**100-meters freestyle**—Albert Machael, (Grp II); second, Ensign Harlie Mize, (Grp VI). Winning time: 1:34.

**300-meters freestyle**—Charles A. Carroll, (Grp II); second, Robert Lastinger, (Grp I). Winning time: 11:7.

**300-meters individual medley**—Lieutenant John Higgins, (Grp II); second, Steven V. Bush, PFC, USMC, MarCorps Recruiting Depot, San Diego, Calif., (Grp I). Winning time: 4:17.9.

**1-meter diving**—Raymond Trindade, (Grp II); second, Myron Martin, DCl, USN, 11th Naval District, (Grp I); third, William Acton, SN, USN, NOB Subic Bay, P. I., (G1p VIII). Winning score: 99.4 points.

**Send In Sport News, Photos**

ALL HANDS is looking for more good sports pictures and copy. It makes no difference whether it's a contest between two patrol craft or a group championship, good 8 by 10½ action prints are desired.

Copy should be forwarded to Sports Editor, ALL HANDS Magazine, BuPers, Washington 25, D.C.

**Chief Wins Pistol Title**

A straight-shooting chief gunner's mate racked up the highest individual score at the All-Navy pistol matches held at Camp Mathews, San Diego,



John A. Young, GMC

Calif., to become the champion pistol shot of the Navy.

John A. Young, GMC, USN, from uss Iowa (BB 61) fired a score of 547, leading the runner-up, Charles R. Knapp, SGT, USMC, from Marine Corps Supply Depot, Camp Pendleton, Oceanside, Calif., by 16

points. Leander A. Keys, MMC, USN, from ComServLant, placed third with a score of 530, one point behind Knapp.

Team championship awards went to the sharp shooting Group I team (representing the 11th, 12th, 13th and 17th naval districts) which fired a team total of 1063 points. The Group II team (7th, 8th and 9th naval districts) took the second place slot with a score of 530, one point behind.

Members of the victorious Group I team were: Lieutenant (junior grade) Jacques Englehardt, MC, USN, Marine Corps Recruiting Depot, San Diego, Calif.; Captain Theodore O. Dahl, USN, NOB, Adak, Alaska; Sergeant Knapp and Lieutenant William L. Constant, USN, PacResFlt, Treasure Island, San Francisco, Calif.



BUNT is laid down by Petrocelli of victorious Amphibs in pay-off game of Lant Fleet Softball Tournament at Norfolk, Va. Submariners were sunk 8 to 3.

## Two Reach Olympic Finals

Two Navy members of the U. S. Olympic team reached the finals in their respective sports, only to be narrowly defeated for international titles.

Horace "Hank" Herring, SD1, USN, from Naval Station, San Diego, Calif., twice an All-Navy champion and amateur welterweight champion of the United States, was outpointed by Julius Torma of Czechoslovakia in a split-decision verdict for the Olympic championship. Herring was the only American boxer to reach the final round of eliminations.

Ensign Robert Cowell, USN, from U. S. Naval Academy, missed being international backstroke champion by one-tenth of a second. The event was won by another United States entry, Allen Stack of Yale University.

William Bossio, SN, USN, from USS *Albany* (CA 123), All-Navy and national champion in the bantamweight boxing division, was defeated in an early round of Olympic competition by Jane-Marie Grenot of France.

Three other Navy men who landed alternate positions on the U. S. Olympic team were not called into action. They were Lieutenant Walter Blattman, USN, gymnast; Ensign Malcolm MacDonald, USN, and Midshipman John Fletcher, USN, wrestlers. All are stationed at the Naval Academy.

Herring and Ensign Cowell were awarded silver medals for their second place finishes. Commander Slade D. Cutter, USN, of BuPers, head of the Navy's physical fitness and athletes program, accompanied the U. S. Olympic team as the Navy's representative. Cutter, a former intercollegiate heavyweight boxing champion and All-America football star, was the only American who qualified as a judge and referee of Olympic bouts.

## All Marine Track Meet

Track and field stars from sports-minded Marine Corps Schools and Air Station, Quantico, Va., dominated the All-Marine track meet held at Quantico.

Paced by First Lieutenant Hollingsworth, USMC, the Quantico athletes won top honors in 11 and tied for another of the 14 events of the meet. Hollingsworth won the broad jump, high and low hurdles, high jump and tied for first place in the pole vault event.

Seven marine teams participated in the meet.

# SIDELINE STRATEGY

At the Naval Station, San Diego, Calif., the first call for football brought 50 men trotting out on the field. Despite the fact only four veterans from last year's squad were among the ar-



ray of muscular talent, other West Coast outfits think that Naval Station Coach "Crying Clyde" Williams will come up with a sizzling hot squad as usual.

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Several pitchers emerged from the diamond dust of Navy baseball this season with outstanding records. Reports have been coming in from various activities about local lads who've had opposing batters swinging vainly at their elusive offerings.

\*\*\*

Joe Gorski, AD1, USN, ace right-hander of the Norfolk Naval Air Station Flyers has racked up 18 wins and lost but two games at the last tally. "He is probably the most outstanding pitcher NAS has produced in 20 years," says NAS scribe J. R. Warren, YN1, USN.

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The Quantico Marines have produced a trio of standout moundsmen. A towering left-hander by the name of Fred Volk, CPL, USMC, won 15 and lost only one for the Devildogs, including three one-hitters. Pete Cherinko, CPL, USMC, collected 19 wins against nine losses, including two one-hitters. Captain Jim Pope, USMC, racked up 15 wins and lost only three. He flung one one-hitter and two two-hitters.

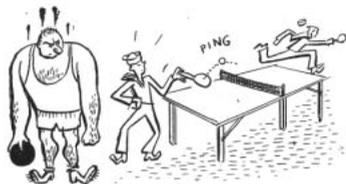
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*Severn Soundings*, station paper of the Severn River Naval Command, reports that an item carried in this column (August 1948)

concerning the Quantico Marine softballers defeat at the hands of Naval Quarters K, Arlington, Va., is bringing out audible chuckles from personnel stationed there. "SRNC not only defeated the famed Marines once, but went one better by trouncing the Devildogs twice, and in so doing won the Group VI softball eliminations," stated the *Soundings*.

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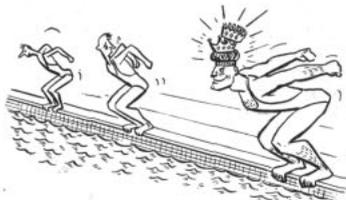
In the 11th Naval District a hot race is in progress for the 1948 Athletic Excellence Trophy. Less than 32 points separate first and fifth place in the standings. The



race is expected to stay so close that the winner of the ping-pong matches, last event in the competition, is liable to capture the trophy.

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Art Briner, ET3, USN, from the Electronics Material School, Treasure Island, Calif., appeared for the All-Navy swimming tournament wearing a triple crown for victories scored in West Coast swim meets. The 12th Naval District and West Coast swim champ captured the 100-



meters, 200-meters and 400-meters freestyle events in the Group One sports area eliminations. He sped through the 200-meters and 400-meters events faster than the winning times clocked for these events at the 1947 All-Navy finals. —Earl Smith, PNC, USN, ALL HANDS Sports Editor.

# REACTIVATION



RADAR ANTENNA aboard a unit of the Reserve Fleet is given a heavy coat of paint as one step in the complex process of scientific preservation.



PRESERVATION of a fighting ship calls for plenty of paint. This sailor works fast but the extra right hand actually belongs to a hidden helper.

LIKE a giant cocoon, covered with a protective blanket of spider-spun plastic and fog-gray paint, a huge battleship lay alongside its pier in the Philadelphia Navy shipyard.

Embarked on a training expedition into an unfamiliar and interesting field, a boarding party of Naval Reservists, led by an "activation-instruction team," marched up the gangplank to witness a strange site: a tiny village on the deck made up of igloo-like plastic huts with windows, housing guns, winches and instruments, and metal or wooden "bungalows" for the ship's boats.

The uninhabited ghost ship, in better condition today probably than it has been since its commissioning, was one of 1,878 inactivated vessels of the Atlantic and Pacific Reserve Fleets.

Now in a state of scientific preservation, these warships, totalling 4,889,000 tons and representing two-thirds of all the Navy's vessels, are ready to come out of their cocoons in a matter of weeks, if the fleets should be called suddenly to active duty.

The officers and men who will make up in large part the crews of the reserve fleets, if they must be reactivated, are now civilians like the Reservists trainees at the Philadelphia naval shipyard, members of organized and volunteer components spread throughout the nation.

For the first time in America's history a future mobilization call will find this country with a large number of ships in a state of readiness. The great problem will be to have the crews ready to man them.

To solve this problem the Navy set up in February 1948 a program linking the 1,000,000 men of the Naval Reserve and the ships of the reserve fleets, the two indissoluble elements of our sea power potential.

The Navy's goal is to augment the skeletonized activation-instruction teams of the regular Navy with trained Reservists who have been indoctrinated in the procedures of ship preservation and maintenance, and instructed in the detailed plans of reactivation.

Representing an investment of some \$13,000,000,000, the Atlantic and Pacific Reserve Fleets are the Navy's most valuable possession. It cost approximately \$40,000,000 to inacti-

# RESERVE

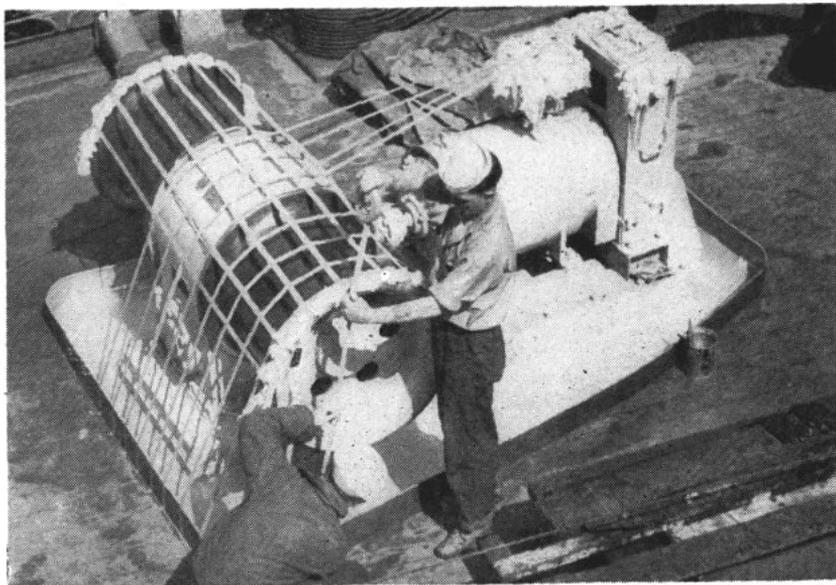
vate the two fleets into a state of "preserved readiness."

Consisting of 663 combat vessels of the large type and 1215 minor vessels, they are about equally divided between the fleets on the two coasts, and a large proportion of them are in better shape now than ever before in their history. Twenty per cent of the zipper fleet ships receive a shipyard overhaul each year, with every ship consequently getting an overhaul once every five years.

With Reservists enlarging the nucleus of regular activation-instruction teams, it will be possible to train the crews to man these ships with a minimum wastage of man-hours when time is precious. The Navy hopes to train approximately 15- to 20,000 Reserve officers and men this year on vessels of the inactive fleets.

To put a ship back into operating condition Reservists must learn first the fundamentals of the inactivation process. If they know what has been done to preserve a ship, learning the methods of "unbuttoning" it for active use becomes a lot easier.

The principle of preservation is a discovery at least 5,000 years old. Several years ago when archeologists opened the tomb of an Egyptian princess who was buried at Thebes about 3,000 B.C., they discovered its walls still covered with bright paints. Bas-



STRIPPING equipment with pressure sensitive tape is a necessary preparatory step to spraying it with layers of protective vinyl plastics.

kets made of reed were intact and other possessions were in an excellent state of repair—merely because the Egyptians had sealed the tomb well and kept the air within dry.

The greatest factor in the deterioration of metal ships is moisture. To counteract this humidity the interior of reserve fleet vessels have been divided into zones. In each zone a dehumidification machine is installed, capable not only of removing the moisture from the air, but also from the paintwork and objects in the zone. More than twice as much water is

contained in such objects as is found in the air.

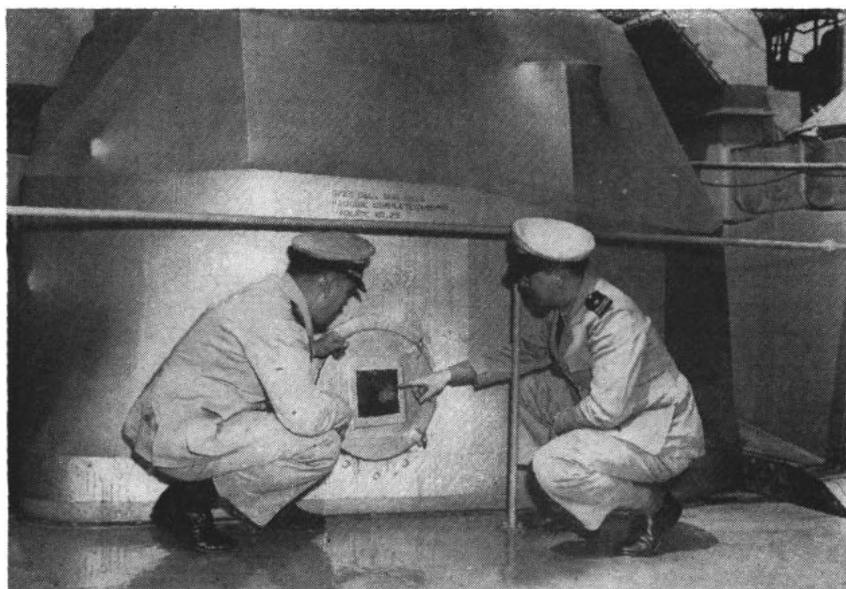
Everything on deck which is readily movable is stored in the dehumidified zones, while guns, winches and other immovable equipments are "packaged" by encasing them in a plastic wrapping. Even the boats on deck are protected from deterioration by covering of metal or wood.

The plastic packages for Navy equipment are constructed by spinning with a spray gun a plastic web spread as a thin filament over a framework of strong tape. The plastic covering is then sprayed with another paint-like plastic which is moisture-proof.

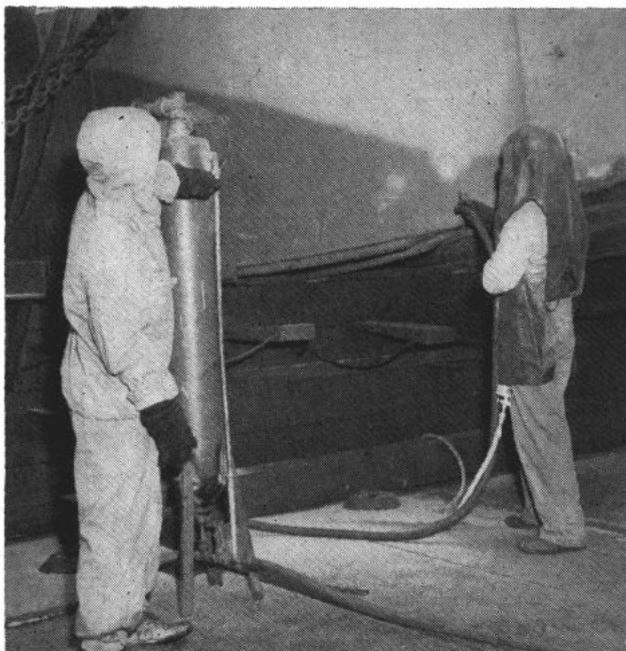
World War II demonstrated the value of ship preservation. Vessels laid up during the first World War, although the science of modern preservation was still in its infancy, were put back into operation two decades later. The 50 over-age destroyers transferred to the British and the reactivated warships in our own forces served with distinction.

The Reservists participating in the two-weeks annual training at the Philadelphia Reserve Fleet Group, like personnel at the other groups on the Atlantic and Pacific coasts, are learning about this new science with its own peculiar terms: desiccants, silicagel bags, activated alumina, liquid envelopes, dehumidification, and "packaging."

Arriving for their annual training the Reserve officers and men are



PACKAGED equipment requires periodical inspection. The Navy plans to supplement regular activation-instruction teams with well trained Reservists.



PICKLING techniques that Reservists will study include sandblasting (left), and cleaning with compressed air (right).

screened as to their abilities and interest, and assigned for training to their opposite numbers in the regular crews, for instruction on a departmental basis.

Approximately one-half of the training is utilized in class room lectures and films, acquainting the Reservists with the steps taken during inactivation. These are followed by classes covering the steps which must be taken to return the ships to operating condition, when the Naval Reserve will play a major part.

Each afternoon the Reservists accompany their opposite numbers in the regular complement to observe and assist in routine tests and inspections, examine machinery and equipment which are being overhauled, and participate in on-the-job training.

The program calls for a detailed study of the activation of armament, gear, machinery and equipment, organization of crews, plans for the loading of consumables and ammunition, inspecting, testing, adjusting and calibrating delicate equipment.

Reservists who would normally be assigned to the deck, engineer, gunnery and supply departments are the ones who will be most needed in the job of reactivation.

Every type of warship can be found in the various fleet groups, of which there are eight on the Atlantic and nine on the Pacific coasts.

The Navy yard in Boston, Mass., is the center of a fleet of escort carriers.

Submarines and anti-sub vessels are housed at New London, Conn., and battleships, carriers and large cruisers are based at Bayonne, N. J., which maintains facilities for the New York Reserve Fleet Group.

A large variety of vessels ranging from battleships to auxiliaries are located at the Philadelphia, Pa., and Norfolk, Va., shipyard. Charleston, S.C., maintains a fleet of inactivated destroyer-type ships, including DDs, DEs, DMs and ADs, while miscellaneous smaller warships and auxiliaries are located at Green Cove Springs, Fla., and Orange, Tex.

On the Pacific Coast, San Diego maintains the largest number of ships, more than 400 of 30 different types. Destroyers are laid up at Long Beach; light aircraft carriers and aviation tenders at Alameda; attack transports at Stockton; carriers, cruisers and attack transports at San Francisco; and submarines at Mare Island, Calif. In Washington there are two groups, including Bremerton, which maintains heavy and light cruisers, and aircraft carriers; and Tacoma, with escort carriers. The Columbia River Group at Astoria, Ore., services 400 amphibious type ships.

The general training program for both officers and enlisted Reservists includes instruction in the following:

- Mission and administrative organization of the reserve fleet.
- Standard shipboard organization for naval ships.
- Inspection of inactivated ships.
- Composition, function and duties of activation, with instruction teams.
- Local regulations, security and maintenance orders.
- Firefighting instruction.
- Nomenclature of ships, lettering and numbering of compartments.
- General plan for readiness and care of ships in inactive status.

On-the-job training varies according to a Reservist's specialty. The fire controlman, for example, must familiarize himself with the "pickling" and reactivation of plotting rooms, IC rooms, director and fire control radar instruments, gunnery equipment and wiring systems. He learns the location of blue prints, spare parts, inventories, allowance lists, records and check-off lists for his department. How to activate these spaces and equipment will be his particular job. From his opposite number he also receives instruction in the gunnery department as a possible member of an activation-instruction team.

An electrician learns the complicated job of gyro testing, motor winding and the intricate dehumidification system which keeps the ship dry and rust-free. The quartermaster learns

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**Activation Instructors  
Train Reservists to  
Unzip the Zipper Fleet**

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to clean and adjust sextants, and refreshes himself in chart correcting.

Similar training is provided for officers, also according to their classifications. The engineering officer learns that steam lines have been "fogged" with preservation vapor, that there are two methods of dehumidifying, static and dynamic.

In his sphere are the fire rooms, engine rooms and diesel spaces. If recalled to duty to help reactivate a dead ship he must be familiar with machinery layout, piping systems, protective devices, safety precautions, refrigerations, lighting and power systems. He must learn the requirements to restore a vessel's watertight integrity, learn where equipment has been disassembled for preservation purposes, and study check-off lists for reassembly.

In addition all Reservists receive refresher training in small arms, close order drills and military inspection.

Reserve personnel may be assigned to duty in the reserve fleet by requesting orders from the director of training for their naval districts. Requests should be made at least one month in advance of the contemplated duty. There are some billets available for Reservists on extended training duty.

The zipper fleet training program is now getting into high gear. At Orange, Tex., headquarters for smaller naval craft such as AMs, AVPs, AEs, auxiliaries, tugs and repair vessels, schedules call for the training of more than 1,000 Reservists by autumn.

At each of the 17 reserve fleet groups, the two-weeks training courses operate through the year, with classes starting twice a month or more often. The classes generally begin on Monday mornings, accommodating from 25 to 50 officers and 100 to 200 men.

Organized Reserve units sometime participate as a group training aboard an inactivated vessel. Nearly all the members of the organized unit at Stockton, Calif., have taken their training with the fleet reserve group centered in their city.

The training program in the mothball fleets has proved of interest to the individual Reservist and of great value to the Navy. In none of our past wars has the United States had adequate naval strength at the beginning of a conflict. The knowledge that we have two powerful reserve fleets and a Naval Reserve able to man them may help to spare this country from becoming involved in another war.



HOBBYISTS work on their models in the optical shop aboard USS *Amphion*. Skill plus excellent equipment makes such delicate work possible.

## Hobbies Flourish in Shipboard Shop

When it comes to hobbies, the boys with patient hands and precision eyes are 'way out front.

These special characters are to be found, natchery, on the Navy's AR-type repair vessels.

Take uss *Amphion*, for example. Her muster roll lists opticalmen, instrumentmen, pattern makers, moulders, lithographers, machinery repairmen and so forth.

Loaded down with precision instruments and the men who know how to make them go, *Amphion* is a natural hotbed for hobby enthusiasts.

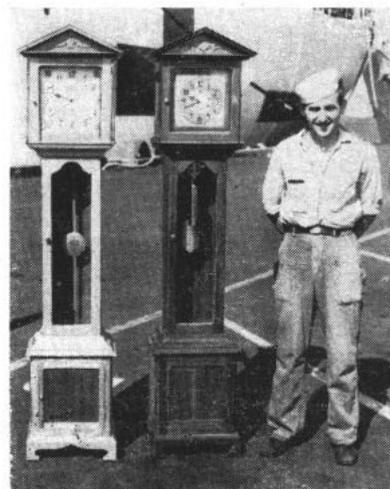
The optical and carpenter shops are the vortex of activity, with the big Atlantic Fleet repair ship's personnel producing model trains and plastic pianos, full-size tables, chairs and desks—even grandfather clocks which, as in the song, are much too tall for the shelf.

In the homes of some of the men in Norfolk, *Amphion's* home port, can be seen more evidence of hobby work in household furnishings.

Although *Amphion's* hobby lobby has been operating for only a year, business is booming. Welfare funds furnished the initial outlay but now

the project is self-supporting on small profits from plastics, wood and ship models sold to the crew.

With many large packages leaving the ship, the mailman has a hard time of it just before birthday anniversaries, Mother's Day and Christmas.—Neil N. Levitt, J03, USN.



GRANDFATHER CLOCKS are proudly displayed by their skillful creator, A. N. Charest, PM1, USN.



MODERN armed transport *Durango* is one of Mexico's larger ships. She was built in Spain for Mexican navy in 1935.

## The Small Good Neighbor Fleets

**B**ECAUSE of the Monroe Doctrine's provisions, many Western hemisphere nations have not found it necessary to maintain navies comparable to those of the world's larger powers.

Since an aggressor approaching the Americas undoubtedly would be opposed by the hemisphere's major navies—U.S., Canada, Argentina and others—several American nations have built navies adapted mainly to coastal patrol and policing duties. It is with these that this article is concerned.

**COLOMBIA:** There is one fact that makes this navy unique among those of the South American nations: it is the only one guarding an actual two-ocean coastline.

Colombia's navy was first organized between 1811 and 1822 by President Padilla. In 1933 it was so thoroughly reorganized that the result was virtually a new navy. The country's

largest naval base is Cartagena, a historical Caribbean city once frequented by the pirate Henry Morgan, and Sir Francis Drake. Cartagena is the site of Colombia's seamen's school.

Holding top place in the Colombian navy are two destroyers:

- *Antioquia, Caldas*—1,219 tons, rated speed 36 knots; armament four 4.7-inch guns, anti-aircraft guns, six depth charge projectors and eight 21-inch torpedo tubes; built in Lisbon for Portugal in 1932-33.

On active duty at present are three sea-going gunboats:

- *Junin, Carabobo, Pichincha*—120

tons, speed 13 knots; armament one 3-inch gun, one 20-mm. AA and two machine guns; built in France in 1925.

Colombia's river gunboats are somewhat larger, but have less fuel capacity and low freeboard. They are:

- *Cartagena, Santa Maria, Barranquilla*—142 tons, speed 15.5 knots; armament two 3-inch, one 20-mm. AA and four machine guns; built in England in 1930.

These three gunboats crossed the Atlantic from England to Colombia under their own power without mishap. This feat is noteworthy, these ships being designed for use on calm inland waterways.

These ships are an efficient type of shallow draft gunboat, showing many improvements over previous types. Hulls are of galvanized steel. Machinery spaces, cabins and magazines are bullet-resisting. Ventilation and

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(This is eleventh in a series of ALL HANDS articles which discuss the navies of foreign powers as they exist today. Material for this series is from non-classified sources.)

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refrigeration plants are designed for comfortable shipboard life in the tropics.

**VENEZUELA:** This South American north coast nation is divided into eight pilot zones, corresponding in many respects to U.S. naval districts.

Venezuela's navy is built around six ex-Canadian corvettes:

- *Independencia, Constitución, Federación, Victoria* and two others—displacement of those named, 950 tons, speed 16 knots, built in 1940.

The ex-USS LST 907 is in the Venezuelan navy and now named *Capaña*. Serving as a training ship for naval cadets, she has made periodic visits to the U.S.

**ECUADOR:** Main port and only naval base in Ecuador is Guayaquil, in the large, well-protected Gulf of Guayaquil.

Most important ship is a frigate, ex-USS *Covington* (PF 56):

- *Guayas*—1,430 tons, speed 20 knots; armament three 3-inch guns, four 40-mm. AAs and four depth charge throwers; built in 1943.

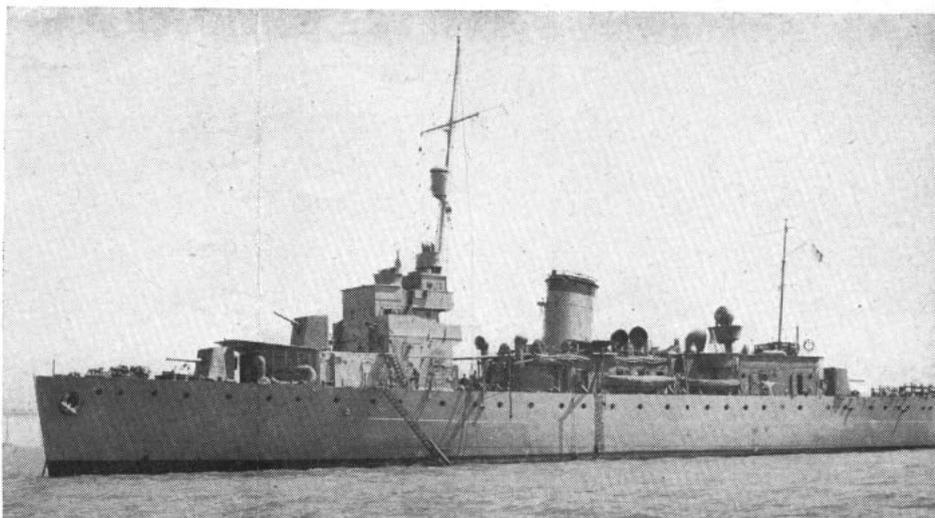
Five gunboats, a training ship, a lighthouse tender and two patrol vessels round out Ecuador's small navy.

**MEXICO:** The next-southerly neighbor of the U.S. maintains a navy of approximately 33 ships, plus 12 dredges.

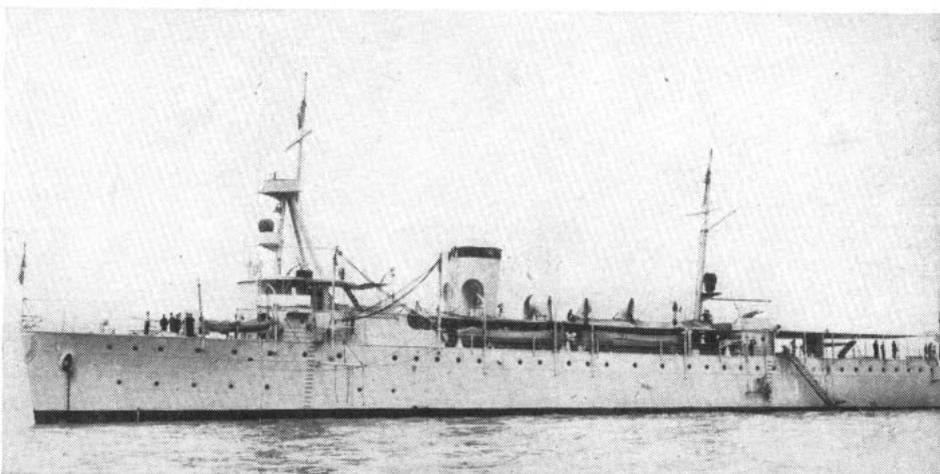
The president of Mexico has approved proposed plans for a new naval academy at Point Anton Lizardo.

Classed as *cañoneros* (gunboats) by Mexico are its navy's three major ships:

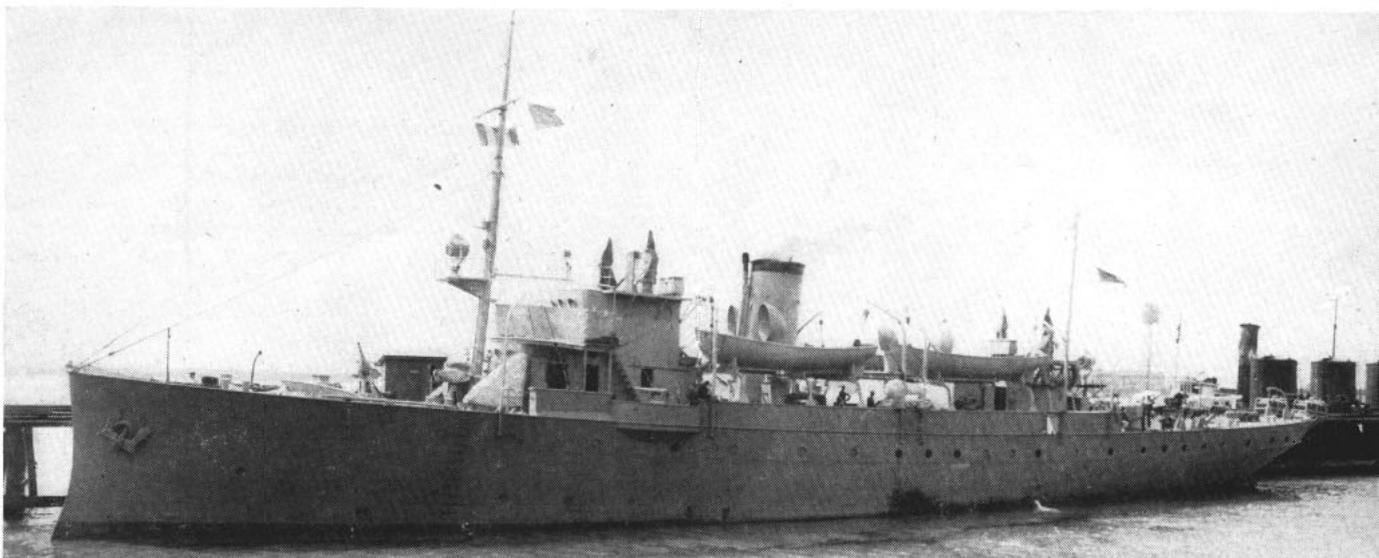
- *Guanajuato, Queretaro, Potosí*—



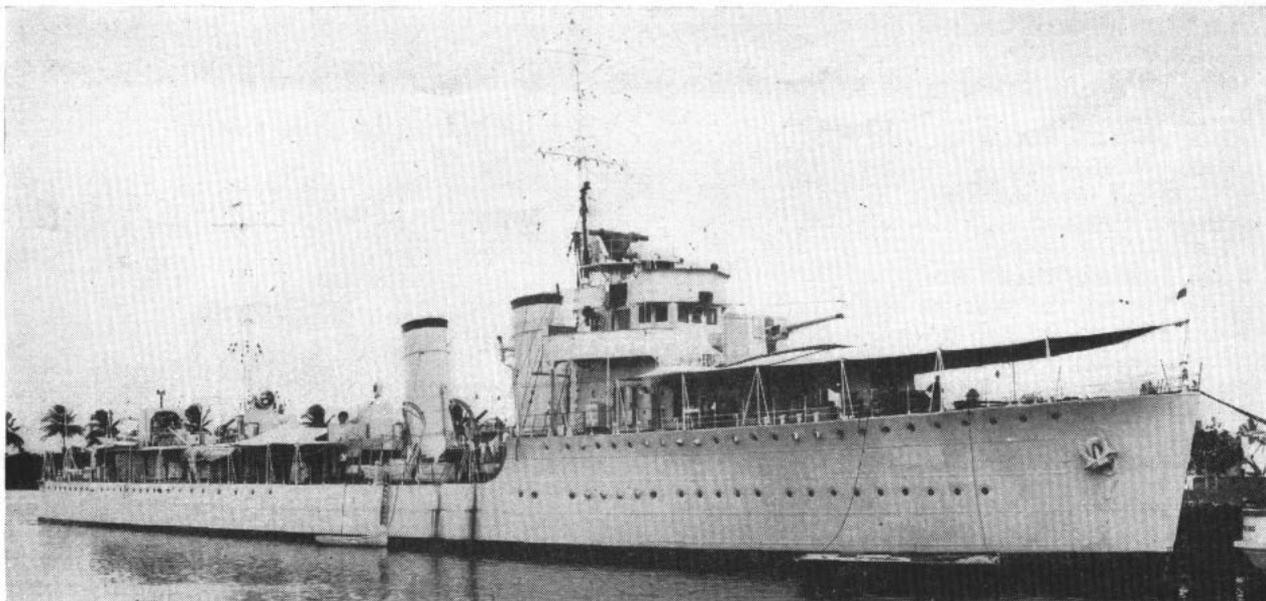
**GUNBOATS** constitute the three major units of the Mexican fleet. *Queretaro* (above), is armed with four-inch guns, displaces 1,300 tons, makes 20 knots.



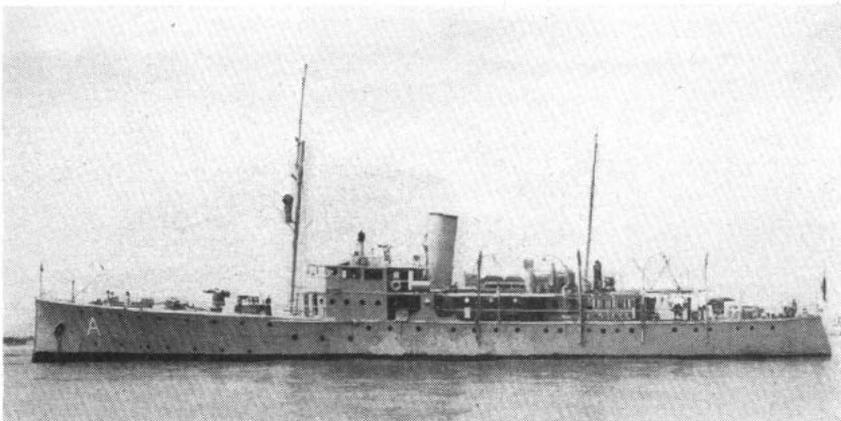
**WELL SUITED** for coastal patrols, the sloop-type *Cuba* was built in Philadelphia. Displacing only 2,055 tons, she is rated a cruiser by Cuban navy.



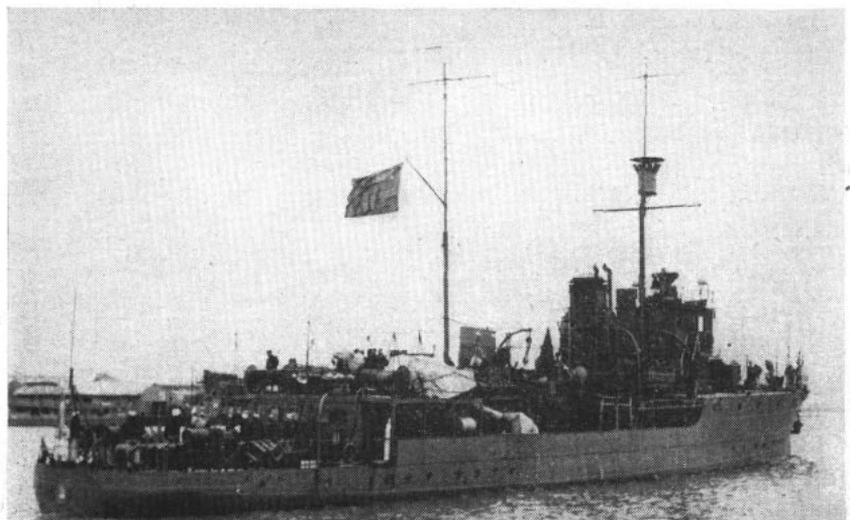
**ANCIENT** but useful, *Patria* is one of several small gunboats maintained by Cuba for the control of commerce.



SLEEK and surprisingly fast, *Caldas* (above) and her sister ship *Antioquia* are standouts of the Colombian navy.



TYPICAL of Ecuador's five gunboats is *Alfaro* (above). Only larger ship in the ten ship fleet is the 1,430 ton ex-USS *Covington*, now called *Guayas*.



VENEZUELA built her fleet around four ships similar to *General Soubllette* (above) until the recent purchase of six faster and more modern corvettes.

1,300 tons, speed 20 knots, armament three 4-inch guns and others, built in Spain in 1934.

A slightly larger ship, *Durango*, was built in Spain for Mexico in 1935. This ship has accommodations for 40 officers, 450 men and 80 horses. Two 4-inch guns comprise *Durango's* main armament, and speed is 19 knots. *Durango* was designed primarily as an armed transport.

Classed as training ships are *Orizaba*—1,851 tons, and *Progreso*—1,590 tons. *Orizaba* was built in 1930; *Progreso* was built in 1907 and refitted in 1942. Nine vessels acquired from the U.S. in 1947 (four PFs and five PCEs) and a number of coast guard vessels, tugs, supply ships and other auxiliaries also are included.

The Mexican navy has no organized reserve. All merchant marine officers, however, are naval reserve officers. There is a small Mexican marine corps and also a small naval air arm.

**CUBA:** Home port of Cuba's navy is Havana, where there are two commercial drydocks. A government dockyard is proposed in Havana Bay which would have a 4,000-ton floating dock.

Rated as a cruiser by Cuba is the sloop-type ship:

- *Cuba*—2,055 tons, speed 18 knots; armament two 4-inch guns, six 3-inch guns, four 6-pounders, four 3-pounders and two machine guns; built in Philadelphia in 1911.

Twelve ships—3 frigates, 2 PCEs, 5 sub-chasers and 2 rescue tugs—were acquired from the U.S. in 1947.

Cuba had no navy before 1909.

# PRACTICAL PRACTICE

**L**ESSONS learned the hard way during the war are taught the nation's future naval and military leaders, but without the dangers of actual combat.

Simulated war games—complete with realistic attacks upon beaches, explosions of live and blank ammunition, smoke screens, and feigned air bombing and strafing attacks—are one of the major practical laboratories.

For the third successive year Annapolis midshipmen and West Point cadets have joined with sailors, soldiers and marines and their officers for practical indoctrination in techniques of amphibious warfare. Termed "Camid III," this year's war games centered upon beaches in the Chesapeake Bay-Norfolk, Va., area.

Navy ships, planes and submarines, Air Force jet fighters, Marine Corps assault troops, and Army paratroopers participated in the coordinated realistic attacks upon the beaches. The 13-day games gave the middies and cadets opportunities to put into practice the theories they've learned in their respective academies.

Large scale maneuvers were made by the 740 midshipmen and 645 cadets, all second year men.

Realism was stressed in performing the exercises highlighted by use of live and blank ammunition, controlled beach explosives, pyrotechnics, smoke floats and smoke screens laid by aircraft and surface vessels.

The midshipmen and cadets made



FLAMING missiles fired by rocket ships (LSMR) fill the air as a part of the maneuvers during the joint cadet-midshipman training operations.

the D-Day amphibious landing in the surf at Camp Pendleton, near Virginia Beach. They were supported by the strafing and bombing tactics of 24 Air Force F-80s which had joined 131 Navy and Marine Corps fighter and attack planes.

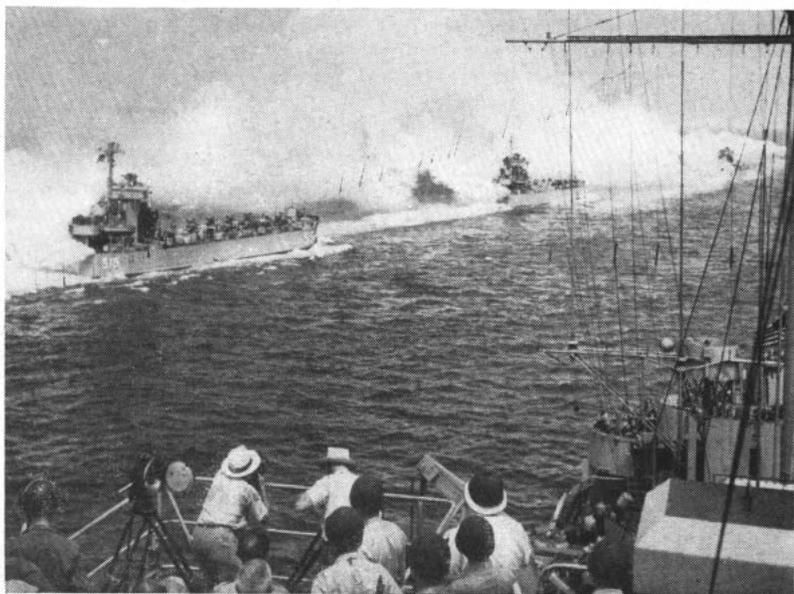
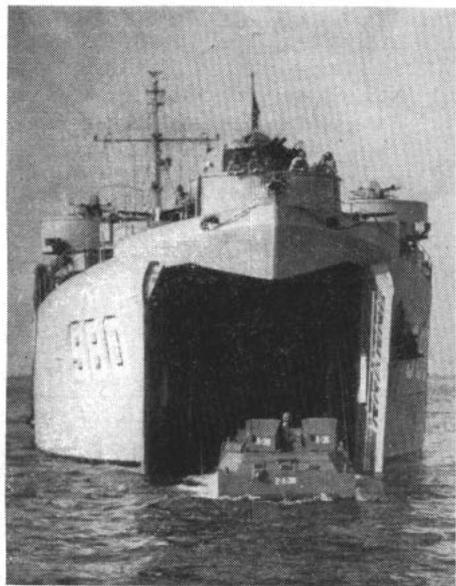
All the elements of an actual invasion were present when the Army's 82nd Airborne division dropped behind "enemy" lines before the initial assault landing.

During the D-Day exercises, the cadet-midshipmen landing forces were augmented by elements of the Marine Corps. These included underwater

demolition operations by Navy swimmers who were sent ahead of landing forces to blow up offshore beach defenses.

UDT personnel, operating from submarines and surface craft, demonstrated the importance of their hazardous occupation. They came off some of the 45 Navy ships and landing craft, including two submarines, which made up the waterborne forces.

Live ammunition naval and air bombardment of Bloodworth Island beaches in the Chesapeake Bay featured a demonstration of an amphibious assault.



ASSAULT vehicle (LVT) is disgorged by LST (left). Grandstand seats (right) for the smoke screen performance.

# Sea Power Is the Decisive Factor

SEA HISTORY for the western peoples had its beginnings in the Mediterranean in pre-historic times. For more than 30 centuries before 1600 A.D. its waters saw great sea conflicts decide the rise and fall of great nations, civilizations and whole races.

The Battle of Lepanto in 1571 was the last of these. Spain emerged the dominant sea nation of the Mediterranean and of the whole world after Don Juan banded together a Christian fleet to stem the tide of the Moslems in the great racial-religious clash in that year.

Farther north, however, competition for the world's sea lanes was brewing for Spain. England, France and the Low Countries were flexing their sea strength as a result of rapid growth and the changing of the sea routes from through the Mediterranean to the more indirect but less contested routes around Africa to China and India or directly to the Baltic, the North Sea and that wonderful new country called America.

By the 16th century Antwerp had blossomed into the most important city of all Europe. On some days as many as 500 ships pulled into or left its harbor and another 2,000 or 3,000 might be seen at anchor. Second only to this boom town was nearby Amsterdam.

Their prosperity as Europe's foremost cities was one of the reasons leading to a bitter, confusing war which lasted for 43 years. Political, religious and economic independence from Spain, its haughty possessor, was the aim of the Netherlands. One of its allies was England, ever watchful for an opportunity to weaken the powerful Spaniards.

From the first, the Dutch War of Independence was naturally a sea campaign. Most of it was fought in the Low Countries but control of the

sea proved to be the vital point. Pitch, boiling oil and molten lead were among the principal weapons of the day.

First sea resistance by the Dutch was almost piratical. Dutch "Sea Beggars," as named by England's Queen Elizabeth, split two thirds of the booty taken from each captured ship and turned over the remaining one third to the state for prosecuting the war. Later, larger sea forces met, in the largest of which a Spanish fleet of 75 vessels was badly beaten by 64 Dutch.

While the war devastated Antwerp as a commercial center, it increased trade and prosperity for Holland and Zealand. Dutch traders spread out into the Orient, North and South America, the Mediterranean and even Archangel. The Netherlands became the greatest of the trading nations in all time and has retained a hold on her colonial empire down to the present day. Her commercial eminence was surrendered only under the joint batterings of England and France.

Always a proud sea nation, England in the year 1201 established an ordinance requiring ships of all countries in the Channel waters to lower their sails to His Majesty's vessels.

By the time England was ready to actively help the Dutch against the Spaniards, they had perfected ship design and modes of fighting to such an extent that when the Spanish Armada struck at England in 1588, their preponderance in numbers was overcome by the more progressive enemy.

The English were the first to recognize the advantage of sail propulsion for war vessels while other nations still relied on rowing crews to provide motive power in battle. With this discovery came a further change: where previous fighting methods called for ships to lock sides together

and battle it out hand to hand on the decks, the English began to see the advantage of using "long range" guns from a distance.

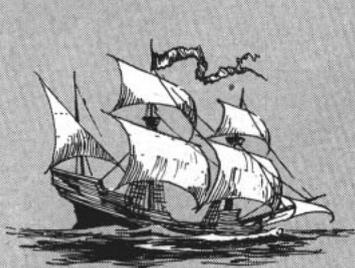
They also went for lighter, more maneuverable ships. In the words of Sir Walter Raleigh, "The greatest ships are the least serviceable, less nimble, less maniable; 'Grande navi grande fatiga,' saith the Spaniard. A ship of 600 tons will carry as good ordnance as a ship of 1,200 tons; and though the greater have double her number, the lesser will turn her broadsides twice before the greater can wind once."

These things were unknown to King Philip of Spain, who saw only the meaning of a victory over England. Success would mean the end of the Netherlands' fight for independence, the safety of Spanish America and the Spanish Main for treasure-carrying ships, the overthrow of Protestantism by Catholicism and the greatest prize of all—England as a Spanish province.

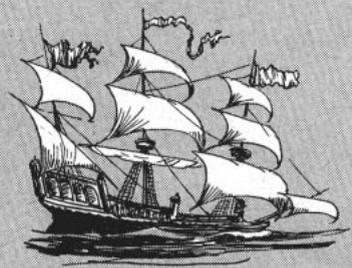
The Spanish Armada was to land 20,000 troops from Spain, which when joined with another 17,000 from Flanders and all under the eminent Duke of Parma, would indeed be able to accomplish all objectives. The 130 vessels put out from Corunna, Spain, with 19,000 soldiers and 8,000 sailors on board.

For England it was survival or subjugation. When a pinnace hurried into Plymouth with the alarm that the Spanish fleet had been sighted on that day, 30 July 1588, all England was ready and united. Some 10,000 English seamen put to sea in whatever could be found to supplement the royal fleet of 25 ships and a dozen pinnaces.

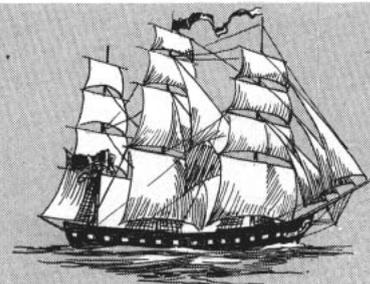
What followed was an epic battle in which the English drove the Spanish fleet all the way around insular



SPANISH GALLEON 1570



ENGLISH MAN O' WAR 1637



U.S. FRIGATE 1800

Britain and Ireland, never closing but continually harassing.

English six-inch guns and fearful fire-ships against Spaniard arrows and muskets measured the victory. It was unprecedented for the Spaniards, who tried valiantly to close where their superior numbers of men and finer discipline would have swung the battle the other way.

In October some 50 ships and 10,000 men straggled into Spanish ports, a broken, demoralized remnant of a once proud and formidable force. The disaster gave a new meaning to war by sea.

Ascendancy of sail and artillery meant political ascendancy to England, its first proponent, while Spain, already sinking from internal weaknesses, received her death blow as the topmost naval power.

For the first half of the 17th century, the navies of England and France were neglected while the Dutch expanded their fleets, took over control of the seas for war and trade and became Europe's acknowledged master of the sea.

In the middle of the century, however, a new force swept England. Cromwell and his Cavaliers drove out the Stuart dynasty which had allowed the English navy to languish, and in the course of a bitter civil war England became a great sea power.

Robert Blake, colonel of militia, became one of Cromwell's three "generals at sea" in 1649 and his forceful navy tactics made short work of the war. His first real test, however, came in the first Dutch War, in which his principal opponent at sea was Martin Tromp, Europe's most famous naval leader.

The Dutch war lasted only 22 months but six great fleet actions between ships ranging from 70 to 120 on one side took place, with victories tipping the scales first one way then the other. Tromp was killed in action and Blake was so seriously

Editor's note—This is the second and last instalment briefly sketching the important role of sea power from ancient times to the present. The first, covering the period from 480 B.C. to 1571 A.D., appeared in ALL HANDS, July 1948, p. 22.

wounded that he died within a few years. Perhaps one of the most decisive factors in favor of the English was the fact that Dutch harbors were so shallow their ships were forced to have shallow drafts. The heavier English vessels could carry more fire power.

While Tromp's great leadership and tactics result in his being known today as the "Father of Naval Tactics," it was Blake who won for England the title of "Mistress of the Seas."

In March 1665, England and the Netherlands were again at war and this time the Dutch inflicted what is now known as England's most humiliating defeat. After early successes the English fleet had been allowed to deteriorate, with the result that the rebounding Dutch were able to enter the Thames unopposed.

Prevented from sacking London only by an unfavorable wind and tide, the Dutch admiral de Ruyter turned to the great shipyards at Chatham where he pillaged or captured seven great ships of the line, walked off with whole naval storehouses at Sheerness and then retreated to completely blockade the vital Thames and the southern and eastern coasts of England. To avoid further depredation, England signed the humiliating Peace of Breda.

Five years later, England and France teamed together to defeat their tiny enemy, who, opposed by the greatest naval power at sea and by the greatest land power ashore, gave up only upon the verge of extinction. Despite the overwhelming odds, de Ruyter and his Dutch fleet

won the four great naval conflicts of the Third Dutch War.

The strain of the three wars was too much for the Dutch. Practically the only things preserved from their former glory won on the seas were a few overseas possessions and her independence. England took over her trade and naval eminence, reaching the crossroads of what was to become the great British empire.

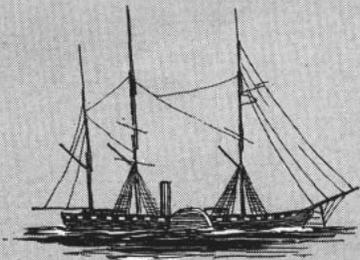
England and Holland became firm allies following the accession of the Dutch prince, William of Orange, to the English throne. Then followed a period of 125 years during which England, as the leader of the coalition against France from the time of Louis XIV to Napoleon, took away French possessions one by one and added them to the already sizable English empire.

The only exception was the War of American Independence. France, smarting from the loss of Canada as a colony during the Seven Years' War, longed for revenge. When the upstart Americans broke out in rebellion against their English masters, France jumped at the chance and signed up Spain and Holland for a coalition.

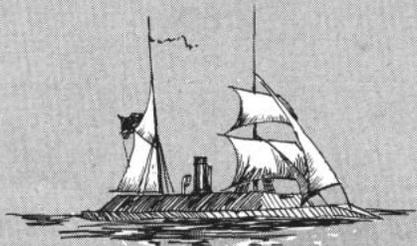
The American Revolution was essentially a naval war although the colonists possessed little naval power. Great Britain, with her enormous navy, was able to move troops and supplies almost at will.

Three years of war impressed on Washington a thorough understanding of the grand strategy necessary to win a conclusive victory. As soon as the French had signed an alliance, Washington pointed out to Congress, to Benjamin Franklin in Paris, and to the French officers what we needed most from France was a fleet which could hold naval superiority on our coasts temporarily. The threat of such a fleet forced the British evacuation of Philadelphia.

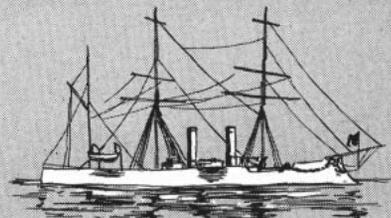
Washington planned to use the French fleet to hold off the British



U.S. NAVAL STEAMER 1839



U.S. CASEMATE SHIP 1850



U.S. CRUISER 1870

while he captured New York or to employ it in some other effective manner. When word reached him that the fleet was about to sail for the colonies, he started his army southward and captured Cornwallis on the Yorktown Peninsula.

Without the presence of the French fleet of Admiral Count De Grasse, the British Royal Navy would have rescued Cornwallis and removed his army by sea.

Washington said that the victory at Yorktown was won by the French Fleet. Commodore Dudley Knox in his book, *The Naval Genius of George Washington*, shows that Washington himself formulated the ideas and made the plans which resulted in the effective and successful employment of the French Fleet to win the decisive victory ending the Revolutionary War.

The American Revolution gave heart to the bloody French revolution which saw the Reign of Terror, the flash of the guillotine, massacre and murder and finally the emergence of Napoleon. Master of the European continent, he was unable to end his wars conclusively because of British domination of the seas.

There remained but one alternative: invasion of England. Accordingly in 1804, Bonaparte concentrated 130,000 men in four French ports ready to cross the 36-mile wide English channel. "Let us be masters of the Strait for six hours," Napoleon wrote to his admiral in command of the Toulon fleet, "and we shall be masters of the world."

The whole plan called for split second timing, fast execution and, most of all, naval concentration.

While the French prepared ashore, the English watched at sea. Blockading vessels spread out all over the coast of Holland, France and the Mediterranean. Then Napoleon drove home a bargain with the Spaniards, who added their fleet to the French vessels. The problem was to get them

together, seize control of the channel for only a short time and land the troops.

A thorough beating administered by Lord Nelson at Trafalgar in 1805 ended the threat of invasion but it did not end the war. Victorious ashore, Napoleon tried to enforce a paper blockade by forbidding trade with the British, who retaliated with the Orders in Council which specified that all trade with continental Europe must be sanctioned by the British.

Napoleon's system reached its highest efficiency in 1809 and 1810, when he annexed Holland and lined up troops in great cordons to stop smuggling from Germany's sea frontier. In Britain, goods piled up in warehouses, factories closed, bankruptcies doubled and the financial system broke under the strain.

But smuggling could not be stopped and Russia, long dominated by the French, finally opened her ports to let in the flood.

Russia's action was the beginning of a long list of defections which irked Bonaparte, and in June of 1812 he gathered an army composed of elements of 20 conquered nations. Their aim was the subjugation of Russia.

In the same month, the new republic of the United States declared war on Great Britain. Known as the "war for free trade and sailor's rights," it developed as a result of British impressment of American sailors and from interference in American commerce.

Before British naval strength closed down to blockade the tiny American navy, four actions between frigates and eight actions between sloops were fought. The Americans lost only one battle in each category.

The new lesson in sea power once more hinged on ordnance and sailing qualities. British reliance on short range carronades, with which they had successfully pounded the French and Spanish fleets, was taken

aback by American tactics of using superior sailing qualities to remain at a distance and employing long range guns to devastate the enemy's decks.

Even after the blockade was firmly established, British commerce suffered heavily. During the entire war, 22 American naval vessels took 165 British prizes and 526 American privately owned vessels took 1,344 prizes.

With Napoleon's weakening at the hands of Russia turning into eventual defeat by a coalition, the war between the United States and England stopped for lack of reason to continue. England emerged in 1815 as the undisputed ruler of the main and for nearly a century she was without a dangerous rival on the seas.

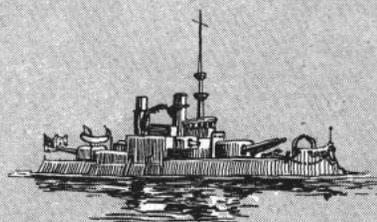
Until the Spanish-American War in 1898, naval power played a more or less passive role in international politics but in between was developed steam propulsion and iron construction.

Where the Spanish Armada sailor of 1588 would feel not too greatly out of place in a three decker of 1815, he would have been completely mystified on board the ironclads of the American Civil War. Added to these developments during the century were rifle bored guns, which meant longer range, and breech loading, which meant faster firing.

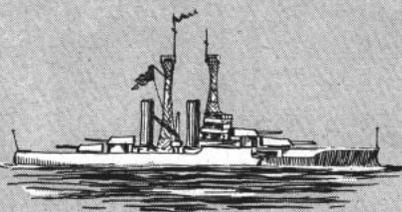
In the midst of these new developments, the world paused to watch Union and Confederate sailors put them to use. The South was practically barren of anything resembling a navy, while the North used theirs to good advantage in blockading 3,000 miles of Confederate coastline.

The South wisely foresaw that new methods of warfare were their main hope, and conversion to an ironclad of the steam frigate *Merrimac*, captured half burned in the Norfolk Navy Yard, was begun.

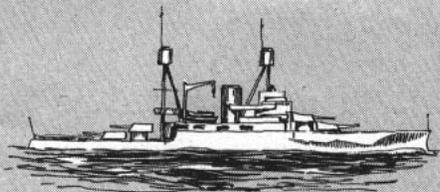
The North countered with ordering construction of *Monitor*, which was



U.S. BATTLESHIP 1890



U.S. BATTLESHIP 1917



U.S. BATTLESHIP 1925

launched within 100 days complete with revolving turret, 8-inch armor, and two 11-inch smooth bore guns, the whole sat on a raftlike outfit 142 feet long.

*Merrimac's* armament consisted of six smoothbores, four rifles and a cast iron beak for ramming. It won the shipbuilding race by half a day.

After making play out of sinking several Northern wooden ships off Hampton Roads, *Merrimac* met the newly arrived *Monitor* in the world's first all-armed battle.

*Monitor* smacked *Merrimac* with solid balls 21 times, receiving 22 hits in a drawn battle. Both ships were out of the war by 1862, *Monitor* having sunk in a Cape Hatteras storm and *Merrimac* having been burned by her own crew at the evacuation of Norfolk.

The Civil War also saw the introduction of submarines, mines and torpedoes while the Northern navy helped bring to a close a war which was decided largely on land.

The United States, slowly building up her prestige, was thrust unexpectedly and almost unwillingly into the Spanish-American War, from which she emerged a world power.

The primarily naval war was over after two great battles—at Manila Bay and at Santiago—with the result that the United States found itself the possessor and protector of overseas properties.

Thus began a new era of rivalry for world power and colonial possessions in the Far East which lent greater significance to naval power and previewed World War I.

It was primarily Far Eastern imperialism which caused Japan and Russia to go to war in 1904, which began with a vicious night attack by the Japanese on the night of 8 February and was followed by a formal Jap declaration of war two days later. Its climax was reached in the Battle of Tsushima in which the Japanese

captured or sunk most of the Russian fleet of 37 ships.

Portsmouth, New Hampshire, was the site of the signing in 1905 of the treaty which checked Russia's designs for an Eastern empire but it established Japan on the mainland of China.

A more equitable distribution of naval power became established after the Russo-Japanese War, with England, the United States, Japan, France, Germany and Italy all with fairly strong fleets.

World War I, which began in August of 1914, demonstrated the theories of the influence of sea power more effectively than ever before in history. The German armies won tremendous victories against Russia and on the western front and in the Balkans. A Turkish Army under German direction inflicted a severe defeat on Great Britain in the Dardanelles. German submarines almost brought Great Britain to her knees by their partial blockade of the British Isles.

In spite of these facts, however, the Allied naval blockade of Germany and Austria slowly destroyed the German war making power.

Naval power defeated Germany. In making such a statement there is no intention to reflect on the gallantry of the American, French, British or other soldiers who fought on land. But a study of the war clearly shows that Germany would have won a military victory if she had possessed predominant sea power.

Although World War II began for the U.S. with the terrible naval defeat at Pearl Harbor—the worst in this nation's history—it was likewise a war decided by a naval power.

In the Pacific, the Japanese overran a large area valuable in raw materials after they had immobilized the U.S. Fleet at Pearl Harbor. As American naval power recovered from the blow and as operations of American submarines began to make themselves

felt, Japan was pushed back across the Pacific and she was effectively blockaded in her own islands.

The Navy inflicted a severe defeat on the Japanese at Midway and whittled down the Japanese strength in the long Guadalcanal campaign. By June 1944, with the capture of Saipan and the first Battle of the Philippine Sea, the U.S. Fleet had completely reasserted supremacy.

From that date onward, the decision was never in doubt. Large Japanese armies were left impotent and isolated on by-passed islands at Rabaul, Truk and elsewhere. The U. S. Fleet, combining aircraft, submarines and ships, and employing amphibious operations to seize and hold strategic localities, again demonstrated that sea power was the decisive factor.

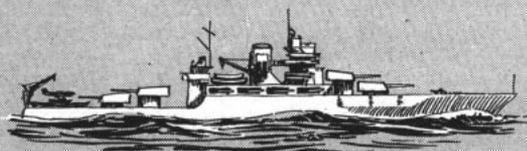
In Europe and in the Atlantic theatre of operations, Germany won even greater victories on land than in World War I, but again Germany was halted by sea power. Although they held the eastern coast of the North Sea, the continental shores of the English channel and the coast of Norway, the Germans were prevented by lack of sea power from invading the British Isles.

A small German army performed prodigious feats in North Africa, but sea power choked off the supplies which might have given victory to that army. Allied naval power, as exemplified in the amphibious team, made possible the conquest of North Africa, Sicily, Italy, France and Germany.

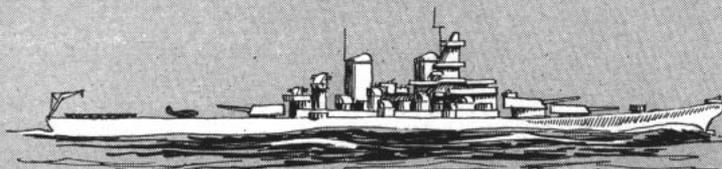
Without sea power in all its components, in the air, on the sea, and under the sea, the reduction and military defeat of the German fortress of Europe would have been impossible.

What is the future of sea power in an age of guided missiles, supersonic aircraft and atomic bombs?

In the words of an expert: "Not until the oceans cease to be the highways of the world will sea power lose its influence. . . ."



U.S. BATTLESHIP 1935



U.S. BATTLESHIP 1948

# Liberated Windjammer Sold by U.S. Navy

WITH the informal transfer to the Brazilian Navy of *Albert Leo Schlageter*, former German Kriegsmarine school ship, the U.S. Navy has disposed of one of the last vestiges of the "tall windjammer" left in the world.

Unlike her sister ship, now the U.S. Coast Guard's *Eagle*, *Schlageter* was damaged by a mine while operating in the Baltic during the war. This 1944 damage has been repaired and *Schlageter*, a three-masted bark, remains today one of the most beautiful ships afloat. With the exception of *Eagle*, she is also the world's most modern square-rigger.

Shortly after the National Socialist accession to power in Germany, plans were laid for a much expanded navy and contracts were let for several of the training ships.

Contract for *Schlageter* was made 3 Dec 1936 to Blohm and Voss, builders of the North Atlantic liners *Bremen*



*Schlageter* . . . Graceful windjammer sails for Brazil.

and *Europa*. Her keel was laid 15 July 1937 and after several months of high speed construction, she was launched 30 Oct 1938 and her career under the swastika began.

Always mindful of the propaganda effect of such details as ship names on the highly nationalistic German people, the government called her *Schlageter* after a German army officer of the first World War. This man served in the East against the Bolsheviks in Poland after the Armistice and then returned to the French occupation area of the Rhineland to carry on sabotage. He was executed in the early twenties for implication in a rail dynamite plot.

*Schlageter* and her sister *Horst Wessel*—now USCG *Eagle*—went through the war almost unscathed while dozens of their Kriegsmarine sisters were being destroyed by allied aircraft. *Schlageter's* short prewar career was concerned primarily with the training of German naval cadets for submarine and "E" boat seamanship and this task continued on into the war.

During the last months of the war the two barks were pressed into service to transport refugees and soldiers from the cut off eastern Baltic ports back to safety in western Germany. During this phase of her career, *Schlageter* was subjected to air attack on many occasions.

A slower sailer than most other barks of similar size, *Schlageter* was purposely constructed that way by Germans who remembered a school ship disaster in 1932 which turned turtle in a squall and took over 50 naval cadets to their death. Accordingly, the masts of the new ship were made shorter and more ballast was carried.

*Schlageter's* total displacement is 1,775 tons and she has a dreadnought displacement of 1,503 tons. Her construction is of combination welded-riveted steel plating, while Caucasian mahogany and teak are used for decking and cabin interiors. There are two decks from bow to stern, a poop deck aft and two deck houses are in the well deck. Crew's quarters are in the forecabin and officers are quartered aft.

The ship features safety devices never before used in sail such as six watertight bulkheads forming seven watertight compartments. She can stay afloat with four of these compartments flooded.

Without sail, *Schlageter* can attain 10 knots with her 750-horsepower Diesel main engines, an eight-cylinder, four-stroke type with fore and aft gears.

Boats on board include three class 2 cutters with safety air compartments and 10 oars each, two new-style cutters, one motor jolly, and one sailing yawl with a 13-square-yard spread of canvas. The boats provided sports equipment for competition as well as ample ship-to-shore transportation for the cadets and crew.

At the end of the war, the German Navy was split among the victors and *Schlageter* was among the ships awarded to the U.S. Finding her impractical for use, the Navy sold her to Brazil. She has held on in Bremerhaven until nearly the last for disposal.

Not a few old German mariners of the North German port will probably have a nostalgic look in their eyes when the graceful square-rigger goes up the Weser, headed for the New World and a new career.—H. G. Oliver, HMI, USN.

# LETTERS TO THE EDITOR

## Jet Plane Maintenance

SIR: I would like to know if there are any schools for jet plane maintenance open to enlisted men of the Navy. If so, what are the entrance requirements?—H. S. B., SN, USN.

• *At present, training in turbo-jet principles and maintenance is being conducted as part of the courses of training at the Aviation Machinist's Mate School (Class A) and the Advanced Aviation Machinist's Mate School (Class B) in Memphis, Tenn.*

*As new jet aircraft and engines are developed, certain factory training is established and conducted for the purpose of training key maintenance and instructor personnel attached to activities which will be assigned such equipment. Determination of personnel requirements in regard to this training is made by CNO and BuAer.*

*It is anticipated that mobile trainers for the use of naval personnel in jet maintenance will be produced in the near future, to broaden the scope and availability of jet training.—Ed.*

## Home State Auto Registration

SIR: I would like to know what law permits service personnel to keep their automobiles registered in their home states despite extended tours of duty in other states and territories.—V. U., LT, USN.

• *The law about which you request information is in Section 514, Soldiers and Sailors Civil Relief Act of 1940, as amended by the Acts of 6 Oct 1942 and 3 July 1944. This law is still in full force and effect and will remain in force until the war is terminated by a treaty of peace proclaimed by the President of the United States, and for six months thereafter.—Ed.*

## Counting National Guard Time

SIR: I enlisted in the National Guard in November 1929 and served until December 1933. I enlisted in the Navy in January 1934 and have served continuously in the Navy since. Does the four years that I served in the National Guard count in computing time for transfer to Fleet Reserve?—E. J. W., TMC, USN.

• *It depends upon what National Guard branch in which you served. State National Guard service, whether active or inactive, cannot be counted as active Federal service for the purpose of transfer to Fleet Reserve. However, National Guard service performed as part of the U.S. Army is considered active federal service and is counted for transfer to the Fleet Reserve.—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.

## Quarters and Allowance, Too?

SIR: I am presently being furnished quarters for my dependents at U.S. Fleet Activities, Yokosuka, Japan, where increased rental allowance is deducted for such privilege. A number of personnel now based here have been informed in private correspondence that others formerly occupying quarters for dependents at this activity have been reimbursed, since returning to the U.S., the total amount of rental allowance so deducted. Will you please clarify this situation?—A. R. F., LTJG, USN.

• *There is no known authority for such reimbursement. Personnel who, with their dependents, occupy quarters furnished by the Japanese government are prohibited from receiving credit for rental allowance during the period of occupancy by paragraph 54103-4(c) BuSandA Manual.—Ed.*

## About Family Allowances

SIR: (1) Is there a family allowance authorized for Reservists on training cruises? (2) What is the present family allowance in the regular Navy?—J. B., USNR.

• *(1) No. Only those Reservists serving on regular active duty as distinguished from training duty are eligible for family allowance benefits. (2) Wife alone, \$50; wife and one child, \$80; with \$20 for each additional child; Class B dependency, \$37; Class B-1 dependency, which requires proof of dependency for chief support, is determined by the number and relationship of the dependents.—Ed.*

## About Those Hula Skirts

SIR: Upon reading ALL HANDS for the month of July 1948 I came across the article "Want a Hula Skirt?" I would like to know just how I could purchase one of these skirts. I'd appreciate any information you may be able to supply.—L. C., Y2, USNR (w) and many others.

• *Since the July issue hit the stands ALL HANDS has been flooded with requests for information on how to obtain hula skirts. Frankly, the Navy doesn't have any right now. The original shipment referred to (ALL HANDS, July 1948, p. 45) was rapidly sold, and subsequent shipments have been sold on the West Coast almost upon arrival. However, officials of the Island Trading Company say there will be more of these skirts coming in. When they arrive, ALL HANDS will spread the word.—Ed.*

## Khakis for CPOs

SIR: Can you please tell me if khaki was an authorized uniform for CPOs prior to 1940?—O. T. G., CSC, USN.

• *Yes. Chief aviation pilots were first authorized to wear khaki uniforms, as prescribed for naval aviators, on 19 Sept 1929 but only while engaged in flight operations. CPOs assigned to submarine duty were authorized to wear khaki uniforms on 10 Oct 1939. In neither case were they permitted as a liberty uniform.—Ed.*

## Tennessee's Record

SIR: Here are three questions I would like you to answer: (1) Did USS Tennessee (BB 43) receive the Navy Unit Commendation? (2) Has she recently been awarded the Presidential Unit Citation? (3) Has she received any other awards?—J. J. M., YN2, USNR.

• *(1) USS Tennessee was awarded the Navy Unit Commendation for the period 31 Jan 1944 to 21 June 1945. (2) No. (3) She is entitled to 10 engagement stars on the Asiatic-Pacific Area Campaign Medal.—Ed.*



USS Tennessee—Damaged at Pearl Harbor, she returned to fight gallantly in the Pacific.

## LETTERS TO THE EDITOR (Cont.)

### MAQ for Wave Wife?

SIR: I am a chief petty officer married to an enlisted Wave on active duty. I realize that my wife cannot draw MAQ or family allowance, but am I entitled to draw one or the other?—G. H. R., ADC, USN.

• You can get family allowance for your wife regardless whether she is Wave or nurse, enlisted or officer. No MAQ can be granted as your wife is considered to be furnished quarters.—Ed.

### Did Marines Run Battleship?

SIR: Could you tell me if the USS Oregon (ex-BB 3) was ever assigned to or operated by the Marine Corps before or during the war? Is she still anchored off the coast of Guam?—R. W. K., EN3, USN.

• USS Oregon (IX 22) was never assigned to or operated by the Marine Corps. During the war she served as a dynamite barge. She is still at Guam and has been there since September 1944.—Ed.

### Army Time Counts

SIR: I was in the U. S. Army from 28 June 1940 to 12 July 1945. I enlisted in the U. S. Navy 15 April 1946. On 17 Feb 1948, I was discharged from the Navy and reenlisted again on 12 Mar 1948. Does my Army time and Navy time count as continuous service on 20 years, or is this time classed as broken service?—R. D. V., CD3, USN.

• Your service in the U. S. Navy, to date, is continuous service. Army service is considered separately. Under current laws, however, all active service in the Navy and Army, whether continuous or broken, is counted for the purpose of transfer to the Fleet Reserve upon completion of 20 years' service.—Ed.

### NUC, Stars for Cowpens

SIR: I was a plank owner of USS Cowpens (CVL 25) and served in her for about two years. Can you tell me what stars and citations she rates?—H. B. L., YN3, USNR.

• USS Cowpens was awarded the Navy Unit Commendation for the period 5 Oct 1943 to 15 Aug 1945. She also earned 12 stars on the Asiatic-Pacific Campaign Medal.—Ed.

### Leo Does Lion's Share

SIR: The crew of USS Leo (AKA 60) wishes to inform you of your grave mistake in the July issue of ALL HANDS in the article, "Supplies to Alaska." Although you stated there were seven ships on this mission, there were actually eight. You failed to mention USS Leo and we feel a little slighted, inasmuch as we carried more cargo than any other ship on the expedition.—The crew and officers.

• Original plans by the Navy Department called for seven vessels to make the Alaska supply run. From this information, ALL HANDS wrote its story and sent it to the printer before the date on which, according to records, USS Leo joined the expedition. No slight was intended.—Ed.

### Wants Duty in Europe

SIR: My present enlistment expires 7 Jan 1949. What procedure should I follow to get duty in Europe and from whom should it be requested?—L. L. D., MMC, USN.

• There is no present system in which you can receive duty in Europe for shipping over except to select a ship Europe-bound and to go aboard and ship over. BuPers Circ. Ltr. 141-47 broadly allows a man to reenlist under continuous service (within three months) on board any ship which he may select, providing there are vacancies for his rating on that ship.—Ed.

### Entitled to PUC with 2 Stars

SIR: I served with Second Battalion, Seventh Marines, First Marine Division, from 17 May 1944 to Nov 1945 and participated in the assaults on Peleliu and Okinawa. Could you tell me if I am entitled to the Presidential Unit Citation? In my medical record I have the letter "K" which is the key letter for injuries received against the enemy. Do I rate the Purple Heart?—C. W. L., HM2, USN.

• If you were present and participated in the operations above you are entitled to wear the PUC ribbon with two stars. There is no record of your having been awarded the Purple Heart. You may make application for the Purple Heart to the Chief of Naval Personnel (Attn: Pers-10).—Ed.

### GCA School for ETs

SIR: (1) Does the Navy have a school for GCA (Ground Control Approach) systems for rated electronics technicians? (2) Is this course available for Coast Guard personnel?—P. L. D., USCC.

• (1) Yes. (2) No. Currently, only naval personnel are being trained.—Ed.

### It's a Horse on Him

SIR: A "horse's laugh" to your sports editor. On page 18 of the August 1948 issue of ALL HANDS is published a picture of a gymnast. The cutlines say that he "... twirls gracefully on the parallel bars." When I was a kid trying to grow muscles in a YMCA gymnastic class we called that thing the gymnast is "twirling" on—a "horse." The face of your sports editor must now be red.—E. V. V., SK1, USN.

• ALL HANDS' red-headed and red-faced sports editor says it only goes to show that horses and bars don't mix.—Ed.

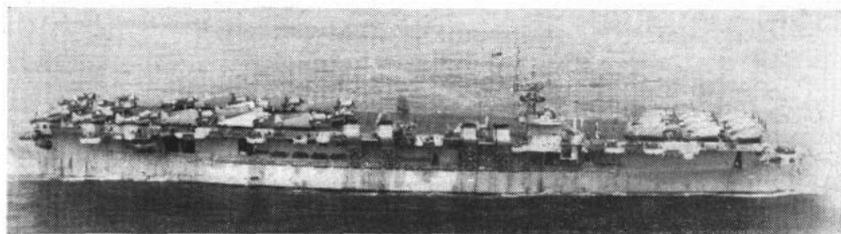
### Current Tour Date

SIR: I would appreciate your interpretation of the following example in reference to current tour date as entered in block 19 on the personnel accounting card (NavPers 500):

A man completes a normal tour of sea duty and is transferred to a shore activity pending discharge. He is discharged and the following day reenlists at a recruiting station and is ordered to a receiving station awaiting assignment by BuPers. From there he is sent to a shore station for a four months' course of instruction and upon completion of school he is sent to a shore establishment for duty in ship's company.

(1) What date should be entered as current tour date (block 19) upon his reporting for duty? (2) Assuming he allowed 20 days to elapse before reenlisting, what date should be entered as current tour date upon his reporting for duty? (3) What instance should be considered as beginning a tour of shore duty with a view of computing a normal tour of shore duty in accordance with BuPers Circ. Ltr. 15-47 (AS&SL, January-June 1947)?—W. H. O., HMC, USN.

• (1) The date he first reported to a continental U.S. shore activity after serving at sea. (2) The same as the first answer. (3) The last two sentences of para. 1 (d), Part 1, of BuPers Circ. Ltr. 101-48 (NDB, 31 May 1948), and para. 2, Part 2, of the same letter give the length of tour which may be counted as shore duty. The man's shore duty started when he first reported to a shore activity pending discharge. He was not ordered to sea prior to his orders to a shore establishment, thus when he has served two years ashore since his last sea duty he should be reported in accordance with BuPers Circ. Ltr. 101-48 (NDB, 31 May 1948)—Ed.



USS COWPENS—This CVL earned the Navy Unit Commendation for her service in Pacific.

### Three-Handed Radioman?

SIR: To whom does the third hand belong in the picture shown in ALL HANDS, June 1948, p. 31 (upper right)? I've heard of radiomen with two left feet, but never two left hands.—E. J. A., RMC, USN.

• The radioman shown in the picture may have two left feet, but the photo shown on this page (as retouched by an ALL HANDS staff artist to emphasize who owns the hand) proves that he has a normal number of hands. The hand in question belongs to the chief standing behind.—Ed.

### Retirement Pay

SIR: During the war I held the rank of chief warrant officer and was discharged from the service 2 Jan 1946 at my own request and in accordance with provisions of AInav 299-45 (AS&SL, June-December 1945). On 1 Feb 1946 I reenlisted as a chief petty officer. After I have completed 20 years' active service and 10 years in the Fleet Reserve, what will my retirement pay be, if the Navy's pay remains the same as at present?—L. L. M., FPC, USN.

• Upon completion of 30 years' service, your retired pay will be based upon the highest rank you satisfactorily held prior to 1 July 1946, as determined by the Secretary of the Navy. The amount of money you will receive will depend on the option you elect upon transfer to the Fleet Reserve. The options are explained in a joint BuPers-BuSandA letter of 20 Jan 1948 (NDB, 31 Jan 1948).—Ed.

### Benefits Under GI Bill

SIR: Because you are the man who helps the sailors with their questions and troubles I have decided to ask you for some information. I have been told that if you didn't enter the service before a certain time you wouldn't receive any of the GI Bill of Rights. I entered the service on 11 Oct 1946. Do I get any part of the GI Bill?—D. E. G., ETM3, USN.

• Public Law 346 (78th Congress), Servicemen's Readjustment Act of 1944, as amended (GI Bill), provided that a termination date would be promulgated for benefits granted by it. This date was determined by Public Law 239 (80th Congress) as 25 July 1947.

If all other eligibility requirements are met, you are entitled, upon separation from the Navy, to benefits for your period of service from 11 Oct 1946 to the termination date 25 July 1947; that is, one year plus the time served within that period, or a total of 22 months of education, review of discharge, readjustment allowances and full loan benefits. You should remember that Veterans Administration is the authority which finally determines eligibility for benefits under the GI Bill upon the submission of proper credentials after discharge.—Ed.



SECOND right hand of radioman (sitting) really belongs to chief standing at rear.

### Transfer to Fleet Reserve

SIR: Is a man eligible for transfer to Fleet Reserve, Class F-6, if he is serving in V-6 as a stationkeeper and has completed 20 years active federal service?—J. E. S., YN1, USNR.

• No. You must be serving in the regular Navy to be eligible for transfer to the Fleet Reserve. All active Federal service is counted for the purpose of transfer to the Fleet Reserve, and such service need not be continuous.—Ed.

### About Richard E. Kraus

SIR: While I was typing a letter I ran across the name of a destroyer, *USS Richard E. Kraus* (DD 849). Can you tell me something about the ship? I believe she was named after a friend of mine in the Marine Corps who was killed on the Palau Islands. I wonder if you could set me straight on this?—J. O. B., YN3, USN.

• *USS Richard E. Kraus* was named for a Marine Medal of Honor winner, Private Richard E. Kraus, who died in the battle for Peleliu Island on 3 Oct 1944. Private Kraus was born in Chicago, Ill., on 24 Nov 1925. When seven years of age he moved with his family to Minneapolis, and there attended Minneapolis High School before entering the Marine Corps on 24 Dec 1943. He received his recruit training at San Diego, Calif.—Ed.



USS Shangri La—Was awarded Navy Occupation Service Medal and two battle stars.

### Reinstatement of Officers

SIR: In ALL HANDS Magazine for February 1948 there was an interesting article about resignation and reinstatement of Naval Reserve officers. I would like some information relative to officers of the regular Navy on how they can be reinstated and the establishment of date of rank.—T. J. R., LT, USNR.

• A regular Navy officer who resigns and later desires to be appointed to commissioned rank in the regular Navy must qualify for appointment under some procurement program which is in effect. He is treated the same as a civilian applicant, unless he qualifies for appointment under the transfer program. At present, applications for transfer to the regular Navy are being accepted from former officers who are doctors, dentists and nurses who served on active duty as commissioned officers prior to 31 Dec 1946.

Dates of rank under procurement programs are determined by date of receipt of application at BuPers or date of examination if one is administered.—Ed.

### Ships' Present Locations

SIR: I would greatly appreciate information concerning the present location of (1) *USS Bougainville* (CVE 100), (2) *USS Kitty Hawk* (AKV 1), (3) *USS Coolbaugh* (DE 217).—R. H. C., HM1, USN.

• (1) *Bougainville* reported to Pacific Reserve Fleet, Tacoma Group, 24 Oct 1946. (2) *Kitty Hawk* was stricken from Navy list 7 Feb 1946. (3) *Coolbaugh* is in the active Atlantic Fleet, operating out of Norfolk, Va.—Ed.

### Awards for Shangri La

SIR: I served in *USS Shangri La* (CV 38) during my tour of active sea duty. Can you tell me what citations, ribbons and decorations she was awarded?—P. H. S., SN, USNR.

• *USS Shangri La* (CV 38) was awarded two engagement stars on the Asiatic-Pacific Area Campaign Medal, for the Okinawa campaign 24 April to 11 June 1945 and the Third Fleet operations against Japan from 10 July to 15 August 1945. The Navy Occupation Service Medal was awarded for the period 2 Sept to 19 Oct 1945.—Ed.

**Reduced in Rate**

SIR: I was reduced from CRM (PA) to RMI due to a summary court-martial in March 1947. I would like to know how long it will be before I am eligible to go up for chief again?—W. J. L., RMI, USN.

• *A period of not less than two years must be served in pay grade 2 before you are eligible to compete for readvancement to pay grade 1A. For details see BuPers Circ. Ltr. 155-48 (NDB, 15 July 1948), enclosure A, paragraph 3 (e).—Ed.*

**Extension and GI Bill**

SIR: I enlisted in the regular Navy on 28 June 1946 for a two-year enlistment. I understand that I am eligible to receive the full benefits of the GI Bill for my two years of service. (1) I would like to know if I would get 12 months additional benefits under this bill if I extended my present enlistment for one year? (2) Would an additional one year

**Souvenir Books**

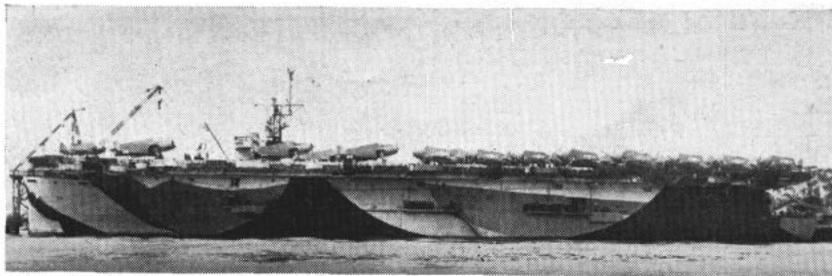
In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include 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.

• *Meteorological Squadron One (VPM-1). Address: CDR. H. R. Swenson, U. S. Naval School (General Line), Monterey, Calif. "Ta Feng, A Story from Metron One." One free copy to all members attached to VPM-1 during 1947 typhoon season with additional copies 25 cents each.*

• *75th Seabee Battalion. Address: Edward A. Otterman, 1775 Cliffview Road, Cleveland 12, Ohio. "Pacific Album." Any veteran or man or woman in active service may get copy by sending money order for \$3 (actual cost, according to the editor, was \$12.75 a copy). Book is of special interest to anyone who had duty in New Caledonia, Guadalcanal, Bougainville, the Russells or Philippines. Free copies to veterans hospitals, veterans organizations or naval activities for 50 cents postage and handling cost.*

• *43rd Construction Battalion Log Book is available to any former member of the 43rd NCB. Copies can be obtained by writing Alan F. Williams, 2356 Las Lunas St., Pasadena 8, Calif.*



USS Gambier Bay—CVE, sunk in the Battle for Leyte Gulf, earned four battle stars.

extension on my present enlistment be considered as though it were an original three-year enlistment as far as obtaining educational benefits under the GI Bill?—C. C., ETM2, USN.

• *The Voluntary Recruitment Act (Public Law 190, 79th Congress) provided that for individuals who entered into an "original period of enlistment or reenlistment" between 6 Oct 1945 and 5 Oct 1946, inclusive, World War II shall not be considered as ended until the expiration of that period of enlistment or reenlistment. Veterans Administration Decision No. 766 held that an extension of enlistment after 5 Oct 1946 would not extend the period during which benefits under the Servicemen's Readjustment Act of 1944, as amended, (GI Bill) would continue to accrue. (1)-(2) If you enlisted for two years on 28 June 1946, the termination of that enlistment also terminates the period during which you can accrue benefits under the Servicemen's Readjustment Act of 1944, as amended, and the further extension of your enlistment will not add to these benefits.—Ed.*

**No Refresher Courses**

SIR: I went through a parachute rigger's school in July 1944. I came back into the service after 20 months broken time between 17 Jan 1946 to 5 Aug 1947. I'd like to know if I could go back to the same school under a refresher course status, although I once attended the Class "A" school.—J. C., PR3, USN.

• *No. The primary mission of the school is to provide the necessary instruction to equip non-rated men for the technical duties of third class petty officer. Normally this school is filled by recruits who are graduates of the Airman School (Class P), and by PR strikers from the fleet and shore stations.—Ed.*

**Rate and Broken Service**

SIR: I was recalled to active duty in the Naval Reserve 24 Sept 1946 as YN2. Since that time I have been advanced to YN1. At present I am still on active duty. Is it possible for me to enlist in the regular Navy with broken service at one rate lower than my present status?—H. F. H., YN1, USNR.

• *You may enlist in the regular Navy under broken service conditions as YN3.—Ed.*

**4 Stars for Gambier Bay**

SIR: (1) Has the USS Gambier Bay (CVE 73) received two Presidential Unit Citations? (2) How many battle stars did she earn?—L. N. LTJG, USN.

• *The PUC was never awarded Gambier Bay. (2) Four stars on the Asiatic-Pacific Campaign Area Medal.—Ed.*

**Temporary ID Card**

SIR: What is the Navy's policy on temporary identification? If a man has no Identification Card, can a temporary card be made out with the necessary identification on it?—R. A. P., YN3, USN.

• *BuPers authorizes one type of Identification Card (NavPers 546) for personnel on active duty. When a card is lost or a new ID card is necessary, commanding officers may issue temporary identification.—Ed.*

**Transfer to Fleet Reserve**

SIR: In 1941 I enlisted in the Coast Guard and was discharged on 25 July 1946. I then enlisted on 9 Oct 1946 in V-6, USNR (inactive), and went on active duty on 16 Nov 1946 as a shipkeeper. Will I be eligible to retire on 20 years of active Naval Reserve time and enter the Fleet Reserve?—K. T. S., ET1, USNR.

• *Active service in the Naval Reserve will count for transfer to the Fleet Reserve. However, you must be serving in the regular Navy to be eligible for such transfer.—Ed.*

**Dope on Bennington**

SIR: It appears that every ship in Task Group 38.1 was awarded the Navy Occupation Service Medal for service during September 1945 with the exception of the flagship USS Bennington (CV 20). She was later awarded the medal for a period in October. This would seem to exclude those of us who left Bennington on or about 1 October from the right to wear the medal. Is there a reason for this, or is it an oversight?—J. M. B., LCDR, USN.

• *USS Bennington has been added to the list of ships eligible for the Navy Occupation Service Medal, with eligibility dates from 2 Sept to 22 Sept 1945.—Ed.*



SURVEY of the health and well-being of over 48,000 Pacific islanders is being conducted by picked naval personnel.

## The Navy's Floating Clinic

NEVER before in their history have the 71 populated islands of the Pacific Trust Territory received more attention than through the good graces of Uncle Sam and the U.S. Navy, whose latest project is a comprehensive medical survey of the area's 48,000 natives.

Native health, welfare and personal well being has been more or less indifferently administered by several nations during past centuries, but close attention to these factors by the Navy is expected to have a lasting beneficial effect.

Figuring prominently in the Navy's program is the current itinerary of USS *Whidbey* (AG 141), converted from a small cargo vessel into a specially fitted floating clinic. In about a year it will have completed its rounds of all the populated islands in the two and a half million square miles embracing the Trust Territory.

One third of the ship's 42-man complement are medical personnel who take chest X-rays and conduct physical examinations of every man, woman and child in the area.

When the job is through, the Navy will have a complete picture of all the diseases, both common and rare, which occur in the area. Most common at present are tuberculosis, intestinal parasites, elephantiasis, yaws and leprosy, in that order.

The physical examination takes place only once for each native, who

from then on must depend on monthly medical care provided by personnel attached to Navy ships making routine stops at the principal islands.

At each place, natives requiring treatment are lined up for a check-up, routine vaccinations performed and minor ailments treated. Patients requiring additional care are placed on board ship for transfer to dispensaries.

Another phase of the Navy's medical program calls for instruction of 50 native medical assistants, 50 dental assistants and 200 nurses. In emergencies, native medical assistants will be able to perform appendectomies, set a broken leg, deliver babies and take over other simple duties. Dental

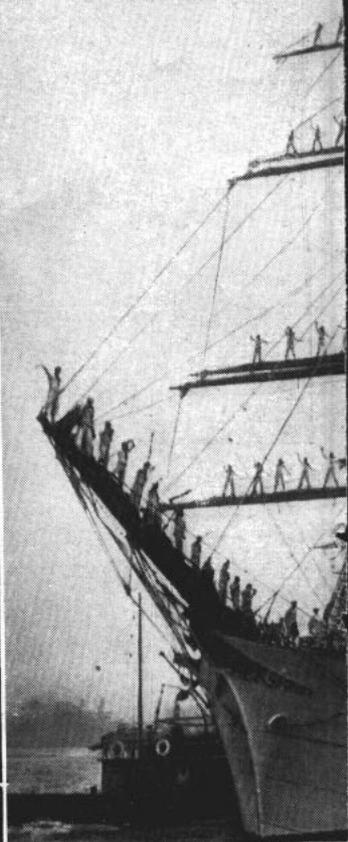
assistants and nurses likewise will be instructed in routine phases of their work.

Since there are nine distinct languages and 27 markedly dissimilar dialects spoken in the Trust Territory, the Navy's first obstacle is the language barrier. Natives selected for the course are required to have a working vocabulary of at least 500 English words before they embark in medical, dental or nurse training.

Despite the difficulties, Navy medical officials are pleased with results shown so far. Natives selected for the school, they say, have shown surprising adaptability and high intelligence for the four-year courses.



CONVERTED from cargo vessel, USS *Whidbey* was especially equipped for the current inquiry into health status of islands under the Navy's care.



THREE-MASTED training bar-  
berth for the long voyage  
flyers currently checking out  
the word from a Navy LSO.  
Mrs. J. S. Hazelton, native  
American War veteran, Chief  
YNSN, about "Old Navy."  
Alice Basnett, HM2, USN, en-



# TODAY'S NAVY

## Navy Day—27 October—Finds U.S. Fleet World's Strongest Air-Sea Fighting Force

### Has Eye on the Future

More than any other day of the year, Navy Day on 27 October should inspire a spirit of showmanship and reflection.

- Showmanship which will demonstrate to John Q. Public, the Navy's sole financier, that his taxes are well spent on a first line of defense.

- Reflection which will cause Navy men themselves to take a look at themselves, their ships and stations.

There are about 44,000 officers and some 360,000 enlisted men on active duty, many of whom serve on board the 277 combatant ships and 483 minor vessels or auxiliaries which the Navy keeps in the active fleet.

Although small compared to top wartime strength, this force is the most powerful, the most mobile air-sea fighting force in the world.

In addition, the Navy always has its eye on the future. Research and development, construction and conversion, inactivation and preservation, training and education—all keep the Navy ready for quick expansion.

As Admiral Louis E. Denfeld, USN, Chief of Naval Operations, says: "Rapid strides in technological developments have tremendously increased the mobility, striking power and versatility of the Navy's ships, planes and submarines. . . . United States naval forces afford Americans a measure of security not enjoyed by any other people."

### Success of Waves' Reunion Assures Future Renewals

Present and former members of the Waves are planning to hold annual reunions following a successful gathering of nearly 2,000 of their number in New York to observe the sixth anniversary of the Waves.

Funds procured as a result of this year's meeting will form a nucleus for future annual get-togethers, it was announced. Any amount over and above \$1,000 after current expenses have been deducted will be used for the benefit of disabled veterans in hospitals.

### Navy Helping Industry

The Navy's Bureau of Supplies and Accounts has had lots of experience with handling and packaging of all sorts of material—from small delicate instruments to huge pieces of heavy equipment. So BuSandA is passing along this information to leading industrialists.

Techniques developed by the Navy and the Navy Industrial Association which revolutionize packaging and handling problems were shown to representatives of industry and other military organizations during a conference held at the Naval Supply Depot, Bayonne, N. J.



Ship Sagres casts off from its Hudson River home to Portugal. Upper left: Four Army in carrier landings at NAS Pensacola, get on. Left: Galley of USS Atlanta is visited by the crew of Atlanta, Ga. Lower left: Spanish-Portuguese L. B. Smith, USN (Ret), tells R. L. Millard, and below: RADM H. H. Good, Com 13, and crew cutting Waves' Sixth Anniversary cake.



### YESTERDAY'S NAVY

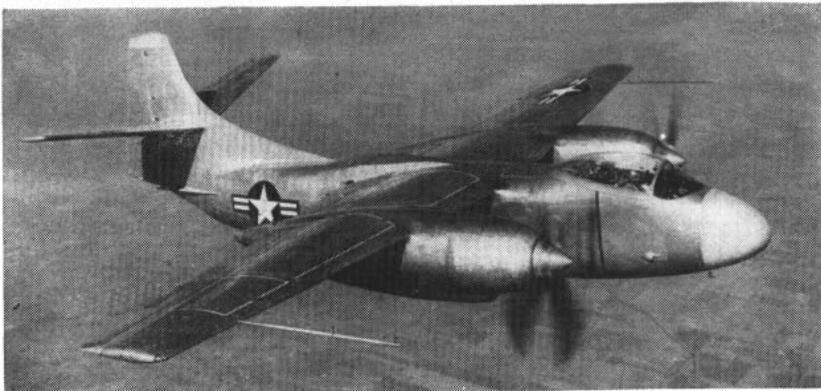


21 Nov 1918. Last year Operation Seminole was conducted in Florida.

U.S. MarCor was organized on 10 Nov 1775. World War I ends as the Armistice is signed on 11 Nov 1918. The German fleet surrendered on 21 Nov 1918. Last year Operation Seminole was conducted in Florida.

### NOVEMBER 1948

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



**LATEST carrier based slugger, heavier and faster than present types, the XAJ-1 is powered by Wasp 'Majors' plus a powerful turbo-jet in the tail.**

### Giant Navy Flying Boat

Joining her four sister ships in cargo carrying operations is the 82½-ton Caroline Mars, giant Navy flying boat.

The Mars II—as she is officially known—shattered existing non-stop records from Honolulu, T. H., to Chicago, Ill., for this type of aircraft. Covering a distance of 4,748 miles to Chicago by way of Ann Arbor, Mich., the huge craft completed the flight in 24 hours and 9 minutes.

Of the same outside dimensions as her predecessors, the Caroline Mars nevertheless has engines generating 2,400 more horsepower than those of Mars I types. This enables the craft to take off at 165,000 pounds gross compared with 145,000 maximum for other ships.

The improved engines allow the Mars to carry 39,000 pounds and run 25 miles an hour faster than her sister ships "Hawaii," "Marianas," "Marshall," and "Philippine." Four electric propellers are installed—the same design and size as specifically used on B-29 Superfortresses which dropped atomic bombs on Japan.

The propellers are of hollow steel and incorporate a reversible-pitch feature. This allows "braking," thus enabling the flying boat to stop or turn sharply in water.

The Mars first had been flown from NAS, Alameda, Calif., to Honolulu after last minute engine checking. Most of the flight was flown at 9,000 feet altitude, a height reached 23 minutes after take-off.

The record breaking flight took the Mars first to Ann Arbor at which turning point the ship had rounded out 4,528 miles. The trip to Chicago was made with accompanying Navy

Hellcats, Corsairs, and a Ventura II patrol bomber.

After its arrival at Chicago's harbor, official christening ceremonies were conducted with the Gold Star mother of a Navy Congressional Medal of Honor winner officiating. Mrs. Fred W. Lester of Downers Grove, Ill., christened the plane. Her son, Fred Lester, had posthumously been awarded the Medal of Honor for giving his life in rescuing a wounded marine on Okinawa in 1945. A hospital corpsman, the medal winner was 23 at the time of his death.

The Caroline Mars is to be utilized in cargo service of the Military Air Transport Service. It was constructed by the Glenn L. Martin Company of Baltimore, Md.

### New Carrier Bomber

Another achievement in the Navy's constant aerial improvement program is being logged by appearance of a newly developed plane, two of whose principal characteristics are its speed and bomb-carrying capacity.

Considerably faster and capable of

carrying a heavier bomb load than present carrier types, the plane known as the XAJ-1, has successfully passed initial tests. Flight testing of the heavy plane is being accomplished at the North American Aircraft Co., Los Angeles, Calif., where it was built.

The experimental plane is powered by two conventional engines located under the wings. These reciprocating engines are used for normal operation. But just in case added speed is required, such as during combat, a turbo-jet engine in the tail of the fuselage is available and capable of being "cut in" by the pilot while in flight.

The new aircraft is heavier than present attack types used in carrier operations. But it's lighter than the Navy's Neptune P2V search-patrol plane which recently set a record as being the largest type plane to be launched from an aircraft carrier.

Other features of the XAJ-1 are its tricycle landing gear, high wing and four-bladed propellers. Specially designed are the propellers which provide high take-off thrust and excellent performance at high speeds and high altitudes.

A pressurized cockpit accommodates a crew of three. Outer wing panels fold inboard and the vertical tail folds onto the right surface of the horizontal tail. This permits ease of deck handling and maintenance.

### United Nations Day

Navy personnel will join in worldwide observances of United Nations Day 24 Oct 1948, the third anniversary of the date on which the UN charter became effective.

Since its beginning in 1945, the United Nations has grown to the point where it now holds more than



**RECORD-SMASHING** Caroline Mars, Navy's latest and most powerful flying boat, takes off from Honolulu on 24 hr., 4,750 mile flight to Chicago.

2,500 individual meetings a year among its councils, commissions and committees composed of representatives of 58 member nations.

This year's observance of United Nations Day will be the first. The resolution naming 24 October as the date was voted by the General Assembly on 31 Oct 1947.

Admiral Louis E. Denfeld, USN, Chief of Naval Operations, outlined the meaning of the United Nations to the Navy in *ALL HANDS*, January 1948, p. 6.

### 9 Air Force Pilots Bounce

Nine Air Force pilots have passed successfully the initial qualification tests as Navy carrier pilots. The airmen, all seasoned combat fliers experienced in handling many types of aircraft, qualified aboard the Navy aircraft carrier *USS Wright (CVL 49)* off the Florida coast.

The Navy's training of the Air Force pilots is a continuation of the exchange training of personnel of the various services. The program started last year when 10 Navy and Marine Corps pilots participated in the joint Paratrooper Tactical Air Command maneuvers in Georgia.

The successful Air Force pilots now must undergo additional advanced training before qualifying for day, night and all-weather carrier operations.

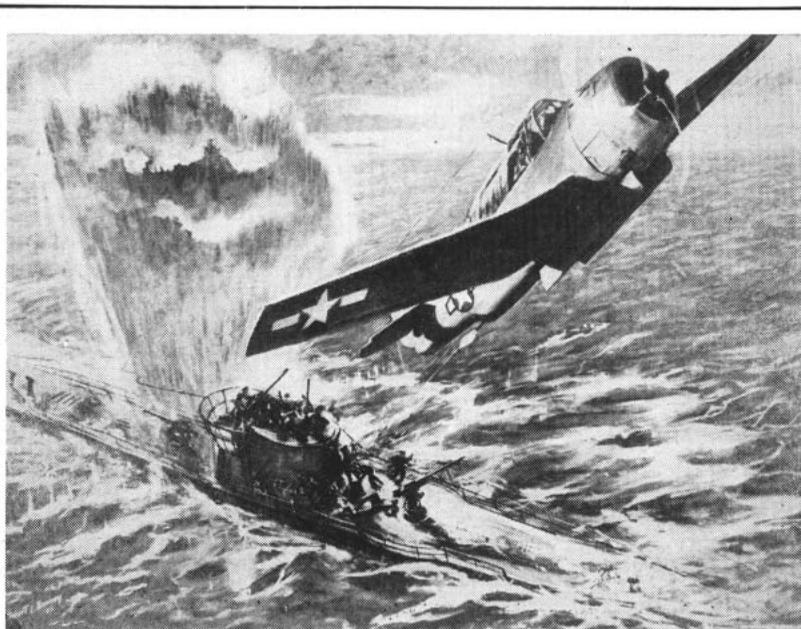
### Navy Band's Third Tour

For the third time since World War II the Navy Band is on tour, this time in five Western and Southwestern states.

The 50-piece aggregation commenced its fall concert tour at Colorado Springs, Colo., and is due to appear at various other cities in Colorado, New Mexico, Arizona, Louisiana, and Texas. The tour will be completed 30 October.

Local organizations in the various states are sponsoring appearances of the famous band, with profits going to local charitable or public purposes. States in the Southern part of the United States heard the band play last year. This spring the band appeared in 12 central states.

The band is conducted by Lieutenant Commander Charles Brendler, USN. A part of the band's membership is remaining in Washington, D. C., to fill official and military engagements under direction of Chief Warrant Officer Richard E. Townsend, USN.



### Paintings Available for Crews' Rooms

Limited numbers of color reproductions of paintings and black-and-white etchings are available for crew's recreation and reading room on ships and at stations.

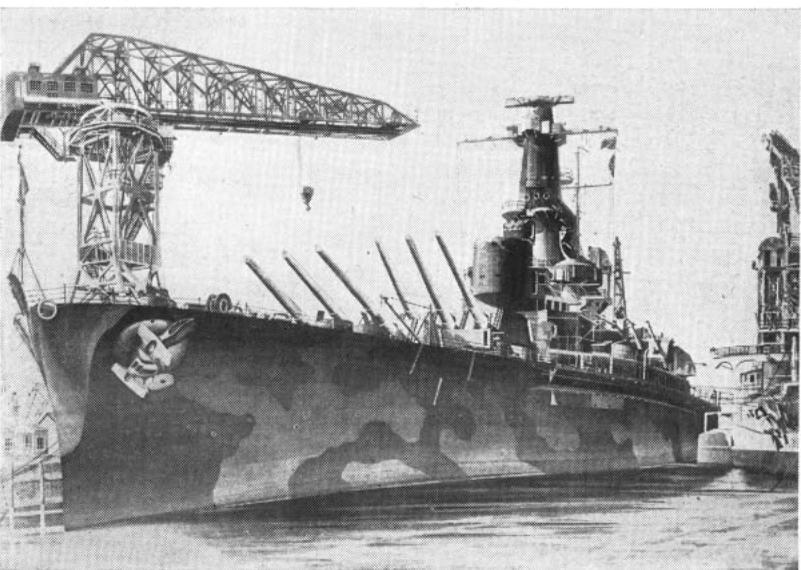
The reproductions are the works of well-known artists depicting planes and ships of various types, naval actions and operations of World War II, according to BuPers Circ Ltr. 151-48 (NDB, 15 Aug 1948).

The Navy Art Section of the Office of Public Relations, Navy Department, will make a selection of the original etchings and reproductions suitable to the ships requesting them. They will be forwarded al-

ready matted and backed suitable for framing and mounting. After matting, most of them will be size 20 by 25 inches or 17 by 24 inches.

Ships in active status may address an official request to the Director of Public Information, Navy Department, Washington 25, D.C., stating the number of pictures required. The actual number allotted to individual ships will depend on the number available after all requests are received. Requests should be submitted before 1 Nov 1948.

Because of the limited quantities, shore stations will be provided only unmatted material as long as it is available.





DRYDOCK for seaplanes keeps *Mariner* riding high and dry preparatory to floating drydock and the plane into the dockwell of an LSD.

### Television from Carrier

Limitless uses to which television can be put in naval warfare were previewed for top Navy officials—and the public—when full scale air operations were televised for the first time from the aircraft carrier *USS Leyte* (CV 32).

For one and three quarters hours the naval and air maneuvers were televised from the carrier's flight deck. Television cameras were focused on "attacking" and "defending" planes and supporting ships about 30 miles at sea from New York City.

Also shown in the broadcast were the ready room, catapulting planes, the landing of planes and interviews with various crew members.

Except for brief periods when *Leyte* was changing her course, the image was sharp and clear. One of the experiment's chief problems was keeping the television transmitter trained on the receiving antenna atop the Empire State building. The television transmitting aerial aboard ship was trained on the building by the ship's fire control radar.

The experiment was conducted by the Navy in cooperation with the National Broadcasting company's East coast network.

The successful video transmission gives vent to speculation as to television's application in naval warfare. After the broadcast Carrier Division Four's commander, Rear Admiral Ralph E. Jennings, declared that television may be used as a "telescopic eye" to locate and watch enemy posi-

tions hundreds or even thousands of miles away.

On the human interest side of the telecast, Admiral Jennings added that the broadcast gave an opportunity for the families of *Leyte's* crew to see what their husbands and sons do in their work aboard the carrier.

Since its inception, Navy officials have studied the value of television in naval strategy. The first public telecast was conducted on 10 Apr 1947 when transmission was carried of submerging and surfacing of the submarine *USS Trumpetfish* (SS 425).

### Deep-Sea Diving Exhibit

The Navy is giving inland citizens a glimpse of one nautical job by means of a truck-trailer combination arranged for deep-sea diving.

The exhibit consists mainly of a

large glass-windowed tank which is filled with water. Forward of the tank is a bank of compressed-gas bottles, and just behind the truck cab is mounted an engine-powered air compressor. The arrangement was designed and built by San Francisco Naval Shipyard personnel. It is manned by a Navy lieutenant and four enlisted Navy divers.

The mobile diving demonstrator has been used in recruiting campaigns, notably in a publicity appearance for the Navy's "choose your school" plan. The divers demonstrate various aspects of their work while dressed in a regulation deep-sea rig and submerged in the water. A public address amplifier is installed on the trailer to enable the audience to hear a running description of the diver's work.

### Army Steals the Thunder

An Army brigadier general unknowingly—and excusably—literally "stole the thunder" away from Gen. Clifton B. Cates, Marine Corps commandant, when he made an official call at the Marine Corps Air Station at El Toro, Calif.

The station's three-inch twin salute battery had failed to function at the crucial moment when Gen. Cates arrived at the station during his nationwide tour of MarCor installations.

After much ballyhoo, the gun was to have rendered its first official salute upon Gen. Cates' arrival. But before the initial salvo of a 17-gun salute could be given, the breech jammed on one of the pieces.

When Brig. Gen. LeRoy H. Watson, AUS, arrived a few weeks later at the station, the battery gave forth with a booming 11-gun salvo. The Army general hence became recipient of the first official gun salute at the base.



SHORES OF TRIPOLI form backdrop for *USS Massey* as she rides at anchor during recent Mediterranean tour of duty in company of carrier *Kearsage*.

## Flag Rank Orders

Flag rank orders for last month:

Vice Admiral Jesse B. Oldendorf, USN, retired 1 September.

Rear Admiral Robert O. Glover, USN, retired 1 September.

Rear Admiral Ralph O. Davis, USN, was detached as ComPhibLant and ordered as Com 5.

Rear Admiral Jerauld Wright, USN, was detached as Director, Operational Readiness, Navy Department, and ordered as ComPhibLant.

Rear Admiral Robert B. Briscoe, USN, was detached as Commander Operational Development Force, Atlantic Fleet, and ordered as Director, Operational Readiness, Navy Department.

Rear Admiral Maurice E. Curts, USN, was detached as Chief, General Planning Group, Navy Department, and ordered as Commander Operational Development Force, LantFlt.

Rear Admiral Francis P. Old, USN, was detached as ComPhibGrp 3 and ordered as Chief, U.S. Naval Advisory Division, Joint U.S. Military Advisory Group, Washington, D. C.

Rear Admiral Heber H. McLean, USN, was detached as ComCruDiv 2 and ordered to Naval Operations, Navy Department, for duty.

Rear Admiral Harry R. Thurber, USN was detached as Senior Member, Naval Advisory Survey Board, China, and ordered as General Inspector, PacFlt.

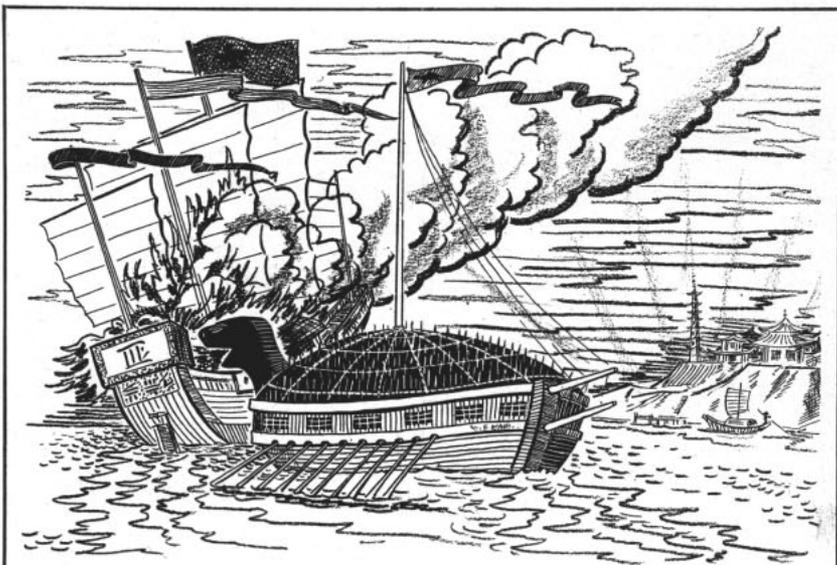
Rear Admiral Arthur H. Dearing, USN, was detached as District Medical Officer, 3d Naval District, New York, and ordered as Assistant Chief of BuMed for Professional and Personnel Operations.

Rear Admiral Edward L. Marshall, USN, was detached as Staff, ComMarianas and ordered to BuDocks, Washington, D. C., for duty.

## First to Receive Commission

Undergoing training in the pre-basic Marine Corps school at Quantico, Va., is the first Negro to receive a regular commission in the Marine Corps. He is Second Lieutenant John Earl Rudder, USMC, from Paducah, Ky.

The 23-year-old officer is one of five men of his race holding commissions in the Marine Corps, the other four as Reserves. He is a former enlisted man who had been transferred from his duty station at Majuro atoll in the Marshall Islands to enroll at Purdue university in the Naval Reserve Officers Training program.



## Korean 'Turtle Ship' First to Use Armor

When America was nothing more than a faraway land of wilderness and the hope for oppressed Europeans, there was begun on the other side of the world an experiment in the use of armor plating which was to revolutionize naval warfare.

However, it was to be almost three centuries later—during the American Civil War—before the United States would give attention to the use of armor plate in her fighting ships.

The story of the world's first armored dreadnaught, an amazing chapter in naval annals, was brought home to American naval strategists in 1862 when the Union ironclad *Monitor* battled the rebel ironclad *Virginia* (better known as *Merri-mac*).

The forerunner of armor-protected vessels was known as a "turtle ship," so termed because of the reptile it represented. It was the brain child of Admiral Yi Sun Sin of Korea, conceived in 1586 when Korea was threatened by a Japanese invasion.

The turtle ship had a length of 120 feet—twice that of the largest

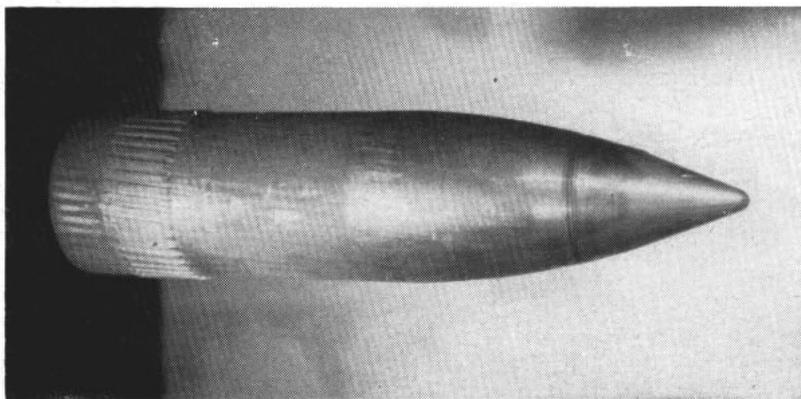
Japanese vessels—and a beam of 30 feet. It was propelled by 20 oars, in addition to an auxiliary sail which was lowered during combat.

Iron plates covered the top and sides, which were lined with spikes to keep the enemy from boarding. The ship's iron prow resembled a fierce turtle head, this addition for ramming purposes. Through an opening in the turtle-head prow warriors shot fire arrows at the enemy.

Similar openings were located in the stern and sides. These were used for firing cannon, shooting fire arrows, and throwing crude bombs and grenades. Adding to the confusion in hopes of scaring off the enemy, sulphur and saltpeter were burned in the hold. Belching smoke and flame gave the ship the appearance of a monster—and incidentally, served as an effective smoke screen.

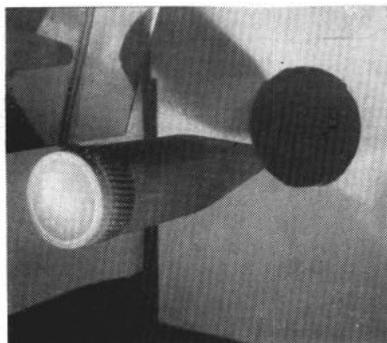
Several of the turtle ships were constructed by the admiral, who successfully annihilated the invading Japs in 1597, ending Japanese battle fleet actions for almost 300 years to come.



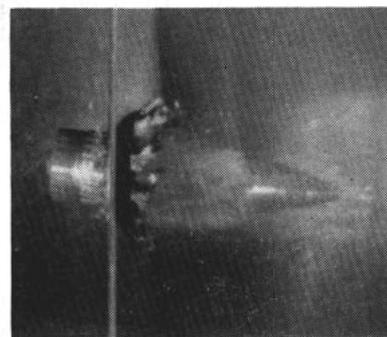


HIGH-VELOCITY projectile is frozen in flight. New advanced photo-techniques have been developed by the Navy for research purposes.

## Photos Stop Projectiles in Flight



SLAMMING into target, the shell is caught an instant before the impact.



TARGET shattered, shell is stopped short by an intense flash of light.



SAME SHELL is stopped twice. Such high-speed shots enable Navy ordnance experts to see for themselves how projectiles will behave in flight.

Shells speeding as high as 2,591 miles an hour through a blacked out chamber are being "stopped" in mid-air by a special photographic technique to give the Navy an insight into flight characteristics.

Ordnance experts at the Naval Proving Ground, Dahlgren, Va., make the photographs by firing shells into a completely dark structure in which an intense flash of light is triggered for approximately two millionths of a second.

This extremely short interval allows a speed-graphic camera to record photographs with considerable clarity.

Six-inch shells are the largest of which excellent shots have been taken, but the Naval Proving Ground is seeking improvements which would give even greater clarity of detail and obtain photos of higher velocity projectiles.

The highest speed successfully photographed, 2,591 miles an hour, equals 3,800 foot-seconds in gunnery language.

Knowledge gained in the studies will be applied to advancement of instrumentation.

## 'School on Wheels'

For the second time this year a cross-country tour is being conducted by the U. S. Armed Forces Institute's "school on wheels"—a mobile educational unit providing educational guidance and counseling service to military personnel.

The unit is covering northeastern U. S. from Maine to Virginia. This tour began in August and is slated to be completed by 12 Dec when the mobile branch office of USAFI returns to its headquarters at Madison, Wis.

During October, November and December the unit will visit naval and other military installations located in Connecticut, New York, New Jersey, Pennsylvania, Maryland, Virginia, the District of Columbia and Ohio. States already visited in this second tour include Illinois, Michigan, Pennsylvania, New York, Massachusetts, New Hampshire and Rhode Island.

Purpose of the traveling USAFI office is to assist permanent education centers and to acquaint service personnel with offerings of USAFI correspondence and self-study courses (see ALL HANDS, June 1948, p. 2). During the first tour earlier in the year information and guidance was given to more than 18,000 service people of whom 2,683 enrolled in voluntary courses.

## Reserve Appointments

To assist in the administrative work brought about by the appointment of some 292,000 permanent Naval Reserve officers, a special oath and acceptance form (NavPers 357) has been printed and made available at all district printing and publication offices.

BuPers Circ. Ltr. 128-48 (NDB, 15 July 1948) announced the availability of the new form.

## Joint Use of Facilities

Greater savings and efficiency is the aim of a new test program which seeks consolidation, elimination or joint use of Army, Navy and Air Force facilities in nine western states.

The nine states in which the pilot program will be initiated are Oregon, Washington, California, Montana, Utah, New Mexico, Arizona, Idaho and Nevada.

The Secretary of Defense previously had asked the Joint Chiefs of Staff to study joint use of air bases by Navy and Air Force units. This in-

### New Color Movie Depicts Navy Antarctic Expedition

Simultaneous premieres of *The Secret Land*, a new Technicolor film depicting the Navy's 1946-1947 Antarctic expedition, will be held in 79 cities on 21 October tying in with Navy Day observances throughout the nation.

The 70-minute production was assembled and edited by experts from approximately half a million feet of color film taken by armed services photographers during the expedition.

Highlights of the documentary film include rescues at sea in sub-zero waters, savage Antarctic storms, plane crash and rescue on the frozen wastes of the southernmost continent and several scenes from on board ships of the expedition.

cluded several new fields being opened and a few bases now in operation.

The Navy and Air Force are also planning to use jointly four aircraft plants, which are being activated in Kansas City, Kans.; Lockland, Ohio; Washington Park, Ill., and Wichita.

### MATS Resumes Transcontinental Flights

Transcontinental flights by the Military Air Transport Service have been resumed.

Limited use of government air transportation for naval personnel under orders resulted from diversion of planes to the Berlin food lift.

Using twin-engined C-47s as replacement for larger planes, MATS has resumed three weekly trips on Mondays, Wednesdays and Fridays between Washington, D.C., and the Air Force Suisun base at Fairfield, Calif. Intermediate stops are made at Dayton, Ohio; Oklahoma City, Okla.; Denver, Colo., and Ogden, Utah.

MATS had operated 16 flights each week prior to cancellation of service on 3 Aug 1948. The reduction to six resulted in cancellation in the number of orders involving transcontinental flying, as well as complete stoppage of air passage for Reservists going on training duty.

There has been an average of 15 seats per plane in each direction.

### Naval War College Material

Information contained in presentations and lectures given at the Naval War College and other service institutions is now available to certain officers not in attendance at the schools.

The new plan, which goes into effect in October 1948, offers to eligible officers an opportunity to keep informed of important matters of professional interest.

Officers eligible to enroll are:

- Naval officers of commander rank and above.
- Marine Corps officers of rank of lieutenant colonel and above.

Applications should be addressed to the Department of Correspondence Courses, Naval War College, Newport, R. I. Although BuPers Circ. Ltr. 144-48 (NDB, 15 Aug 1948) states applications should have reached the Naval War College by 1 October, requests received after that date will be considered.

The information service and enrollments will be on an annual basis for the period corresponding to the academic year at the Naval War College.

The plan is an information service only—not a correspondence course—and does not require submission of written or other work.

When the necessity for additional planes in Germany is removed, resumption of operations on a larger scale is anticipated, including the non-stop "Hotshot" flights.

Meanwhile, Alnav 56-48 (NDB, 15 Aug 1948) established the policy regarding baggage limitation for persons traveling via MATS planes. A maximum baggage limitation of 65 pounds is set for officers, enlisted and civilian personnel of the naval establishment under orders on domestic and foreign flights.

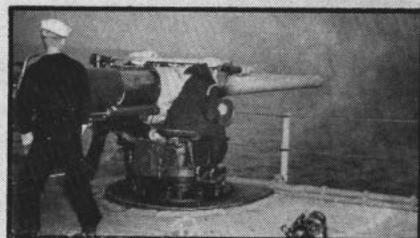
Dependents, including children 16 years of age or over, are allowed baggage weighing 100 pounds. A limitation of 65 pounds is established for children under 16. In no case will authorization be given for baggage of dependents in excess of these maximum weights.

In the case of naval and civilian personnel under orders for the Navy, excess baggage may be carried only if specifically authorized in the orders.

# QUIZ AWEIGH

Okay, sailors, let's test your knowledge of the Navy with a few questions. Check your score below.

- 6—Jackpot  
4—On the ball  
2—Turn on all the blowers!



(1) This gun, now obsolescent, served the Navy through two World Wars. It's (a) 4-inch 50 (b) 5-inch 54 (c) 3-inch 50.

(2) The man standing on the left is called (a) rammerman (b) gun captain (c) shellman.



(3) This ship recently made an around-the-world cruise. It's (a) CV, (b) CVE (c) CVL.

(4) By its identification abbreviation you know that it's a (a) aircraft carrier (b) aircraft carrier, escort (c) aircraft carrier, small.



(5) A man wearing the specialty rate at left is (a) carpenter's mate (b) builder (c) patternmaker.

(6) A man wearing the rate at right is (a) construction electrician's mate (b) photographer's mate (c) steelworker.

ANSWERS ON PAGE 53

# THE BULLETIN BOARD

## All Drill Pay Discontinued For Members of Naval Reserve Drawing Government Pensions

Pay from naval appropriations may not be made to Naval Reservists for drills or periods of active or training duty if they are drawing government pensions, disability allowances, disability compensation or retired pay.

An exception is granted to members of the Fleet Reserve or personnel on the honorary retired list, who are permitted to draw both retired pay and Naval Reserve pay.

Personnel receiving disability payments may continue participation in the Reserve as V-6 volunteer personnel but they cannot be members of or associated with the Organized Reserve.

If there is no evidence of fraudulent enlistment on their part or intent to defraud the government, Reservists attached to or associated with an organized unit may be transferred to the V-6 program as inactive Reservists. Evidence of fraud will result in automatic discharge from the Naval Reserve.

A Naval Reserve directive specifies that personnel transferred to the V-6 inactive Reserve must refund money received for drill attendance or for performing active duty.

If their disability compensation is discontinued or suspended in the future, they then become eligible to join or be associated with an Organized Reserve unit.

## Troop Carrier Reconverted Into Sleek, Luxury Liner

Reconversion to its original status as one of the country's most luxurious liners has taken place for SS *America*, formerly the Navy World War II transport USS *West Point* (AP 23).

The 26,454-ton liner has been purchased by its original owners, the United States Lines. The 723-foot long passenger vessel, costing more than \$17,000,000 to build, was taken over by the Navy as a troop carrier during the war.



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## Uniform Code of Justice For Armed Forces Studied

Possibilities of a uniform code of military justice for the armed forces are being investigated by a new committee appointed by the Secretary of Defense.

Headed by a civilian and drawing active duty representatives from each branch, the committee hopes to complete its report in time to enable a bill based on their proposals to be sent to the 81st Congress which opens sessions next year.

If enacted into law, the new code will supersede the present Articles of War and Articles for the Government of the Navy and will provide for standardized justice procedures throughout the Army, Navy and Air Force.

Army proposals this year to the 80th Congress to revise the Articles of War and Navy requests for changes in the Articles for the Government of the Navy brought attention to lack of uniformity in the two systems of justice.

## Means Listed for Selecting And Identifying Strikers And Prospective Strikers

Means by which prospective strikers and strikers for enlisted ratings may be identified has been announced by BuPers.

Prospective strikers are personnel in pay grade 5, 6, or 7 who have been enlisted for a specific Class A level school and who are earmarked for this school upon completion of recruit training.

Strikers are: (1) school-trained personnel in pay grades 5 or 6 who have satisfactorily completed the course of instruction in a Class A naval school, in the duties of a particular rating or, (2) in-service trained personnel in pay grade 5 who have been especially trained aboard their ship or station, without Class A school training, in the duties of a particular rating and whose training has progressed sufficiently to indicate that such individuals should ultimately attain that rating.

Commanding officers are authorized by the directive, BuPers Circ. Ltr. 153-48, (NDB, 15 Aug 1948) to select and identify as strikers for any general service rating included in the allowance of that activity those personnel in *pay grade 5 only* who have been utilized or trained in the duties of a particular rating, provided:

- Personnel are considered suitable material for petty officer third class.
- They have been in training for the specific rating or utilized in the duties of the rating for a period of at least three months.
- They have satisfactorily completed the applicable training course and practical factors for the petty officer third class rate for which in training.
- In-service trained strikers may not be identified as strikers for rates which list graduation for a Class A service school as a requirement for advancement to the rate.
- As a general rule, the basis for determining the number of strikers should be the difference between the allowance for a specific rating (including authorized strikers) and the number of personnel of that rating

on board. In addition, an appropriate number of additional strikers may be designated to insure selection of the best fitted personnel as opportunities for advancement are made available.

When personnel are once designated as a striker for a particular rating, they may not be advanced thereafter to any other rating by commanding officers, unless authorized by either fleet, force, type or area commanders, commandants of naval districts or river commands, or the Chief of Naval Air Training, as appropriate.

Commanding officers may remove identifying rate symbols for incompetency, provided such action is substantiated by entry in the service record of a proficiency in rating mark of less than 2.5 for the preceding three months' period.

Prospective strikers may not wear specialty marks. Strikers must wear the specialty mark of the rating for which striking.

### **NROTC Grads Must Serve Two Years' Active Duty**

Newly commissioned officers of the Navy or Marine Corps must serve at least two years on active duty following their graduation from colleges at which they participated in the NROTC program.

The active duty requirement is established by the law governing commissioning of NROTC students under the Holloway plan (see ALL HANDS, September 1948, p. 48). At the end of two years' active duty, such regularly commissioned officers have two alternatives by their own requests:

- They may be released to inactive duty in a reserve status.

- They may request retention in USN as career officers, in which case they will be retained on active duty for a third year while being processed. If they are accepted, they will continue as regularly commissioned USN officers. If they are rejected they will become USNR and go to inactive duty.

A third alternative takes care of those officers who do not submit any kind of request at expiration of their two years of active service. In such cases officers will be released to inactive duty as USNR following three years of active duty.

## **Active Duty Officers to Submit Data Cards**

All commissioned and warrant officers now on active duty are required to submit an officer's data card as soon as practicable, with information complete to 1 Aug 1948.

In issuing the above directive, BuPers Circ. Ltr. 140-48 (NDB, 31 July 1948) states that inactive officers recalled to active duty (other than training duty) should submit a card upon reporting. The officer's data card, revised NavPers 340, should be available at all personnel offices.

Instructions for preparing cards follow.

- All previous enlisted service should be shown on the reverse of the card.

- Schools completed, officer or enlisted, should be shown under special qualifications.

- In space marked "N.A. class or Desig. (1)," temporary officers should indicate permanent status—for instance, L-B for permanent boatswain or L-BM for permanent boatswain's mate.

- Present home address and present home telephone number should indicate where officer is currently residing; where he may be most readily contacted.

- For officers of flag rank, only the last five years of service are required on the reverse of the card, and for captains, only the last 10 years.

### **Navy Top Level Officials Move to Pentagon Building**

Offices of Secretary of the Navy John L. Sullivan and other top levels of naval administration are now housed in the Pentagon as a result of interdepartmental moves between the Army and Navy.

Plans called for transfer of approximately 2,500 Navy personnel altogether, including the offices of AstSecNav, AstSecNav for Air and the Chief of Naval Operations and their personal staffs.

The transfer effects concentration under one roof of top Navy officials with those of the Defense secretariat, Army and Air Force.

Between 2,300 and 2,400 Army personnel of several technical branches and associated agencies will move into the Navy Department building during the current fiscal year.

- LTA officers, and officers qualified in submarines or who on 1 Aug 1948 are serving in the submarine force either afloat or ashore, should submit cards in duplicate.

- Cards should not be folded.

Each year the Bureau receives recommendations that the data cards are unnecessary in view of the fact that all information that they contain is already available in the Bureau. Annual submission of new cards, it is said, only creates additional work for individual officers.

The value of these cards to BuPers cannot be over-emphasized as Circ. Ltr. 140-48 states. Their advantages are many, the most important of which is an up-to-date ready reference of an officer's past duties and desires for future assignment at no cost other than that of the card itself.

Whenever there is a significant change in data of the type included on a card, a new card should be submitted. This would be necessary, for instance, when an officer changes his desires concerning future duty assignments.

Cards should be submitted as follows:

- Naval aviators, officers in flight training and officers with an "A" classification, to Deputy Chief of Naval Operations (Attn: Op-54).

- Staff corps officers, including pay clerks, to Chief of Naval Personnel (Attn: Pers-311F).

- All other officers, to Chief of Naval Personnel (Attn: Pers-311).

### **Naval Intelligence School To Administer Mail Courses**

Administration of naval intelligence correspondence courses has been transferred from the Naval War College to the Navy School (Naval Intelligence), Receiving Station, Washington, D. C.

Students enrolled in the course before 15 Apr 1948 will continue their enrollment with the Naval War College at Newport, R. I.

Officers of the various branches of the armed forces eligible for the course are listed in BuPers Circ. Ltr. 142-48 (NDB, 15 Aug 1948).

## Here Are Requirements, Procedures for Advancement in Ratings

### Service, Sea Duty and Mark Requirements

Advancements in rating are to be made only to the next higher pay grade. The chart below outlines the service in pay grade, sea duty and marks required for advancement.

Pay Grade	SERVICE REQUIREMENT	MARKS REQUIREMENTS	
	Present Pay Grade	Proficiency in Rating	Conduct
7 to 6	No specified time for advancements effected on completion of recruit training by Tra-Cens; Otherwise,	None	No mark less than 2.5 for period of recruit training.
	4 mos. naval service	None	No mark less than 2.5 for 1 mo. preceding advancement.
6 to 5	6 months	No mark less than 2.5 for preceding 6 mos. and not less than 3.5 for quarter preceding advancement.	No mark less than 2.5 for preceding 6 mos. and an average of not less than 3.25 for 6 mos. preceding advancement.
5 to 4	6 months	No mark less than 2.5 for preceding 6 mos. and not less than 3.5 for quarter preceding advancement.	No mark less than 3.0 for preceding 6 mos. and an average of not less than 3.5 for 6 mos. preceding advancement.
4 to 3	12 months	No mark less than 3.0 for preceding 12 mos. and an average of not less than 3.5 for 12 mos. preceding advancement.	No mark less than 3.0 for preceding 12 mos. and an average of not less than 3.5 for 12 mos. preceding advancement.
3 to 2	12 mos. and 36 mos. total active service. *Sea duty of at least 6 mos. in pay grades 3 and/or 4.	No mark less than 3.0 for preceding 12 mos. and an average of not less than 3.5 for 12 mos. preceding advancement.	No mark less than 3.0 for preceding 12 mos. and an average of not less than 3.5 for 12 mos. preceding advancement.
2 to 1A	36 months. *Sea duty of at least 6 mos. in pay grade 2.	No mark less than 3.0 for preceding 24 mos. and an average of not less than 3.5 for 24 mos. preceding advancement.	No mark less than 3.0 for preceding 24 mos. and an average of not less than 3.5 for 24 mos. preceding advancement.
1A to 1	24 mos. OR 12 mos. Sea duty in pay grade 1A. (2 mos. shore duty may be counted as the equivalent of 1 mo. sea duty.)	No mark less than 3.5 for 12 mos. preceding advancement. (In addition no mark in any other subject less than 3.5 for 12 mos. preceding advancement.)	No mark less than 4.0 for 12 mos. preceding advancement.

\* Sea duty for advancement to pay grades 2 and 1A not required for enlisted women, for personnel in IM, OM, CT, MA, DM and JO ratings, for personnel in Group IX (aviation) ratings and for personnel classified L5 or L6 by BuMed.

A new and considerably different policy for advancement in rating of enlisted personnel has been announced by BuPers.

The directive, BuPers Circ. Ltr. 155-48 (NDB, 15 Aug 1948) covers in detail all requirements and procedures affecting advancement of enlisted personnel. The letter gives detailed information on service, sea duty and service school requirements for advancement. New instructions for competitive advancement to pay grades 4, 3 and 2 are given. Information regarding service-wide competitive exams for advancement to pay grade 1A and appointment to pay grade 1 are included, as well as instructions for changes in rating and changes in rate symbols.

The provisions of the letter became effective 1 Oct 1948.

Introduction of a "career advancement" policy is one of the more important features of the new directive. Several ratings which have been "frozen" because of an excessive number of men within the rating group are now open to advancement by area competition. BuPers intends to advance a certain number of men to each and every rate. This is being done to give every man in the Navy an opportunity for advancement, regardless of the rating he holds or in which he desires career training and utilization.

Some of the major changes announced by the letter include:

- All ratings are open for advancement. This means no ratings are "frozen," but does not mean all ratings are open to unlimited advancement. The vacancies or lack of vacancies in the complement of an individual ship or station will not affect a man's opportunity for advancement.

- Advancements to pay grade 4 and 3 have been placed on a competitive basis, which makes all advancements to pay grades 2, 3 and 4 on an area-wide competitive basis and advancements to pay grade 1A on a service-wide competitive basis.

- The sea duty requirement for advancement from pay grade 2 to pay grade 1A has been reduced to six months for most ratings. For several ratings no sea duty is required for advancement from pay grade 2 to pay grade 1A. (See chart).

- The service required for change

in status from pay grade 1A to pay grade 1 is now either 24 months ashore or 12 months sea duty. Periods served at sea and ashore may be combined in determining eligibility, counting two months shore duty as the equivalent of one month sea duty.

• Personnel in pay grades 5, 6 and 7 may be advanced only in the proper rating channel. This means: *Seamen* advance only to ratings listed under rating structure Group I (deck), II (ordnance), III (electronics), IV (precision equipment), V (administrative and clerical) and VI (miscellaneous). *Firemen* advance only to ratings in Group VII (engineering and hull). *Constructionmen* advance only to ratings in Group VIII (construction). *Airmen* advance only to ratings in Group IX (aviation). *Hospitalmen* advance only to ratings in Group X (medical). *Dentalmen* advance only to ratings in Group XI (dental) and *stewardsmen* advance only to ratings in Group XII (steward).

Commanding officers have been authorized to advance enlisted personnel in rating when they are eligible under current instructions without regard to vacancies in complement as follows: *Pay grade 7 to 6* upon completion of recruit training or upon fulfillment of service and mark requirements (see chart page 42) if not previously advanced.

Commanding officers may advance personnel from *pay grade 6 to pay grade 5* when qualified. They may also advance personnel from *pay grade 5 to pay grade 4*, *pay grade 4 to pay grade 3* and *pay grade 3 to pay grade 2* as a result of competitive exams and upon receipt of specific authority from the cognizant commander (see list page 47) or from the appropriate commander to whom such authority has been redelegated by ComServPac or ComServLant. Advancements to pay grade 1A and changes in status from pay grade 1A to pay grade 1 may be made only upon receipt of specific authority from BuPers.

All requirements for advancement in rating and changes in status must be fulfilled. In any case where they are not, the advancement is subject to cancellation by BuPers.

Personnel in *temporary duty status* are eligible for competitive examination and for advancement. They may compete for advancement under the quota assigned to the cognizant com-

mander in whose area their temporary duty station is located (see list page 47) and may be advanced by the temporary duty station. Service records must be at the person's temporary station, or available to it, in order to certify eligibility.

Personnel *hospitalized* are not eligible for competitive examination or for advancement. However, personnel in pay grade 2 may be recommended for competitive pay grade 1A examinations if the commanding officer of the activity from which the individual was hospitalized and the medical officer in command of the hospital agree in writing and may compete in pay grade 1A examinations while hospitalized.

Personnel in *transient status* are not eligible for competitive examinations or advancement with the exception that personnel previously recommended by commanding officers prior to the date of the exam for pay grade 1A are eligible to take the exam.

Personnel in *school under instruction* may take competitive examinations and be advanced if attending a class B level school and holding the rate for which they are receiving advanced schooling. Personnel in pay grades 7 and 6 attending schools are eligible for advancement to pay grades 6 and 5 respectively.

In order to fulfill the required proficiency in rating marks for advance-

ment, personnel under instruction in schools should be given a mark in interest and application in the course of instruction. This mark may be substituted for the proficiency mark only for the period the individual is under instruction and may be combined with previously assigned proficiency marks in determining eligibility.

**Service, sea duty and mark requirements for advancement** — The chart appearing on page 42 shows the latest requirements for advancement in rating.

Service which may or may not be counted in determining an individual's eligibility for advancement in rating or appointment to pay grade 1 is as follows: Service performed in present pay grade during current tour of active duty may be counted. If a man's current enlistment was made under continuous service—that is, if not more than three months elapsed between the expiration of old enlistment and reenlistment—then the service performed in present pay grade during the previous enlistment may also be counted.

Service performed in present pay grade during a prior tour of active duty may be counted if an individual entered upon his current tour of active duty three months or less after being released from his previous tour of

## Different Classes of Navy Service Schools

As a result of correspondence from personnel asking for a definition of what constitutes the different classes of Navy service schools, ALL HANDS is publishing this information. Service schools are divided into four classes. They are:

• **Class P schools**—Designed to conduct training at a preparatory or basic training level. The length of the course for the Class P schools will vary from eight to 12 weeks.

• **Class A schools**—Designed to cover the ground work for general service ratings. The curricula for Class A schools include all the technical qualifications required for petty officer third and second class. The length of the course for Class A schools will vary from nine to 44 weeks.

• **Class B schools**—Designed to prepare enlisted personnel for the

higher petty officer rates. The curricula include all technical qualifications for petty officer first and chief petty officer. The length of the course will vary from 14 to 60 weeks.

• **Class C schools**—Designed to train enlisted personnel in a particular qualification or skill which does not cover the full requirements for a general service rating. The curricula for these schools are designed around the special qualification or skill which is desired. Class C schools are further divided into subclasses:

**Class C-1 schools**—Includes all class C schools located in naval establishments.

**Class C-2 schools**—Includes all special schools recognized by the Chief of Naval Personnel and operated in civilian manufacturing plants.

active duty. In other words, any period of inactive service of over three months between present and previous tours of active duty, or in any case where over three months elapsed between discharge and reenlistment, the time served in present pay grade in a past enlistment or tour of active duty may *not* be counted.

Period between discharge and reenlistment or enlistment, regardless of the number of days and the fact that service may be considered as "continuous" because less than three months elapsed between discharge and reenlistment, may not be counted as time served in present pay grade or in totaling active service. No period of inactive duty may be counted as time served in present pay grade or in totaling active service.

Personnel who were enlisted or reenlisted in a rate lower than the rating held when discharged must again fulfill the service in pay grade requirements for each future advancement in rating.

Personnel reduced in rating for disciplinary reasons are required to fulfill once again the service and other requirements for advancement in rating. However, personnel in pay grades 1 or 1A reduced to pay grade 2 by disciplinary action will be considered eligible to compete for readvancement to pay grade 1A if, on the date set as the latest that eligibility requirements may be fulfilled, a period of at least 24 months has been served in

the lower pay grade and provided the individual has maintained the marks required. Service in pay grade performed before the date of the offense which resulted in reduction in rating or prior to termination of confinement (where confinement was served as a result of a deck court or court martial sentence) may not be counted in determining eligibility for advancement.

Where total active service is a prescribed requirement for advancement, the total of all previous active service as USN, USNR and USN-I may be counted.

Sea duty, for the purpose of determining whether a man is eligible for advancement or appointment to pay grade 1, is defined as follows:

- Duty in vessels or units assigned as a part of the organization of the sea going forces; duty beyond the continental limits of the United States, including Panama and Alaska; duty in units of the Fleet Marine Force.

- Duty in vessels assigned to continental naval districts and river commands and duty in shore-based fleet activities within the continental limits may not be counted as sea duty for advancement purposes. However, if the district vessels or personnel attached to shore-based fleet activities are engaged in operations at sea for more than 50 percent of the days in the period involved, the entire period may be credited towards fulfilling sea duty requirements. No day may be counted during which the period of operations was less than four hours.

Sea pay is *not* a governing factor in determining whether a particular type of duty is considered sea duty for advancement purposes. Sea duty is computed on a monthly basis, and periods of less than one month, when totaled, will be considered on the basis of 30 days being equivalent to one month.

Sea duty starts on the day of reporting to an assignment, or on the date of transfer from an activity within the continental limits for transportation to an activity considered as sea duty for advancement purposes. Sea duty ends on the date of transfer from such an activity, or on the date of reporting to the first shore activity, within the continental limits when transportation from outside the continental limits is involved.

The following duty may not be counted as sea duty for advancement purposes if the individual was serving in a sea duty status just prior to any

of these periods: (1) Leave in excess of 60 days where personnel return to sea duty; (2) All leave where personnel report to shore duty upon its expiration; (3) Periods between discharge and subsequent reenlistment; (4) All time spent in continental hospitals as a result of misconduct; (5) Time spent in continental hospitals, on convalescent leave, or in a similar

### Convening Authorities For Pay Grade 1A Exam

Listed below are those commanders who have been authorized by BuPers to convene main examining board for advancement to pay grade 1A. These commanders have authority to authorize and direct subordinate commanders to appoint local examining boards where they consider it necessary; ComServPac; ComAirPac; ComBatCruPac; ComDesPac; ComSubPac; ComPhibPac; ComTraComdPac; ComPacResFlt; ComWeSeaFron; ComAlSeaFron; ComHawSeaFron; Com 14; Com 17; ComNavWesPac; ComNavFE; ComSoPac; ComMarianas; ComNavPhil; ComNavPortFac, Shanghai; ComNavPortFac, Tsingtao; ComServLant; ComAirLant; ComBatCruLant; ComDesLant; ComSubLant; ComPhibLant; ComTraComdLant; CoMinLant; ComLantResFlt; ComEastSeaFron; ComCaribSeaFron; Com 10; Com 15; CincNELM; CNA TRA; CNAVANTRA; CNABasicTra; CNA ResTra; CNATechTra; CNATE; CNO (CNC); COs of vessels of Naval Transportation Service.

For the purpose of competitive examinations for pay grade 1A rates, the commanders listed below have jurisdiction over personnel attached to recruiting stations and offices of naval officer procurement which are located within the geographic limits of their naval district or river command as well as for personnel assigned within their command: Com 1; Com 3; Com 4; Com 5; Com 6; Com 8; Com 9; Com 11; Com 12; Com 13; ComSRNC; ComPRNC (includes bureaus, boards and offices of the Navy Department other than CNO (CNC)).

### Transferee Added on Bottom Of Advancement Waiting List

Transfer from one command to another in a different area will result in an individual on a waiting list for advancement to pay grade 4, 3 or 2 being added on the bottom of the list maintained by the new command.

When transferred to another area, names of personnel are removed from the waiting list maintained by the area from which transferred. However, suitable entry as to an individual's status in regard to advancement should be made on page 9 of the service record when transferred and a certified copy of the report of examination for advancement in rating (NavPers 624) filed in their service record.

status for periods of more than 60 days; (6) Duty in connection with fitting out new construction vessels or recommissioning vessels for periods of more than 60 days.

If a man is ordered from sea duty for temporary additional duty under instruction at a school within the continental limits, and is returned to sea upon satisfactory completion of the course, it may be counted as sea duty. However, if the course of instruction is longer than three months, only three months may be counted as sea duty for advancement purposes. Duty in the Reserve Fleets is not considered sea duty for advancement purposes.

The periods of time listed under "marks requirements" (see chart page 42) are those periods just prior to the date of advancement, or the date announced that eligibility requirements must be fulfilled. Where marks are lowered the date of the offense and not the end of the marking period will be used to determine the earliest date of eligibility for future advancement, except when personnel are reduced in rating and confined the date the confinement ends will be used instead of the date of the offense. Whenever a conduct mark of less than 4.0 is given an entry to explain the reason must be made on page 9 of the service record, unless a previous entry has been made during the period covered which would account for it.

In order to be eligible for advancement personnel classified L5 or L6 by BuMed must be physically capable of performing all the duties of their ratings consistent with their classifications.

Personnel in a probationary status as a result of disciplinary action are eligible for advancement in rating, but are not eligible for appointment to pay grade 1.

**Training courses and service school requirements**—All candidates for advancement in rating must complete pertinent parts of existing and applicable training courses which are listed in column two of enclosure (A) to BuPers Circ. Ltr. 6-48 (NDB, 15 Jan 1948) and the general training courses for petty officers (NavPers 10602-3) in preparing for advancement to each petty officer rate.

When new training courses covering the new (present) rating structure are issued to the service the completion of these courses will be required in place of the courses mentioned above. Full advantage should

be taken of applicable USAFI courses in preparing for advancement in rating.

**Competitive advancement to pay grade 4, 3, and 2**—Personnel may be advanced in rating to pay grade 4, 3 and 2 only after specific authority is received from the cognizant commander (see list page 47) or from a commander whom ComServLant or ComServPac has reallocated a quota, or from BuPers in acting on recommendations submitted by activities not included under the jurisdiction of the commands listed on page 47.

Personnel not actually assigned to units under the jurisdiction of commands listed on page 47 and who may be serving with other branches of the armed forces or with other departments of the government may compete for advancement, if eligible, within the quota assigned the commander in whose geographical area they are located.

Personnel in commissioning details may be advanced to pay grade 4, 3 and 2 rates within the quota allocated to that particular naval district until the vessel is commissioned and assigned to a fleet.

Competitive examinations will be held either quarterly or semi-annually, depending upon how often it is considered necessary that men in each individual rating group be examined for advancement. The respective commanders to whom BuPers allocates quotas will make the decision as to whether the exams are to be held quarterly or semi-annually.

All candidates for advancement in rating must take the examination within the six months period prior to the date announced that advancements will be effected.

During the first quarter (3 months) of the six-month period prior to the date advancements are to be effected the following personnel may be examined:

**For pay grade 4 rates**—Those whose eligibility is anticipated by the 16th day of the second month of the quarter.

Example: John Doe, SN, is a candidate for advancement to GM3. Let's say the date announced that advancements will be effected is 16 February. He may take the exams given during the three months period immediately preceding 16 February, if, by 16 February it is expected that he will have fulfilled all other eligibility requirements.

**For pay grade 3 and 2 rates**—Those whose eligibility is anticipated by the 16th day of the second month of the quarter (example above applies) and those whose eligibility is anticipated by the 16th day of the following quarter.

In the latter case the following example applies: W. T. Door, GM2, is a candidate for advancement to GM1. Let's say the date announced that advancements will be effected is 16

## Volunteer Naval Reservists Now Eligible to Compete For Academy Appointments

Liberalization of eligibility requirements for competing for Naval Academy appointments opens the door for thousands of Naval Reservists not eligible previously.

The modification sets 14 days active or training duty performed prior to 20 Apr 1949 as the only service requirement necessary to compete in entrance examinations for appointment to the Naval Academy next year.

Under previous regulations, Reservists were required to be attached to or associated with an Organized Naval Reserve unit and to have attended a minimum of 27 drills or equivalent duty between 1 July of the year preceding appointment and the date of the mental examination, which is the third Wednesday in April of the year of appointment.

Other requirements specify that Naval Reserve candidates must be:

- Citizens of the U.S.
- Not more than 21 years of age on 1 April of the year in which they are appointed. For personnel with one year of honorable service during World War II, the age limit is raised to 23 years.
- Must have been in the Naval Reserve at least one year by 1 July of the year of appointment.
- Recommended by their commanding officers, in addition to having a good record.
- Capable of meeting the same moral, mental and physical requirements of other candidates.

Reservists may apply for appointment to the academy by submitting a request via the individual's commanding officer or the naval district commandant.

May. He would be eligible to take competitive exams which are given any time after 15 November of the preceding year if, by 16 May, it is expected that he will have fulfilled all other eligibility requirements.

Maintaining a six-month waiting list, convening examining boards, preparing competitive examinations and other details connected with selecting by competition the men best suited for advancement will be a function of the commanders to whom BuPers allocates quotas.

Personnel will not be retained on waiting list after discharge. They will not be removed from waiting list however, if they reenlist on board within 24 hours. They will be replaced on waiting lists only if they reenlist under continuous service (within three months) in the same organization covered by the waiting list.

Advancements to pay grades 4, 3 and 2 will normally be made effective

on the 16th days of the second month of each quarter. When the 16th falls on a Saturday, Sunday or national holiday the date of the first normal working day following the 16th will be substituted. When authorizations for advancement of individuals do not arrive at commands by the 16th an additional allowance of approximately 14 days following the specified date is permitted in which to effect advancements.

BuPers considers the competitive system will provide the maximum opportunity for advancement of each enlisted person in the Navy, and does not desire recommendations for advancement of individuals except on a competitive basis.

**Service-wide competitive examinations for advancement to pay grade 1A**—BuPers plans to hold service-wide, competitive pay grade 1A examinations annually. Personnel should not be recommended for pay grade 1A except at such time as instructions are issued announcing the exams. The names of personnel who qualify by passing the examination will be placed on a waiting list maintained by BuPers in the order of final multiple scores attained in each rating. Advancement of individuals on the list will be made by BuPers. The list will not be published.

A list of the commanders who have been given authority by BuPers to convene main examining boards for pay grade 1A is shown on page 44. These convening authorities may, at their discretion, direct subordinate commanders to appoint necessary local examining boards to conduct examination of candidates within their commands. Commanding officers of ships assigned to the Naval Transportation Service having candidates for examination may appoint local examining boards and are charged with the responsibility of supervising these boards.

Personnel who take one examination but who are not advanced to pay grade 1A prior to the date a new set of examinations is issued are required to re-take the exam. Examinations will be marked and graded by BuPers and no key to the exams will be furnished examining boards.

Recommendation of candidates to take competitive examinations for pay grade 1A will be made by commanding officers to the appropriate convening authority (see list on page 44) in accordance with BuPers instructions and specific instructions which

may be issued by those authorities to commands under their jurisdiction.

Personnel taking the examinations should not be placed in a transient status on the date the examinations are to be held, making them unable to compete under any command, if it can be avoided.

**Appointments to pay grade 1**—Nominations for appointment to pay grade 1 should be submitted to BuPers in advance of the anticipated eligibility date. The effective date of appointment will be determined by BuPers, but will not be earlier than the date the individual was recommended. BuPers Manual, Article D-5111, contains detailed instructions for submission of recommendations and should be followed closely.

**Changes in rate and rate symbols**—Commanding officers are authorized by BuPers to make the following changes in rating without reference to BuPers, provided: (1) the personnel concerned are volunteers for the change in rating; (2) they are qualified in all respects for the new rates; (3) a vacancy exists in the activity's allowance: SN to FN or to AN; SA to FA or to AA; FN to SN; FA to SA; AN to SN; AA to SA.

Commanding officers are authorized by BuPers to make the following changes in rating without reference to BuPers, provided: (1) personnel are graduates of the specified school; (2) personnel are qualified in all respects for the new rates: SN to CN and SA to CA (if graduate of Construction Battalion school maintained by BuPers); SN to HN and SA to HA (if graduate of hospital corps school maintained by BuMed); SN to DN and SA to DA (if graduate of a dental technician's school maintained by BuMed).

BuPers considers that personnel who have received sufficient training, either in school or in service, to be identified as a striker for a particular rating should be eligible for advancement to only that rating. Using personnel in billets of other ratings should be avoided, especially in the higher pay grades.

**Enlisted women**—Enlisted women of the regular Navy are eligible for advancement in rating under the same instructions as are all other regular Navy personnel. Enlisted women are eligible for advancement to and within the following ratings only, and are not to be assigned as strikers for any other ratings: FT, ET,



**'Whyte Hatt' Will Depict Advantages of Navy Life**

A bulletin board poster comic strip which will be distributed to all ships and stations five times yearly is being published by BuPers.

Featuring a character known as "Whyte Hatt," the strip will graphically illustrate the advantages of a career in the Navy by comparison with the advantages generally available in civilian life.

The strip will appear in color, each strip containing a complete adventure.

IM, OM, TE, RM, CT, YN, PN, MA, SK, DK, CS, JO, PI, LI, DM, PH, SN, SA, AD, AT, AL, AC, AE, AM, PR, AG, TD, AK, AN, AA, HM, HN, HA, DT, DN and DA.

Instructions for appointing enlisted women to pay grade 1 are contained in BuPers Circ. Ltr. 3-47 (AS&SL, Jan-June 1947).

Enlisted women are not required to meet the military requirements contained in articles xxx.107, xxx.109, xxx.110, xxx.112 and xxx.205 of Qualifications for Advancement in Rating, 1947 Edition (Corrected) (NavPers 18068). Women being examined for advancement to seaman are not required to meet the requirements of articles 450.101, 450.102, 450.103, 450.104, 450.201, 450.202, 450.203, 450.204, 450.205 and 450.206.

**USNR Personnel on Active Duty**—Naval Reserve personnel on active duty with the regular Navy and paid under the appropriation PSNP are eligible for advancement in rating under the same instruction as are regular Navy personnel. Reservists on active duty with the Naval Reserve are not eligible for advancement under the same instructions as are regular Navy personnel, though instructions covering their advancement is practically identical.

**Fleet Reservists and Retired Enlisted Personnel on Active Duty**—Fleet Reservists and retired enlisted personnel on active duty are eligible for advancement and appointment to pay grade 1 under the same instructions as are regular Navy personnel.

**Repatriated Enlisted Personnel**—Although BuPers considers that practically all repatriated enlisted personnel have received the full benefits of advancements in rating authorized by BuPers Circ. Ltr. 39-46 (AS&SL, Jan-June 1946), the provisions of that letter are still in effect for those repatriated enlisted personnel whose period of 18 months following first reporting to a permanent duty station after hospitalization, processing and leave has not expired. All other advancements in rating or appointments to pay grade 1 following the conclusion of 18-month period will be under the same instructions as apply to other regular Navy personnel.

**Temporary officers, USN and USNR, whose permanent status is enlisted**—Advancement in rating in their permanent enlisted status of personnel serving under original temporary appointments as warrant or commis-

sioned officers will be effected as outlined in BuPers Circ. Ltr. 126-45 (AS&SL, Jan-June 1945), and *not* as prescribed for other regular Navy personnel by current instructions. Personnel in this category will not be

required to compete for pay grade 1A rates under the same conditions as are other regular Navy personnel. BuPers has requested that commanding officers bring these facts to the attention of all temporary officers.

## Quotas to Be Allocated for Advancement

All Navy personnel will get an opportunity to compete for advancement in rating to pay grades 4, 3 and 2 if eligible. They may compete for advancement for the quota assigned to the command in which they are serving. BuPers will allocate periodic quotas for advancement in rating of enlisted personnel to pay grade 4, 3 and 2 rates to the 17 commands listed below:

- **ComServLant** — ComServLant's quota will include personnel assigned vessels and shore based activities under the administrative cognizance of CincLant and CincLantFlt (including LantResFlt, naval components of ComMATS, MATS continental division and ComFltLogSupWing-Lant); personnel assigned vessels or activities under CincNELM; Navy personnel assigned FMFLant; personnel assigned In-Service Craft which are specifically assigned to LanFlt, 10th and 15th Naval Districts; personnel assigned to 10th and 15th Naval Districts; personnel assigned Eastern and Caribbean Sea Frontiers and personnel assigned vessel of the Naval Transportation Service operating in Atlantic Ocean or European-African waters.

- **ComServPac** — ComServPac's quota will include personnel assigned vessels and shore-based activities under the administrative cognizance of CincPacFlt (including PacResFlt, components of MATS Pacific Division, including Asiatic Wing, ComFltLogSupWingPac); Navy personnel assigned FMFPac; personnel assigned In-Service Craft which are specifically assigned to PacFlt, 14th and 17th Naval Districts; personnel assigned 14th and 17th Naval Districts; personnel assigned Western, Hawaiian and Alaskan Sea Frontiers; personnel assigned vessels of Naval Transportation Service operating in Pacific and Indian Oceans, including Asiatic waters.

- The commandant of each continental naval district's quota will include personnel assigned In-Service Craft specifically assigned each of these districts; personnel assigned certain activities within the geographical limits of each naval district but who do not come under the normal administration of the naval district such as recruiting personnel, naval officer procurement personnel and Navy personnel assigned Marine Corps activities (except Fleet Marine Force activities).

- **Commandant Severn River Naval Command's** quota will include personnel assigned SRNC, including those assigned to In-Service Craft which are specifically assigned SRNC.

- **Commandant Potomac River Naval Command's** quota will include personnel assigned PRNC, including those assigned to In-Service Craft which are specifically assigned PRNC; personnel assigned certain activities within the geographical confines of PRNC but who do not come under the normal administration of the command; personnel assigned bureaus, boards and offices of the Navy Department; personnel assigned to such special craft as are serving directly under CNO; personnel assigned to CNO (Op-32) and CNO (Op-27) serving outside the continental limits, or personnel in comparable assignments.

- **CNATra's** quota will include personnel assigned CNATra, CNA-BasTra, CNAVanTra, CNATechTra and CNAResTra.

- **CNATE's** quota will include personnel assigned CNATE.

- **CNO (CNC)'s** quota will include personnel assigned to CNO (CNC), regardless of geographical location. These personnel are attached to supplementary radio stations, communication security units, radiophoto units and such other units as may be designated.

## 48 Ships and 12 Air Squadrons Get Battle Efficiency Pennants

If you see a group of sailors walking on the beach with a gait that is a little livelier and appearing just a nite cockier, you'll know they're probably crew members from one or more of 48 ships and 12 aircraft squadrons awarded battle efficiency pennants.

You'll be certain, moreover, if you note whether they're wearing the battle efficiency "E" badge on the arm of their uniforms. It's that "E" signifying their contribution to the pennant winning by their ships which display readiness and fitness as integrated units.

The Navy's first postwar efficiency contests mark a return to annual competition among operating forces to determine over-all performance of ships and aircraft squadrons in all forms of battle exercises. Judging is based on performance of the entire ship or squadron, and not by individual departments as in the past.

First postwar competition period ended 1 July. Awards are made to the ships and squadrons under the revised fleet training program.

### Cruiser and Two Tin Cans Visit India and Pakistan

A good-will visit to India and Pakistan was made by *uss Toledo* (CA 133), *uss Chevalier* (DD 805) and *uss Higbee* (DD 806).

It was the first time U.S. Naval ships have visited these countries since they acquired their new status as individual dominions. Prior to this cruise *Toledo* operated in Japanese waters as flagship for ComSupGrpNavFE.

The new fleet training program means that contests are based on intratype performance of each ship or aircraft squadron as a fighting unit in competition with all other ships or squadrons of its type in the same fleet. Thus, submarines compete in over-all performance against submarines, destroyers against destroyers, fighter plane squadrons against fighter plane squadrons, etc.

Aside from the battle efficiency pennant which winning ships can fly

at the foretruck, being adjudged competition winners means money in the pockets of enlisted crew members. Eligible enlisted men receive prize money amounting to \$20 per man. In addition they are entitled to wear the "Es," provided by the Navy free of charge, on their uniforms.

This year's revival of fleet battle competition included two awards—the regular CNO prize money awarded to enlisted men, and the Marjorie Sterrett Battleship Fund. Selected from among battle efficiency pennant winners for the latter award were two vessels, one from the Pacific and the other from the Atlantic Fleets.

Adjudged top in the Sterrett competition was the heavy cruiser *uss Helena* (CA 75), Pacific Fleet; and the light cruiser *uss Providence* (CL 82), Atlantic Fleet. Each ship was awarded \$710.95 to be deposited in the ships' recreation funds earmarked for the exclusive benefit of enlisted personnel.

The Sterrett award, first started 21 years ago from a dime contribution by a New York schoolgirl, differs this year from regulations before World War II. Previously the fund paid cash prizes annually to turret and gun crews making highest scores in short-range battle practice, and to submarine crews making highest score in torpedo firing.

At the present time, however, the award is made to the entire ship on the basis of over-all performance. This is in keeping with the Navy's emphasis on maintaining readiness and fitness of ships as a whole, particularly fitting the new training program to meet demands of new weapons and new concepts of warfare.

Winners of the Sterrett award are selected by the Chief of Naval Operations—one ship in each ocean fleet of the same type, if practicable.

Winning ships are permitted to fly the battle efficiency pennant until announcement of next year's competition. Enlisted men entitled to wear the "E" are authorized to possess it as a part of their uniform for the year during which their ships' battle efficiency pennant is flown.

The battle efficiency pennant is a red triangular pennant on which is centered a black ball. Appropriate ceremonies marked the hoisting of the

## Old Log Shows Times Haven't Changed



SHIP'S LOG of 56 years ago is read by L. C. Flick, QM2, USN, who finds entries about like those of today.

Times change but little for quartermasters.

When *USS Ingraham* (DD 694) pulled into Puget Sound Naval Shipyard, Bremerton, Wash., Luther C. Flick, QM2, USN, took time out to compare notes with a log from *USS Nipsic*, written 56 years ago while the ship was in "Puget Sound U.S. Naval Station," forerunner of the Bremerton yard.

Except for the intervening change to the Navy 24-hour clock, the log's general makeup and phraseology were markedly similar to those he used on *Ingraham*.

His practiced eye observed, however, that exact times were frequently ignored throughout the log.

And in the Bremerton area at least, Flick found they were still making practically the same entry after more than half a century. *Nipsic's* log entry of 23 Mar 1892 read:

*Rain. Carpenter engaged in building house over hatches.*

pennant to the foretruck where it will fly until announcement of next year's winners.

Complete battle efficiency pennant winners, by types, follow:

- Cruisers—uss *Helena* (CA 75), uss *Providence* (CL 82) and uss *Spokane* (CLAA 120).

- Carriers—uss *Philippine Sea* (CV 47) and uss *Valley Forge* (CV 45).

- Destroyers, DEs—uss *Samuel B. Roberts* (DD 823), uss *Putnam* (DD 757), uss *Ernest G. Small* (DD 838), uss *Leary* (DD 879), uss *Charles R. Ware* (DD 865), uss *Fiske* (DD 842), uss *James E. Kyes* (DD 787), uss *Hollister* (DD 788), uss *McKean* (DD 784), uss *Keppler* (DD 765), uss *Robert L. Wilson* (DD 847), uss *Lyman K. Swenson* (DD 729), uss *William M. Wood* (DD 715), uss *Newman K. Perry* (DD 883), and uss *Marsh* (DE 699).

- Submarines—uss *Spinax* (SS 489), uss *Sarda* (SS 488), uss *Odax* (SS 484), uss *Segundo* (SS 398), uss *Razorback* (SS 394), uss *Chopper* (SS 342), and uss *Cabezon* (SS 334).

- Seaplane Tenders—uss *Timbalier* (AVP 54) and uss *Suisun* (AVP 53).

- Destroyer Tenders—uss *Shenandoah* (AD 26) and uss *Prairie* (AD 15).

- Submarine Tenders, Rescue Vessels—uss *Tringa* (ASR 16), uss *Orion* (AS 18), and uss *Sperry* (AS 12).

- Transports—uss *George Clymer* (APA 27), uss *Weiss* (APD 135), uss *Bexar* (APA 237), and uss *Begor* (APD 127).

- Landing Ships—uss LST 601, uss LSM(R) 412, uss LST 519, and uss LST 845.

- Minesweepers — uss *Wheatear* (AM 390), uss *Grouse* (AMS 15), and uss *Hobson* (DMS 26).

- Auxiliaries—uss *Canisteo* (AO 99), uss *Mosopelea* (ATF 158), and uss *Amphion* (AR 13).

Aviation squadron pennant winners include:

- Pacific—VMF 214 on uss *Rendova* (CVE 114); VF 11A on uss *Valley Forge* (CV 45); VA 5A training squadron of ComAirPac; VP HL13 and VP MS7, Fleet Air Wing, Pac.

- Atlantic—VMF 212, FMF, Atlantic; VP HL11 and VP MS9, Fleet Air Wing, Atlantic; VF 7A on uss *Leyte* (CV 32); VA 17A training squadron of ComAirLant; VF 1B and VA 2B on uss *Midway* (CVB 41).

### 32 Navy, MarCor Officers Observers in Palestine

Thirty-two Navy and Marine Corps officers are among U. S. military observers and communications men serving in Palestine. The Navy is providing 17 and the Marine Corps 11 observers. Four naval officers are handling communication facilities.

### 60 Navy, MarCor Officers Compete for Scholarships

Sixty Navy and Marine Corps junior officers will compete with civilian scholars later this year for 32 of the coveted Rhodes scholarships for matriculation at Oxford University, England.

The 51 Navy and 9 Marine Corps officers with qualifications to enter the 1948 scholarship competition were chosen by a naval selection board convened for the purpose. By ranks, the following numbers of officers were selected—ensigns, 36; lieutenants (junior grade), six; lieutenants, six; lieutenant commanders, three; second lieutenants, three; first lieutenant, one; and majors, five.

The 32 scholarships are the United States' quota for 1948. Competitive examinations will be held in the various states in December. Naval competitors must possess high scholastic ability and have been in the top 20 per cent of their classes while attending the Naval Academy or comparable standing in a civilian college or university.

### All Amateur Radio Operators Are Urged to Participate In Navy Day Code Contest

Amateur radio operators, and others who desire, have been invited to participate in the 20th Navy Day Receiving Competition on 27 Oct when a message from Secretary of the Navy Sullivan will be transmitted via radio.

The text of the message will be run on two schedules: one from Washington, D.C.: NSS, 9 p.m. EST (0200 GCT), simultaneously on 122, 4390, 9425 and 12,630 kc.; the other from San Francisco, Calif.: NPG, 7:30 p.m. PST (0330 GCT), simultaneously on 115, 4390, 9225 and 12,540 kc.

A letter of appreciation will be given by the Navy Department to anyone who makes a perfect copy of the text of one message. Only the best copy of either message should be submitted in the competition as no extra credit will be given for copying both stations' text. Should both messages be entered in the competition, indication should be made.

Only the text of each message shall count, which includes punctuation but excludes the preamble, break signs and tape-punching errors.

Copies are to be mailed to ARRL Communications Department, West Hartford, Conn. Contestants are requested to state whether they are, or have been, members of the Naval Reserve or regular Navy.

Transmission will be approximately 25 words per minute, International Morse code, and will be preceded by a five minute CQ call.

### Honored for Action Against Enemy Subs

CompRon 13 has been awarded the Presidential Unit Citation for its outstanding combat record against enemy submarines in the Atlantic area from 13 July 1943 to 16 Jan 1944.

Operating from the escort carriers uss *Core* (CVE 13) and uss *Guadalcanal* (CVE 60) of the Atlantic Fleet antisubmarine task groups, CompRon 13 relentlessly sought the enemy. In spite of bad weather conditions, the pilots and aircrews of this squadron located enemy submarine concentrations and attacked with courage and skill. They destroyed six in all, two in July, two in August and one in Oc-

tober 1943, and one in January 1944.

Through constant study and training, initiative and coordinated efforts of the flying and maintenance personnel, CompRon 13 achieved a distinctive combat record and made a vital contribution to the defeat of enemy submarines in the central and North Atlantic areas.

Commander Charles W. Brewer, USN, commanding officer of the squadron from 13 Mar 1943 to 17 Dec 1943 was declared missing in action on 19 June 1944. Commander Adrian H. Perry, USN, assumed command of the squadron in December 1943.

**Enlistment Not Permitted  
After Notified to Report  
For Pre-Induction Exams**

Potential inductees under the 1948 Selective Service Act cannot voluntarily enlist in the armed forces after receiving notice to report for pre-induction examination, a ruling by Secretary of Defense James Forrestal states.

The local Selective Service Board sends out the notice for the physical and mental examination.

Except for this provision, however, the Army, Navy and Air Force will continue to accept voluntary enlistments during the operation of the Selective Service Act.

Other major provisions of the new rulings are:

- Personnel found qualified for military service in the tests will be formed into pools and will be ordered to report for induction after a period which may vary from 21 days to 120 days after the examination.

- Pre-induction physical examinations will conform to current Army regulations. Score of 70 in a common General Classification Test is regarded as the minimum mental level.

The present manpower situation in the Navy and Air Force is expected to eliminate the need of requesting inductees through Selective Service for either of those two services. The Army, however, will call for men as soon as Selective Service is prepared to receive them.

**14 Army Veterans Join Navy,  
Plan to 'See the World'**

Among crew members of USS *Caloosahatchee* (AO 98) are 14 ex-Army men, most of whom discovered their liking for the Navy during the war while in transit as khaki-clad GIs to battlefields in Italy, France and Japan.

The 14 men, one of whom is a petty officer, represent nearly 10 per cent of *Caloosahatchee's* total enlisted complement.

"These former GIs doffed their fatigues and donned Navy dungarees for a chance to 'see the world,'" a correspondent from the Navy oiler states, adding that *Caloosahatchee's* regular runs to the Mediterranean and the Persian Gulf keep them happy with their lot.

**WHAT'S IN A NAME**



**In The Dog House**

"In the dog house," now an accepted part of our national slang, is actually an old sea term dating as far back as the 1800s, a period when slave trading was a lucrative and active business.

Masters of the ships in the slave trading business allocated every available space, even the officers' cabins, to the slaves. The officers were then given boxes on the poop deck in which to live. These boxes were about a fathom in length and half a fathom deep and given the nickname "dog houses."

The term now denotes being in a difficult spot.

**Latest Regulations Governing  
Transfer of Reserve Nurses  
To Regular Navy Clarified**

Clarification of regulations governing transfer to the Regular Navy of Reserve Nurse Corps members has been announced by the Navy Nurse Corps.

Reserve nurses, active or inactive, are not eligible for transfer to the Regular Navy Nurse Corps if they did not have active service before 31 Dec 1946.

Meanwhile, applications are being sought from qualified registered civilian nurses to become affiliated with the Reserve component of the Navy Nurse Corps. A female registered nurse may join the Reserves if she is currently registered, can pass necessary physical requirements, is between the ages of 21 and 40, and meets professional requirements for her age group. There are no marital restrictions, although single and childless married women are preferred.

Reserve nurses may participate in the annual two weeks' training duty program. They would be called to active duty only in the case of war or national emergency.

**Nurse Corps Initiates Drive  
To Bolster Depleted Ranks  
With Reserve Personnel**

In an effort to bring the Navy Nurse Corps up to its 2500 authorized strength, an intensive program is under way to get on active duty nurses holding reserve commissions.

At present the Navy is authorized to place 400 members of the Naval Reserve Nurses' Corps on active duty for indeterminate periods of time. With but a total of 1996 regular and reserve nurses on active duty, the badly depleted ranks of the corps are hoped to be bolstered by the Reserve nurses.

Of the total number on active duty today, 1782 are regular Navy and 214 are Reserves. Reserve nurses desiring to be placed on active duty may submit their requests to the Bureau of Medicine and Surgery (Attn: Nurse Corps) via their district commandant. They must specify the period of time they desire to serve.

A recruitment program also is in effect to procure qualified registered nurses for USN. Civilian nurses wanting to become USN may get complete information from any Office of Naval Officer Procurement. Age limitation is 21 to 28.

As an added incentive to Reserve nurses desiring active duty, it has been announced that where possible they will be assigned to naval hospitals in the vicinity of their homes.

A new set-up has been announced to augment under-staffed hospitals. This calls for Reserve nurses who are in an inactive status to be placed on active duty for any period of more than two weeks but less than one year.

Such an arrangement, it is pointed out, permits Reservists to add to their income during periods of summer vacation and at the same time keep abreast of Navy nursing problems. Reserve nurses may apply to BuMed via their district commandants specifying the time they desire to serve.

Billets are available for Reserve nurses with former service at naval air stations under cognizance of the Naval Air Reserve Training program. Requests for this active duty are submitted to the Chief of Naval Personnel via the CO of the air station where she desires such duty and via the Bureau of Medicine and Surgery.

## \$1,500 Top Award Offered In Annual Essay Contest Of U.S. Naval Institute

If you think you can write, here's your chance to win up to \$1,500 for a single article.

The U. S. Naval Institute is announcing its annual prize essay contest open to service personnel or civilians, whether or not members of the institute. Deadline for submission of entries is 1 Jan 1949.

Rules governing the competition are:

- Essays must not be over 8,000 words, on any subject pertaining to the naval profession.
- Entries must be received by the secretary-treasurer of the institute before 1 Jan 1949 at Annapolis, Md.
- Essays must be sent in a sealed envelope marked "Prize Essay Contest." The competitor's name must not appear on the essay itself, but each essay must have a motto and be accompanied by a separate sealed envelope with the motto written on the outside and the competitor's name and the motto inside. The latter envelope will not be opened until the Board of Control has made the awards.
- Selection will be made by the board, voting by ballot and without knowing names of competitors.
- Awards will be made and announced soon after the February meeting of the board.
- All essays must be typewritten, double spaced, on paper 8½ by 11 inches, and must be submitted in triplicate.
- Prize winners are for publication in the institute's publication, the *Proceedings*. Non-winning essays, however, may be published at the discretion of the board with writers receiving compensation at the rate established for articles not submitted in competition.

The best prize winning essay will receive a prize of not less than \$500 or more than \$1,500.

Aside from the awards, cash payment will be made for publication in the magazine of those selected for this purpose on a page compensation basis. Not less than \$100 will be awarded to each essay receiving "honorable mention."

The institute annually conducts contests for essays covering naval subjects.

## EM Gets Emergency Care On the Presidential Yacht

The presidential yacht *Williamsburg* has some of the best medical equipment the Navy has to offer. This proved fortunate for a sailor on the small craft *Lenore* which was accompanying *Williamsburg* off the Maryland coast while President Truman was enjoying a brief sea vacation.

The sailor, William W. Janssen, EN3, of Fresno, Calif., was stricken and transferred to the President's yacht where his illness was diagnosed as acute appendicitis. An emergency appendectomy was performed by the ship's doctor.

All ended well with Janssen being hospitalized at NAS Patuxent, Maryland.

## Clothing Allowance Increased For First Enlistments Only

Quarterly cash clothing allowances remain the same for the 12-month period ending 30 June—\$20 and \$12.

The \$20 each three months is for chief petty officers, cooks, stewards, and members of the Navy, Naval Academy and Coast Guard Academy bands.

The established maintenance allowance is effective for the year ending 30 June 1949, unless changed or cancelled before that date. It was established by Executive Order 9984, approved 31 July and promulgated to the Navy by Alnav 57-48.

A reduction was made of \$4.45 in initial clothing allowance for certain enlisted men advancing to CPO, cook or steward. Concurrently, the same amount—\$4.45—was added to the value of clothing originally issued to enlisted men in their first enlistment or re-enlistment after 90 days.

The reduction affects enlisted men upon achieving the ratings of CPO, cook or steward within 30 days from date of enlistment or reporting for active duty.

Initial first enlistment clothing allowance is set at \$128.70, an increase over the former value of \$124.25.

The \$300 allowance remains the same for CPOs, cooks, stewards and band members upon first enlistment or upon re-enlistment after 90 days from date of last discharge.

## Armed Forces Info School Open to Officers and EM At Carlisle Barracks, Pa.

Two courses at the Armed Forces Information School in Carlisle, Pa., now are open for naval officers and enlisted men.

One course deals with public information training and the other, entitled "Troop Information and Education," parallels the Navy's Educational Services program.

The second session of the classes, in which the Navy has a token enrollment until qualified personnel are selected, is now meeting. Subsequent sessions convene on 1 Dec 1948 to Feb 1949, 6 Apr 1949, 3 Aug 1949 and 28 Sept 1949.

Individual applications from officers should be forwarded through official channels to reach the Chief of Naval Personnel (Attn. Pers-42) at least four months in advance of the convening dates. For the two classes convening on 1 Dec 1948, applications may be submitted by dispatch to reach BuPers prior to 20 October.

Quotas for officers and enlisted men to attend the two courses may be requested by commanding officers. Deadline by which the quota requests should reach BuPers is one month prior to the convening of school. After the quotas are approved, orders for nominated personnel should be requested by the commanding officers from the command authorized to issue temporary additional duty orders.

Enrollees will return to their original permanent duty stations upon graduation from the school.

A total of 50—25 in each class—has been set for enlisted men who must be seamen or higher rated, high school graduates with fluent speaking ability and a high GCT score.

Officers attending the courses must meet the following eligibility requirements except for waivers which may be requested in special cases:

- For the public information course—commander to lieutenant (junior grade), general service line and staff corps, and commander to lieutenant, aviation line.
- For the troop information and education course—commander to ensign, line and staff.

Other requirements state that officers must have an interest and aptitude for the duties involved.

## Pamphlet Series Contains Info for Dependents Headed Overseas

A new pamphlet series prepared by BuPers lists current information in regard to overseas transportation and housing for dependents of naval personnel.

A detailed analysis of overseas housing facilities and pertinent facts regarding clothing, food, education and other items appeared in *ALL HANDS*, December 1947, p. 54. A future issue of the magazine will bring this information up to date.

The BuPers pamphlet series, which is entitled "Information on Living Conditions for Naval Dependents in (name of country or base)," puts down in general form many of the requirements to be fulfilled before dependents can embark for overseas stations. It may be obtained by writing to the Chief of Naval Personnel (Attn: Pers-510).

An outline of its provisions follows:

**Eligibility**—The wife and dependent children of naval personnel are entitled to transportation to his overseas station under the following conditions:

- The area must be open to dependents.
- Housing facilities must be available.

### NAS Alameda Prepared To Work on Jet Planes

If there's any repair work or overhauling of any kind to be done to the Navy's jet airplanes on the West Coast, NAS Alameda, Calif., is prepared to handle the job.

Alameda's overhaul and repair department has been designated as the Navy's West Coast overhaul base for jet propelled aircraft. Crash repairs will be made by the unit to Lockheed TO-1 *Shooting Stars* and North American FJ-1 *Skystreaks*. First jet jobs to undergo repairs at the station are two FJ-1s.

Grumman F9F *Panthers*, the McDonald FH *Phantoms* and F2H *Banshees* also are expected to be cared for under the program.

- Application must be approved.
- Transportation of blood relations—father, mother, brother or sister—may be authorized on a "space available" basis. This also applies to relatives by marriage but only when they are dependents in fact and actually members

of the applicant's household. On certain occasions they may be transported in consideration of humanitarian reasons if commercial transportation is not available.

**How to Apply**—Naval personnel must take the first steps in attempting to reunite their families overseas by complying with the following, in order:

- Secure assignment of public quarters or complete temporary arrangements for private quarters. After availability of private quarters is ascertained, permission to live there must be obtained from the commanding officer.

- Submit to the commanding officer for forwarding to the Overseas Area Commander a request for approval for dependents to proceed to the overseas station.

- If this application is approved, furnish dependents with many certified copies of change of station orders for their use in arranging for shipment of baggage, household effects and so forth.

Dependents will receive from BuPers or Com 12 complete and detailed information on preparation, transportation and shipment of household effects as soon as transportation has been approved.

**What Dependents Must Do**—Preliminary steps to be taken by dependents should be based on transportation information received soon after approval is given. The following should be accomplished by dependents as soon as possible after receiving notice that housing facilities are available and overseas transportation has been approved:

- Apply for passports immediately. Unless they are in Washington, D. C., dependents should make application to the nearest district court or a state court authorized to naturalize citizens or to the Passport Agency, New York, N. Y., or San Francisco.

Dependents in Washington, D. C., may apply in person to room G635, Identification Section, Bureau of Naval Personnel.

- Immunization certificates must be obtained showing inoculations for the following, regardless of destination:

*Small pox*—successful vaccination within the previous 12 months re-

## Medals Awarded For Peacetime Heroism

Both the Distinguished Flying Cross and the Air Medal may be awarded in peacetime as well as in wartime, BuPers Circ. Ltr., 161-48 (NDB, 31 Aug 1948) points out in correcting a widespread impression that the medals are wartime awards only.

The directive states that judicious use of the awards provides a powerful incentive to heroism in both peace and war.

Policy for the award of the medals by the Navy is as follows:

- The Distinguished Flying Cross may be awarded to any person serving in any capacity with the U. S. Navy who distinguishes himself by heroism or extraordinary achievement while participating in an aerial flight. To justify this award for heroism, an act in the face of great danger, well above normal expectations such as to distinguish the in-

dividual above those of comparable rank or rating performing similar services, is required. For achievement, the results accomplished must be so exceptional as to render the individual conspicuous among those of comparable rank or rating performing similar services.

- The Air Medal may be awarded to any person who, while serving in any capacity with the U. S. Navy, distinguishes himself by meritorious acts or series of acts while participating on an aerial flight, although not to the degree required for the Distinguished Flying Cross. To justify this award, however, the achievement must have been accomplished with distinction.

An executive order of 1927 prohibits the award of the Distinguished Flying Cross to civilians, but the Air Medal is available for awards to civilians serving with the Navy.

ardless of the age of the dependent.

*Typhoid or paratyphoid*—previous 12 months for all over one year of age. Series may be necessary.

*Diphtheria*—within past four years for all children between six months and 10 years of age.

Depending on the destination, the following inoculations must be completed:

*Cholera*—for all over six months of age if the destination is China, Japan, Okinawa or the Philippines.

*Typhus*—for all over one year of age if the destination is China, Japan, Okinawa or Europe.

Tetanus inoculations are recommended within the previous 12 months for all over one year of age but will not be mandatory until destination is reached.

Pertussis (whooping cough) inoculations are not mandatory but are recommended for all children between six months and five years of age.

• Physical requirements call for fulfillment of several conditions:

If pregnancy exists, a signed statement on letterhead stationery by a naval medical officer or licensed civilian physician attesting to the duration of pregnancy must be forwarded to the naval activity processing the application for travel. Policy prohibits transportation overseas of women pregnant beyond the sixth month. A signed duplicate of the doctor's statement should be carried at all times.

Babies will be transported only after the mother has sufficiently regained her strength to properly care for the child. Minimum age for babies on Navy transports is eight weeks and on Army transport it is six months.

Dependents must undergo a physical examination before leaving home, with a prospect of subsequent examinations particularly at the port of embarkation. The medical certificate should be carried on the person.

Navy dental treatments are not normally available at most overseas stations except in emergency cases. Necessary dental work should be completed before leaving home.

• Notification—As soon as the dependent's passport is received and all health requirements have been complied with, the activity processing the dependent's application should be notified.

**On Board Ship** — Passengers on Navy ships are subject to the com-

## QUIZ ANSWERS

Answers to Quiz on page 39

1. (a) 4-inch 50 surface type. Along with other old timers like the 5-inch 51 this gun has become obsolete in the Navy.
2. (b) Gun captain. In most cases on a mount of this type the gun captain and plugman are one.
3. (b) CVE. Prior to her cruise around the world when she delivered planes to Turkey, USS *Rendova* (CVE 114) served as a training ship for Reserves.
4. (b) Aircraft carrier, escort. Escorted merchant ship convoys during the war.
5. (c) Patternmaker. Works with all types of wooden and metal patterns.
6. (b) Photographer's mate. Works in all phases of photography.

manding officer's rules and regulations.

Cabin space is assigned on a basis of number of passengers on board. A private cabin should not be expected, since space will be utilized to accommodate as many passengers as possible.

Laundry facilities are limited, and "disposable diapers are a must," the book says.

Dependents will be permitted to purchase cigarettes, candy, talcum,

baby oil and similar toilet articles from the ship's store.

Meals cost, on Navy transports, 75 cents daily for children under six and \$1.25 to \$1.75 for all others. Army transports charge a daily rate of 25 cents for children under three, 75 cents for children three to eight and \$1.50 for all others.

No special diets are available on Navy vessels, and only a few ships adequately supply baby food.

The pamphlet advises women to take along a pair of slacks, the most practical wear on windy decks. A suit or a dress of the "tailored or semi-tailored type" should be sufficient for the voyage, the booklet says, pointing out that formal dress will not be required on a transport. A coat is advisable, since it may be very cold at sea.

Medical attention will be available but special medicine must be provided by the dependents.

**Arrival Overseas**—When the ship reaches the port of debarkation, the dependent will be met by representatives of the area commander and, in some instances, by representatives of the community of future residence.

Where rail travel is used, day coaches are provided for journeys of short duration during daylight hours, and sleeping cars will be made available for overnight trips.

## WAY BACK WHEN

### *Ships of the Desert*

The Navy once served on board camels. During our war with Tripoli a joint task force composed of sailors, marines and Arabs manning ships of the desert helped defeat the enemy.

This land-going sea force, led by an ex-Army captain, got underway from Egypt in March 1805 bound for the Tripolitan seaport of Derne. Crossing 600 miles of Libyan desert they arrived at their objective in April. After receiving supplies from U. S. ships offshore and resting their saddle sores, they attacked the enemy.

Covered by supporting gunfire from the American brigs *Argus*, *Hornet* and *Neutilus*, this little dromedary task force succeeded in capturing the town and fort on April 1805 and raised the Stars and Stripes.

Although not a major operation, the capture of Derne helped hasten the end of our war with Tripoli. Assailed from



both land and sea, the Pasha of Tripoli decided that the versatile Americans played too rough. A peace treaty was signed on 10 June 1805.

Camels are still used in the modern Navy. Not the four-legged type that those long-ago salts painfully rode, but today's floating fender used by ships.

**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. 55—Authorizes the routing of urgent shipments via commercial air and railway express on increased basis.

No. 56—States amount of baggage allowed under Military Air Transport Service. (See page 39.)

No. 57—Modifies present procedure for payment of cash clothing allowance. (See page 39.)

**Navacts**

No. 11—Requests applications from regular Navy officers with rank of ensign through commander for three months' course in Naval Administration at Monterey, California.

**BuPers Circular Letters**

No. 138—Changes instructions in the Navy Personnel Accounting System (Change 7).

No. 139—Announces professional examinations of certain ensigns of the

**Sailors Help Raise Polio Fund for Child**

American sailors always have been known for their generosity, but no demonstration of their open hearts—and pocket books—has been so poignant as that shown recently by naval personnel stationed in Newfoundland.

Through efforts of naval personnel at the Argentinia base, acting on a mercy drive instigated by two Army sergeants, a nine-year-old girl suffering from infantile paralysis is being treated at the National Infantile Paralysis Foundation at Warm Springs, Ga.

The little girl is Marian Hawco who was stricken two years ago with polio. Her father, Patrick, is em-

ployed at Fort McAndrew, Newfoundland, where Marian was first noticed by two Army sergeants as she was leaning on crutches near the base's chapel.

The Army men told the story to the fort's chaplain. Immediately a series of dances and bingo parties were arranged to raise money for the child's treatment.

Similar benefits were held at the Argentinia naval base under the slogan "Help Marian help herself." Result: A \$4,500 purse. Marian was flown from Argentinia to the Quonset, R. I., naval base as the first step in her long voyage to what is hoped will be her recovery.

regular Navy for promotion to lieutenant junior grade in December 1948.

No. 140—Gives information required for Officers' Data Cards (NavPers 340, rev. 7-46).

No. 141—Presents BuPers policy regarding suspension from duty, arrest, or confinement of an officer, as a punishment.

No. 142—Announces a correspondence course in Naval Intelligence.

No. 143—Gives detailed instructions for conversion to postwar enlisted rating structure.

No. 144—Establishes Informational Service for officers at Naval War College.

No. 145—Downgrades certain classified material.

No. 146—Announces a list of approved BuPers reports.

No. 147—Gives revision of special qualifications involving extra compensation for enlisted personnel. (See page 7.)

No. 148—Reduces the classification of instructional aids for radar system.

No. 149—Lists naval and Marine Corps officers chosen to compete for 1948 Rhodes scholarships.

No. 150—Announces applications requirements for electronics training. (See page 6.)

No. 151—Offers reproduction of paintings and etchings by combat artists for crew's recreational rooms. (See page 35.)

No. 152—Lists personnel eligible for combat distinguishing device.

No. 153—Gives new identification of enlisted strikers and prospective strikers. (See page 40.)

No. 154—Announces the availability of a general training course for petty officers.

No. 155—Announces a new program for advancement of enlisted personnel. (See page 42.)

No. 156—Announces the reactivation of the United Service Organizations.

No. 157—Gives procedure for requesting the detachment of officers for disciplinary reasons or for unsatisfactory performance.

No. 158—Suggests leave policy for Jewish High Holy Days.

**BuPers Helps Sailor Hounded by Troubles**

Although he was only one among more than 350,000 Navy enlisted men, Thomas F. Connolly, BM2, USN, won the sympathy of the Bureau of Naval Personnel.

At Balboa naval hospital in San Diego, young Mrs. Connolly gave birth to a nine-pound baby boy. There was little joy in it, however, for the mother died in childbirth.

Then came a series of difficulties. The boatwain's mate sent the remains to Boston, following via MATS for the funeral and burial. He was due back in San Diego within 10 days after the baby's birth to arrange for its care.

On the ninth day, Connolly was in Washington, D.C., with troubles.

MATS was discontinuing passenger operations on the following day, Connolly pointed out, with the result that his four priority had little chance in the last minute rush.

BuPers came to the fore with orders transferring Connolly for the remainder of his shore duty from San Diego to Boston, where the baby could be cared for by the father's parents. Then Connolly was given a two priority which assured him a reserved seat on the MATS "Hot Shot" non-stop flight to California.

"It is requested," said his orders from the Chief of Naval Personnel, "that Connolly be assigned duty in the Boston area in view of the humanitarian aspects involved."

## Air Station, Five Squadrons Win Naval Reserve Trophies For All-Round Proficiency

Winners of two coveted Naval Air Reserve trophies found one air station and five aircraft squadrons leading the field in proficiency of personnel, administration and training.

NAS Minneapolis, judged tops among the Naval Reserve's 22 air stations units, won the Edwin Francis Conway memorial trophy against stiff competition. Second place went to NARTU, Seattle, Wash., and NAS Los Alamitos, Calif., placed third.

The Noel Davis trophy, also awarded for the first time since before the war, went to the five best naval Air Reserve squadrons in each type. They are:

- Fighter Squadron VF-79A, NAS Willow Grove, Penna.
- Attack Squadron VA-62E, NARTU Norfolk, Va.
- Patrol Squadron VP-64, NARTU Norfolk, Va.
- Transport Squadron VR-71, NARTU Anacostia, D. C.
- Service Squadron FASRon-158, NARTU Jacksonville, Fla.

Both the Conway and Davis trophies were presented to the Navy Department for use as awards to be made in the memory of the two Naval Reserve aviators.

In addition to making awards to aviation units, the Naval Reserve is narrowing down the field of submarine and surface units on a competitive basis in which an inspection reviewing board determines personnel, administration and training proficiency.

## 388 Line and Staff Ensigns To Be Eligible for Promotion

Three hundred eighty-eight regular Navy ensigns in the line and staff corps will become eligible for promotion to lieutenant (junior grade) between 1 Jan 1949 and 31 Mar 1949.

BuPers Circ. Ltr. 139-48 (NDB, 31 July 1948) announced the examination which will take place during December 1948 and gave a list of eligible ensigns. Examinations will be administered in accordance with BuPers Circ. Ltr. 17-48 (NDB, 15 Feb 1948).

COs are requested by the letter to insure that listed officers serving under their command are promptly notified. The names of officers to be



IRELAND is visited by USS *Willard Keith*, first U.S. man-of-war to stop at Cork in recent years. Week's stay was a memorable one for the crew.

## U.S. Tin Can Meets Fine People in Ireland

Crewmen of USS *Willard Keith* (DD 775) will cast a noisy vote for Cork, Ireland, as their favorite stop during her tour of duty with the North European Task Force.

Residents of Cork turned their city inside out to make the week's stay a memorable one for men of *Willard Keith*, the first American man-of-war to visit there in years.

Blarney Castle was only a few miles from Cork and many of the crew visited the historic spot. Like

all good American tourists, most of them kissed the Blarney Stone but none would speculate that it increased their proficiency for blarney, which to a non-Irishman is the art of smooth talk.

There were also trips to Glengarriff, the Lakes of Killarney, and Limerick.

Despite the fine sights, however, *Willard Keith's* men valued the whole hearted friendliness of the people much higher.

examined after December 1948 will be published at a later date. It is expected that all examinations and eligibility lists will be announced well in advance of date of examination.

## 276 Former Enlisted Men Commissioned by MarCor

Temporary appointments as second lieutenants in the Marine Corps have been made to 276 former enlisted men, warrant and chief warrant officers.

Commissioning of the men—all of whom held non-commissioned ranks of sergeant or higher—is in line with filling vacancies occurring in the lower commissioned ranks. Of the 191 enlisted men appointed, 50 previously had held commissions as pilots.

Completing the list of appointments, a total of 71 were warrant officers and 14 were chief warrant officers. Announcement of their selection was

made by Almar 52. The appointments include assignment to the various specialties of the Marine Corps.

## Rockets Fired by Planes Sink Submarine Skipjack

Rocket-firing planes of Carrier Task Force 38 in 21 minutes sank the submarine USS *Skipjack* (SS 184) about 100 miles southwest of San Diego, Calif.

*Skipjack*, a veteran of the Bikini atom bomb tests, sank in 700 fathoms. As she slid under, officers and crew members of the task fleet rendered final salutes.

Sinking of *Skipjack* was part of routine target practice for planes from the carriers USS *Boxer* (CV 21) and USS *Princeton* (CV 27). *Skipjack* was completed in 1938.

# DECORATIONS & CITATIONS



NAVY CROSS

Gold star in lieu of second award:

★ **JOHNSON, Frank L., CAPT, USN, Newport, R.I.:** As CO of *uss Purdy*, CAPT Johnson participated in action against

Japanese forces in the vicinity of Okinawa, 6 Apr 1945. When *uss Mullany* was abandoned after being severely damaged during an enemy suicide attack, he decided to place his ship alongside despite the presence of enemy planes, in an attempt to put out

the raging flames close to the ship's after magazines. In spite of the imminent danger that the magazines might explode at any moment, he carried out measures to extinguish the flames, thereby making possible the salvage of a valuable unit of the Fleet.

First award:

● **ABBOTT, Gordon, CDR, USNR, Manchester, Mass.:** As CO of *uss Defense*, CDR Abbott fought in action against the Japanese off Okinawa, 6 Apr 1945. With his ship under simultaneous attack by three enemy suicide planes, he maneuvered to shoot down one of the attackers. Although his ship suffered damaging hits from the other two planes, he promptly went to the rescue of a more seriously damaged vessel and, in the face of continuing air attack, took aboard and rendered medical care to 50 survivors. Later maneuvering to take in tow the damaged *uss Leutze*, he succeeded in bringing that vessel to safety.

★ **DILLAHUNTY, Roy F., LTJG, USNR, Mangrum, Okla.:** As pilot of a dive

bomber in BomRon 6, attached to *uss Hancock*, LTJG Dillahunty flew in action against the Japanese in Kure Harbor, 24 July 1945. During an attack on major units of the enemy fleet, he piloted his plane through intense fire from both the warships in the harbor and the many gun emplacements on the shore to score a direct bomb hit on the aircraft carrier assigned him as target.

★ **HARRISON, Howard H., LTJG, USN, Corpus Christie, Tex.:** As pilot of a dive bomber in BomRon 6, attached to *uss Hancock*, LTJG Harrison fought in action against the Japanese in Kure Harbor, 28 July 1945. During an attack on units of the Japanese fleet that were anchored in the harbor, he piloted his plane through intense antiaircraft fire from both the ships in the harbor and the gun emplacements on the shore and scored a direct hit on the battleship that had been assigned him as target.

★ **HORAN, James T. Jr., LT, USNR, Minneapolis, Minn.:** As pilot of a dive bomber in BomRon 6, attached to *uss Hancock*, LT Horan flew in an operation against the Japanese in Kure Harbor, 28 July 1945. During an attack on units of the enemy fleet that were anchored in the harbor, he piloted his plane through fire from the ships and from numerous shore batteries and scored a direct hit on the battleship that had been assigned him as target. His hit contributed materially to the subsequent sinking of the vessel.

★ **JANNOTTA, Alfred V., CDR, USNR, Kenilworth, Ill.:** As commander of an LCI(L) flotilla, CDR Jannotta participated in action against the Japanese at Mangarin Bay, Mindoro, 30 Dec 1944. When *uss Orestes*, loaded with huge quantities of high octane gasoline and high explosives was struck by a bomb-laden enemy plane which inflicted severe damage and started a fire amidships, he observed that the crew began to abandon ship almost at once due to the probability of an explosion. Getting his flagship underway, he went close aboard to rescue survivors. After all personnel were



LTJG Johnson

LCDR Melhorn

clear, he brought his ship alongside the flaming vessel and, despite continuous enemy air activity, led fire fighting parties on board to bring the fire under control and later extinguish it.

★ **JOHNSON, David A., LTJG, USNR, Van Nuys, Calif.:** As pilot of a dive bomber in BomRon 6, attached to *uss Hancock*, LT Johnson fought his plane against the Japanese in Kure Harbor, 24 July 1945. He participated in an attack against units of the Japanese fleet that were anchored there. He was assigned a battleship as a target and, though the fire was heavy from both the ships and the shore batteries, he succeeded in scoring a direct hit.

★ **MELHORN, Charles M., LCDR, USN, Quonset Point, R.I.:** As flight leader of torpedo-bomber planes of Air Group 50, based on board *uss Cowpens*, LCDR Melhorn participated in the Kure Harbor action on 28 July 1945. Leading a formation of nine planes in a glide-bombing attack on an enemy battleship, he fought his plane in the face of fire from the target and from the other ships and shore batteries. He scored a direct hit amidships and contributed materially to the success of the flight in scoring at least five other damaging hits of the vessel.



SILVER STAR MEDAL

First award:

★ **ARANN, Sol, MOMM2, USNR, Brooklyn, N.Y.:** Served on board a motor torpedo boat during the rescue of a Navy fighter pilot shot down in Wasile Bay, Halmahera Island, 16 Sept 1944.

★ **BARRETT, Alfred N., TM2, USNR, Indian Orchard, Mass.:** Participated in the rescue of a downed Navy pilot while serving in a motor torpedo boat, Wasile Bay, Halmahera Island, 16 Sept 1944.

★ **BARTON, Edward J., CTM, USN, Portsmouth, N.H. (Posthumously):** Leading CPOinC, forward torpedo room on *uss*



CDR Abbott



LTJG Dillahunty



LTJG Harrison



LT Horan

*Triton*, second war patrol, East China Sea, 25 January to 19 Mar 1942.

★ BELLESHEIM, Frederick W., CMI, USNR, Yonkers, N.Y.: Gunner with a reconnaissance boat crew, amphibious assault and capture of Leyte, Philippine Islands, 18 Oct 1944.

★ BOWLING, Selman S., CAPT, USN, Washington, D.C.: Communications officer on staff of ComPhibSoPac, action against the Japanese, Solomon Islands, 17 July to 12 Nov 1942.

★ BOWMAN, Jack M., QM2, USNR, Manila, P.I.: Took part in the rescue of a Navy pilot downed in Wasile Bay, Halmahera Island, 16 Sept 1944.

★ CALLAHAN, Frank T., PHM3, USNR, Woburn, Mass.: Hospital corpsman attached to a Marine assault rifle platoon, Palau Islands, 15 Sept 1944.

★ CONNOLLY, John M. Jr., LCDR, USN, Newport, R.I.: Damage control officer, USS *Gato*, eighth war patrol, Bismarck Archipelago, New Guinea and Truk areas, 2 February to 1 Apr 1944.

★ DALEY, Samuel D., CDR, USN, Santa Monica, Calif. (Posthumously): CO, USS *Harder*, and group commander of a submarine wolfpack, action against Japanese shipping in the waters west of Luzon, 5 to 24 Aug 1944.

★ FIELDER, Donald M., CTC, USN, San Francisco, Calif.: Acting turret officer of USS *Denver*, action against the Japanese in Kula Gulf and near the Solomons, 5 Mar 1943.

★ FLANAGAN, John J., BMI, USNR, Philadelphia, Pa.: Gun captain, USS *Emmons*, action against the Japanese, Okinawa, 6 Apr 1945.

★ FORD, Thomas J., PHM3, USN, Riverton, N.J.: Hospital corpsman attached to a Marine rifle company during operations against the Japanese on Saipan, 16 July 1944.

★ FROGLEY, Henry R., PHM3, USNR, Payette, Idaho: Hospital corpsman attached to a Marine company operating against the Japanese on Okinawa, 5 June 1945.

★ GAMMONS, Warren R., COX, USNR, Owl's Head, Me.: Served on board a motor torpedo boat during the rescue of a downed Navy pilot in Wasile Bay, Halmahera Bay, 16 Sept 1944.

★ GRECC, Herbert A., LTJG, USNR, Walker, N. Y.: Participated in the rescue of a Navy pilot while attached to a motor torpedo boat, Wasile Bay, Halmahera Island, 16 Sept 1944.

★ HAKE, Charles R., LCDR, USN, San Francisco, Calif.: Assistant engineer officer, USS *Rigel*, Japanese attack on Pearl Harbor, 7 Dec 1941.

★ HAZZARD, William H., CDR, USN, Los Angeles, Calif.: Assistant approach officer, USS *Saury*, action against the Japanese, sixth war patrol, 7 May to 8 June 1943.

★ HOLLINGSWORTH, John Christie, CDR, USN, New London, Conn. (Posthumously): Executive officer and assistant approach officer, USS *Triton*, second war patrol, East China Sea, 25 January to 19 Mar 1942.

★ HOLT, John W., LT, USN, Olanta, S.C. (Posthumously): Patrol plane commander, Privateer aircraft, PatBomRon 119, action against the Japanese, East China Sea, 2 Mar 1945.

★ HOMER, Lawrence C., SI, USNR, Portsmouth, Ohio: Participated in the rescue of a Navy pilot who had been downed in Wasile Bay, Halmahera Island, 16 Sept 1944.

★ HORD, Paul W., RADM, USN (Ret), Coronado, Calif.: Navigation officer, USS *Montpelier*, action against the Japanese in Kula Gulf and near the Solomons, 5 Mar 1943.

★ HORVATH, Joseph F. Jr., GM2, USNR, Bethlehem, Pa.: Served in a motor torpedo boat in Wasile Bay, Halmahera Island, during the rescue of a downed Navy pilot, 16 Sept 1944.

★ HULS, Owen D., ARM2, USN, Columbus, Ohio (Posthumously): Attempted to obtain a boat and supplies for a wounded companion and two others to escape the Japanese before he was caught and executed.

★ JEWART, Paul D., SF1, USNR, Blasdell, N.Y.: Aided in the rescue of a naval pilot who had been shot down in Wasile Bay, Halmahera Island, 16 Sept 1944.

★ KAUFMAN, Alvey V., MOMM1, USNR, Pittsburg, Pa.: Participated in the rescue of a fighter pilot who was downed in Wasile Bay, Halmahera Island, 16 Sept 1944.

★ KEISER, Norman N., LT, USNR, Kenmore, N.Y.: Commander of a patrol bomber in PatBomRon 118, action against the Japanese, Shanghai area, 15 July 1945.

★ KERNICKY, Frank J., GM3, USNR, Bridgeport, Conn.: Served on board an MTB during the rescue of a Navy fighter pilot shot down in Wasile Bay, Halmahera Island, 16 Sept 1944.

★ KRONMAN, Walfred J., MOMM2, USNR, Hibbing, Minn.: Participated in the rescue of a naval fighter pilot who was shot down in the vicinity of Halmahera Island, 16 Sept 1944.

★ LANGLOIS, Donald A., SC2, USNR, Muskegon Heights, Mich.: Served on board an MTB during the rescue of a fighter pilot who had been shot down in Wasile Bay, 16 Sept 1944.

★ LAPPIN, Donald L., MOMM2, USNR, Canton, Ohio: Aided in the rescue of a Navy pilot who was downed in the Halmahera Island area, 16 Sept 1944.

★ MULLINS, Kenneth W., HA1, USNR, Bethesda, Md.: Hospital corpsman attached to a Marine battalion, action against the Japanese, Okinawa, 6 June 1945.

★ MURDOCK, Arthur J., GM2, USNR, Belleville, Ill.: Participated in the rescue by an MTB of a Navy pilot who had been shot down in Wasile Bay, 16 Sept 1944.

★ NEWKIRK, Warren K., GM3, USNR, Jersey City, N.J.: Assisted in the rescue of a Navy pilot who had been downed in Wasile Bay, Halmahera Island, 16 Sept 1944.

★ PHILLIPS, John S., RADM, USN (Ret),

Arlington, Va.: CO, USS *Neosho*, action against the Japanese in the Battle of Coral Sea, 7 May 1942.

★ SCHRATZ, Paul R., LCDR, USN, Washington, D.C.: Torpedo data computer operator, USS *Scorpion*, first war patrol, off the eastern coast of Honshu, 5 Apr to 8 May 1943.

★ STODDARD, Eben, LT, USNR, Marblehead, Mass.: Served on board an MTB in Wasile Bay, Halmahera Island, during the rescue of a downed fighter pilot, 16 Sept 1944.

★ WETHERELL, Wells S., LT, USNR, Manchester, Conn.: Aided in the rescue of a Navy pilot who was shot down by the Japanese in Wasile Bay, Halmahera Island, 16 Sept 1944.



LEGION OF MERIT

#### First award:

★ BUTLER, Fred A., CDR, MC, USN, Rochester, Minn.: Assistant and subsequently officer in charge, malaria and epidemic disease control unit, 10 June 1943 to 10 June 1944.

★ CHRISTIE, Ralph W., RADM, USN, Bremerton, Wash.: ComSubRon 5 and subsequently CTF 42, operations against the Japanese in the Pacific, 15 April to 22 Dec 1942.

★ CLARK, Joseph J., RADM, USN, Washington, D. C.: Commander of a task group of the fast carrier task forces, operations in the Pacific, 24 to 28 Mar 1945.

★ CLEGG, Courtney G., CAPT, MC, USN, Bremerton, Wash.: Force surgeon on the staff of ComServFor 7th Fleet, operations against the Japanese, 12 March to 15 Aug 1945.

★ DIPIRRO, Charles, LCDR, USN, Washington, D. C.: Signal officer and later communications officer, USS *Tennessee*, operations in the Pacific, 23 Apr 1944 to 2 Sept 1945.

★ SIMA, Frederick F., CAPT, USN, Jacksonville, Fla.: Temporary operations officer on the staff on ComMinPac, amphibious operations, 1 May to 10 June 1945.

★ SMITH, Oliver A., CAPT, MC, USN, Key West, Fla.: Executive officer of a naval base hospital, New Hebrides Islands, May to November 1943.

★ STEVENS, Leslie C., RADM, USN, Moscow, Russia: Assistant chief of staff for material on staff of ComAirPac, 3 Nov 1944 to 5 Aug 1945.

★ TOWNSEND, Arthur M., CAPT, USN (Ret), Jackson, Mich.: Task group commander in charge of a clearance sweep in Japanese waters, Okinawa campaign, 13 to 23 June 1945.

★ TUZE, Paul B. Jr., CAPT, USN, Washington, D. C.: ComUtWingServPac, September 1942 to September 1945.

# BOOKS:

## THIS MONTH'S LIST RUNS THE GAMUT

THE LONG, the short and the tall will all find something of interest in this month's diversity of books, which runs the gamut through fact and fiction, serious and light, historical and contemporary. These books are on their way to ship and station libraries.

• *Road to Survival*, by William Vogt; William Sloane Associates.

Author-scientist Vogt sets his sights with crystal clarity on the problem of survival in a world which flagrantly disregards the delicate balance between man and the food supplies available to him.

The balance is sadly out of kilter now. With what Vogt terms a "vertiginous increase" in human population during the past 50 years and a plummeting decrease in the essentials for producing food, the world and its people are heading for a reckoning day not far off.

Man himself is the culprit. The solution calls for fast action on the part of "every person who reads a newspaper printed on pulp from vanishing forests . . . who eats a meal drawn from steadily shrinking lands . . . who flushes a toilet and thereby pollutes a river . . . who puts on a wool garment derived from overgrazed ranges that have been cut by the little hoofs and gullied by the rains, sending runoff and topsoil into the rivers downstream, flooding cities

hundreds of miles away . . . and men and women in overpopulated countries who produce excessive numbers of children . . ."

• *The Crusaders*, by Stefan Heym; Little, Brown and Company.

Through more than 600 fascinating pages march the interweaving footsteps of the great and little men of the American and German armies and the beaten civilian populace of Europe, from the invasion of Normandy to the occupation of Germany.

Giants among the great men were Lieutenant Yates, whose persistence in following a tenuous line of circumstance and vagary ended a great wrong; Sergeant Bing, who fathomed the German mind from bitter experience; and Captain Troy, the big tank officer whose only aim was vengeance on a German officer he never met—until the very last.

In another strata were the little men, each pursuing his own selfish course, oblivious of greater issues—Sergeant Dondolo, Major Willoughby and Captain Loomis.

Then there was Colonel DeWitt, righteous when he perceived the wrong, and General Farrish, whose blinders permitted him to see straight ahead only.

You live and feel and think with the characters in this fine book. There is Erich Pettinger, the Storm Trooper major who survived the war to live

for the next one. And there are the unforgettable women—the French stenographer Therese, the German opportunist Marianne and the American correspondent Karen, all lovely in their own right, some good and some bad.

This is a top-notch for acquainting Navy men with a look at the war from an angle they never saw.

• *Action At Three Peaks*, by Frank O'Rourke; Random House, Inc.

Locale for this absorbing novel of post-Civil War days is the old Southwestern frontier, where the clever Cochise and his Apache Indians struck with all the venom and swiftness of a rattler, then disappeared in the mountains of Three Peaks.

Captain Jim Larimore knew the area and was sent by Washington to help the little band of soldiers clean out the Apaches once and for all. He reported at the fort to find Captain Bob Jackson there with his wife Mary, stirring up the pain and hurt which Larimore had tried to forget in the past 10 years.

The book is not merely a tale of "sojers and Injuns." Ann Bradford, the sutler's daughter, adds a certain temperance to the hardened soldiers. Indian Scout Jess Barker contributes his sagacity in the campaigns against Cochise, and Sergeant Gleason looks forward to a civilian life he never attains.

• *The Burnished Blade*, by Lawrence Schoonover; Macmillan Company.

At an unknown early age, Pierre acquired a deep fear of fire. Riding along the road in 1431 to Rouen, France, Pierre saw his parents pulled off their horses, robbed, murdered and burned to obliterate identification. The occasion shocked Pierre so that he forgot his last name forever.

But fire ultimately shaped his destiny. By pulling a living girl out from the flames destroying a stack of bodies dead from the Paris plague, Pierre met the sister of the woman he later was to marry.

And by having an accidental part in the forging of a protective cap of thin steel which later saved the life of the ruler of Trebizond, Pierre acquired the fame, wealth and nobility necessary to marry the famous, wealthy, noble Claire de la Tour-Clermont.

Much of the book takes place in Trebizond, now a part of Turkey, about 500 miles east of Constantinople on the Black Sea.

## HOW DID IT START

### *Little Black Book*

The phrase "putting it in the little black book" has a nautical origin. Back in the 15th century the Black Book of the Admiralty was first published.

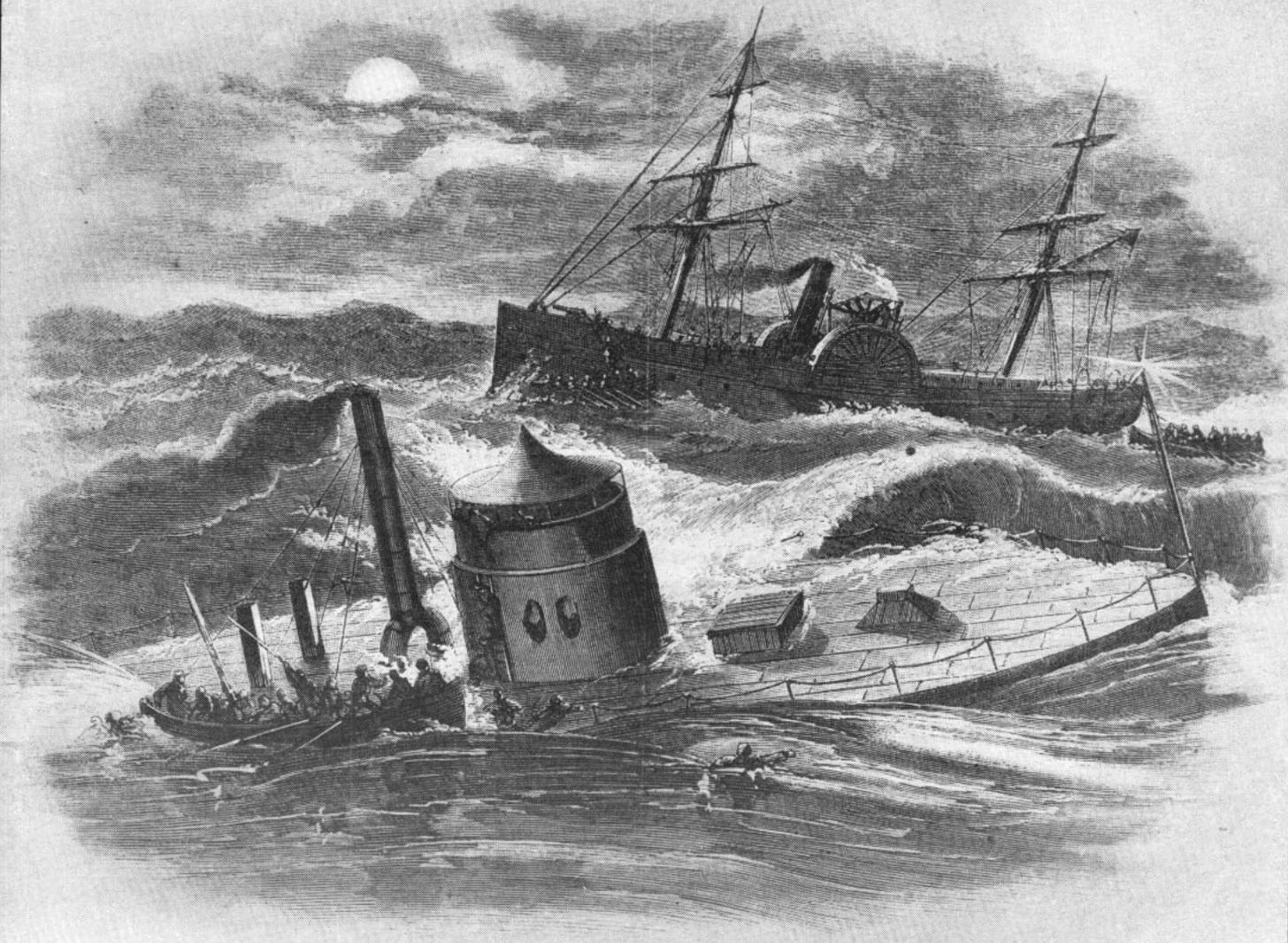
This black book—9½ inches high by 6¼ inches wide—contained a list of offenses by British naval personnel. Whenever a crime was committed at sea the name of the offender and nature of the crime were entered in the "little Black Book."

As a result of these entries Britain obtained her first set of sea laws.

Today the term is used figuratively by a person when he wants to remember some offense he believes has been committed against him.



# THE LOSS OF THE MONITOR



THE WRECK OF THE IRON-CLAD "MONITOR"

Published in Providence, R.I., in 1878, this personal narrative by Paymaster's Clerk Frank B. Butts, USN, was number four of a series printed by the Rhode Island Soldiers and Sailors Historical Society. Its full title is *My First Cruise at Sea and the Loss of the Iron-Clad Monitor*.

# THE LOSS OF THE MONITOR

Far more is remembered today of the actual battle between Monitor and Merrimac than of its fizzled-out aftermath.

The thing that is remembered—their mutual short-lived glory for staging the world's first test of armored ships—began at 0830 in the gray morning of 9 Mar 1862.

For a whole day previous, the Confederate iron-clad Merrimac had had her own way in Hampton Roads, off Norfolk, sinking and ramming helpless Northern sailing vessels. Now the Union's Monitor, after a two-day coastwise voyage in heavy seas, was ready to stop it.

The battle ended in a draw about 1200. If there was a victor, it was armor, conqueror over armament of the times. Neither ship suffered much damage, although both were hit more than 20 times at usually

point-blank range. Not a man was killed in either vessel.

It is well that those three and a half hours perpetuated their names in history, for their careers were shortly to end somewhat ignominiously.

Neither vessel survived the end of the year. Merrimac went up in flames alongside her pier, her crewmen watching for a while and then joining the evacuation of Norfolk.

Monitor went down in a wild gale off Cape Hatteras. Frank B. Butts, who joined the Navy in mid-1862, went on board for his first cruise at sea. He was present when Monitor foundered and sank, taking the helm at times during the emergency. He never forgot that first experience with the sea, never in all the years it took him to reach paymaster's clerk in the Navy.

**A**T DAYBREAK we hove short our anchor, and at ten o'clock in the forenoon got under way. The *Rhode Island*, a powerful side-wheeled steamer, was to be our convoy, and to hasten our speed took us in tow with two long 12-inch hawsers. The weather was heavy, with dark, stormy-looking clouds and a westerly wind. We passed out of the Roads and rounded Cape Henry, with but little change in the weather up to the next day at noon, when the wind shifted to the south-south-west and increased to a gale.

It was my trick at the lee wheel at twelve o'clock, and being a good hand I was kept there. At dark we were about 70 miles at sea, and directly off Cape Hatteras. The sea rolled high and pitched together in that peculiar manner only seen at Hatteras. The *Rhode Island* steamed slowly and steadily ahead. The sea rolled over us as if our vessel were a rock in the ocean only a few inches above the water, and men who stood abaft on the deck of the *Rhode Island* have told me that we were thought several times to have gone down. It seemed that for minutes we were out of sight, as the heavy seas entirely submerged the vessel.

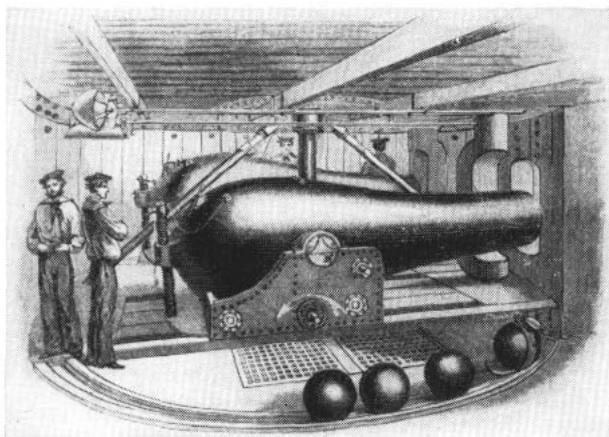
I had been stationed at the wheel, which had been temporarily rigged on top of the turret, and where most

of the officers were. I heard their remarks, and watched closely the movements of the vessel, so that I exactly understood our condition. This going to sea in an iron-clad I began to think would be the last I should volunteer for, and I remembered what I had been taught in the service, that a man always got into a muss if he volunteered (and in my experience the saying was true).

All the officers except those on duty in the engine-room were now on the turret. We made very heavy weather, riding one huge wave, and, being heavier than a wooden ship, with no hold for the water to raise her, plunging through the next, and splashing down upon another with a shock that would sometimes take us off our feet, while the next would sweep over us and break far above the turret, and if we had not been protected by a rifle armor we would have been washed away.

The water had for some time been running down through the coal bunkers, and it is my opinion that some of the covers on deck were removed by the heavy seas, although it has been reported that the side plates had sprung apart. It was then about eight o'clock in the evening, and it was reported that the coal was too wet to keep up steam, which had now run down from its usual pressure of 80 pounds to 20. The water in the vessel was gaining rapidly over the small pumps, which had been working, and I heard the Captain order the Chief Engineer to start the main pump, a very powerful one of new invention, which was done, as I saw a stream of water eight inches in diameter spouting up from beneath the waves.

Signals of distress were burned to the *Rhode Island*. She lay to, and we rode the sea more comfortably. The *Rhode Island* was obliged to turn slowly ahead to keep from drifting upon us and prevent the tow-lines from being caught in her wheels. At one time when she drifted close alongside, our Captain shouted through his trumpet that we were sinking and to send their boats. The *Monitor* steamed ahead again with renewed difficulties, and I was ordered to leave the wheel and was kept employed as messenger by the Captain.



MASSIVE guns of *Monitor* fired 15-inch projectiles.

The Chief Engineer reported the coal too wet to keep up steam and work both pump and the main engine. The tow lines were ordered to be cut, and I saw a man in attempting to obey the order swept from the deck and carried by a heavy sea leeward and out of sight in a moment. Our daring boatswain's mate then succeeded in reaching the bows of the vessel, and I saw him swept by a heavy sea far away into the darkness, only to hear his voice once say "Farewell."

Our anchor was let go with all the cable, and struck bottom in about sixty fathoms of water. The fires were dull. The small pumps were choked up with water, and the main pump had almost stopped working. This was reported to the Captain, and I was ordered to see if there was any water in the wardroom. This was the first time I had been below the berth deck. I went forward, and saw the water running in through the hawse-pipe, an eight inch hole, at full force.

Around the sides, where the hull had broken from the deck, there were several openings where the water poured in, in large streams. The deck projected, in a shelf-like form, 15 feet forward and aft and 8 feet on the sides, with a heavy 6-inch iron plating extending four feet below the water, and the weight of the vessel, aided by the tremendous force of the heavy seas striking between them, had caused this separation, and this particular defect in the *Monitor* build was the cause of the disaster.

2

I reported my observations, and at the same time heard the Chief Engineer report that the water had gained very rapidly. The Captain ordered him to stop the main engine and turn all steam on the pumps, which I noticed soon worked again, and I felt somewhat encouraged. The clouds now began to separate and a moon of about half size beamed out upon the sea, and the *Rhode Island*, now a mile away, became visible. Signals were being exchanged and I felt that all would be saved, or at least that the Captain would not leave his ship until there was no hope of saving her. I was sent below again to see how the

water stood in the wardroom. I went forward to the cabin and found the water just above the soles of my shoes, which indicated that there must be three or four feet in the vessel. I reported the same to the Captain, and all hands were set to bailing—bailing out the ocean, as it seemed to be—but the object was to employ the men and keep down the excitement. I kept employed most of the time taking the buckets from through the hatchway on top of the turret. They seldom would have more than a pint of water in them, the balance having been spilled out in passing from one to another.

The weather was clear but the sea did not cease rolling in the least, and the *Rhode Island*, with the tow lines wound up in her wheel, was rolling at the mercy of the sea, and came washing against our sides. A boat that had been lowered was caught between the vessels and sunk. Some of our seamen bravely leaped down on deck to guard our sides, and lines were thrown to them from the deck of the *Rhode Island*, which now lay her whole length against us, floating off astern, but not a man would be the first to leave his ship although the Captain ordered them to do so. I was again sent to examine the water in the wardroom, which I found to be more than two feet above the deck, and I think I was the last to look on a young engineer who lay seasick in his bunk, apparently watching the water as it grew deeper and deeper, and conscious what his fate must be. He called me as I passed his door, and asked if the pumps were working. I replied that they were. "Is there any hope?" he asked, and feeling a little moved at the scene, knowing certainly what must be his end, and the darkness that stared at us all, I replied, "As long as there is life there is hope." "Hope and hang on when you are wrecked," is an old saying among sailors.

I left the wardroom, and learned that the water had gained so as to choke up the main pump. As I was crossing the berth deck I heard the cabin cook, an old African Negro, who was more excited himself than any one else, giving some very consoling lessons to the landsmen, who looked like death with seasickness, in a manner that many of you may have seen men display on such occasions. He congratulated them for



OLD PHOTOGRAPHS of *Monitor* show famed turret from bow (left) and crew gathered about galley (right).

## THE LOSS OF THE *MONITOR* (Cont.)

being in a metallic coffin, and that the devil would surely pick their bones as no shark could penetrate their graves, and made other startling remarks, not spoken in so mild a way, and too wicked to be remembered.

As I ascended the turret ladder the sea broke over the ship and came pouring down the hatchway with so much force that it took me off my feet, and at the same time the steam broke from the boiler-room, as the water had reached the fires, and for an instant I seemed to realize that we had gone down. Our fires were out and I heard them blowing the water out of the boilers.

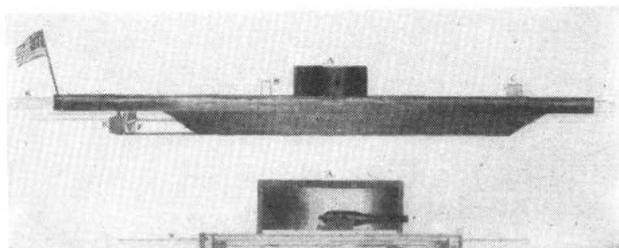
I reported my observations to the Captain, and at the same time saw a boat alongside. The Captain gave orders for the men to leave the ship, and fifteen, all of whom were seamen and men whom I had placed my confidence upon, were the ones who crowded this, the first boat to leave the ship. I was disgusted at witnessing the scramble, and not feeling in the least alarmed about myself, resolved that I, an "old haymaker," as landsmen are called, would stick to the ship as long as my officers. I saw three of these men swept from the deck and carried leeward to find their graves beneath the angry sea.

3

Bailing was again resumed. I occupied the turret all alone, and passed buckets from the lower hatchway to the man on top of the turret. I took off my coat—one that I had received from home only a few days previous (I could not feel that our noble little ship was yet lost)—and rolling it up with my boots, drew the tompon from one of the guns, placed them inside and returned the tompon.

We had a black cat on board, which then sat on the breech of one of the guns, howling one of those hoarse and solemn tunes which no one can appreciate, unless filled with the superstitions which I had been taught by the sailors who were afraid to kill a cat. I would almost as soon have touched a ghost, but I caught her and placing her in another gun, replaced the wad and tompon, but could still hear that distressing yeowl.

As I raised my last bucket to the upper hatchway no one was there to take it. I scrambled up the ladder and found that we below had been deserted. I shouted to those on the berth deck to "Come up—the officers have left the ship and a boat is alongside."



SHALLOW DRAFT and unusual construction features of *Monitor* spelled disaster in the heavy seas.

As I reached the top of the turret I saw a boat made fast on the weather quarter filled with men, and three were standing on deck trying to get on board. One man was floating leeward, shouting in vain for help, another, who hurriedly passed me and jumped down from the turret, was swept off by a breaking wave and never arose, even to say, "Save me."

I was excited, feeling that it was the only chance to be saved. I made fast a loose line to one of the stanchions and let myself down from the turret, the ladder having been washed away. The moment I struck the deck the sea broke over the decks and swept me as I had seen it sweep my shipmates. I grasped one of the smoke stack braces and, hand-over-hand, ascended to keep my head above water, and it required all my strength to keep the sea from tearing me away.

As it swept from the vessel I found myself dangling in the air nearly at the top of the smoke stack. I let fall, and succeeded in reaching the ridge rope that encircled the deck by means of short stanchions, and to which the boat was attached. The sea again broke over us, lifting me heels upward as I still clung to the ridge rope. I thought I had nearly measured the depth of the ocean, when I felt the turn, and as my head rose above the water I spouted up, it seemed, more than a gallon of water that had found its way into my lungs.

I was then about twenty feet from the other men, whom I found to be the Captain and one seaman—the other had been washed overboard and was now struggling in the water. The men in the boat were pushing back on their oars to keep the boat from being washed on to the *Monitor's* deck, so that the boat had to be hauled in by the painter about ten or twelve feet.

The First Lieutenant and other officers in the boat were shouting, "Is the Captain on board?" and with severe struggles to have our voices heard above the roar of the wind and sea, we were shouting "No," and trying to haul in the boat, which we at last succeeded in doing. Then the Captain, ever caring for his men, requested us to get in, but we both, in the same voice, told him to get in first.

The moment he was over the bows of the boat the Lieutenant cried, "Cut the painter! cut the painter!" I thought, "Now or lost," and in less time than I can explain it, exerting my strength beyond imagination, I hauled in the boat, sprang, caught on the gunwale, was pulled into the boat with a boathook in the hands of one of the men, and took my seat with one of the oarsmen.

The other man, named Joice, managed to get into the boat in some way, I cannot tell how, and he was the last man saved from that ill-fated ship. As we were cut loose I saw several men standing on top of the turret, apparently afraid to venture down upon the deck, and it may have been that they saw others washed overboard while I was getting into the boat, which caused their fear.

We reached the *Rhode Island*, which had drifted perhaps two miles leeward, after a fearful and dangerous passage over the frantic seas, and came alongside under the lee bows, where the first boat that had left the *Monitor*, nearly an hour before, had just discharged its men.

We found that getting on board the *Rhode Island* was a harder task than getting from the *Monitor*. We were carried by the sea from stem to stern, for to make fast would have been fatal, and the boat bounded against the ship's sides; sometimes it was below the wheel, and then, on the summit of a huge wave, far above the decks; then the two boats would crash together, and once while our surgeon was holding on to the rail, he lost his fingers by a collision which swamped the other boat.

Lines were thrown to us from the deck of the *Rhode Island*, which were of no assistance, for not one of us could climb a small rope, and besides, the men who threw them would immediately let go their holds in their excitement, to throw another—which I found to be the case when I kept hauling in rope instead of climbing, and concluded, as the Irishman told his captain, that the end was cut off.

It must be understood that two vessels lying side by side, when there is any motion to the water, move alternately, or, in other words, one is constantly passing the other up or down. At one time when our boat was near the bows of the steamer we would rise upon the sea until we could touch her rail, and in an instant, by a very rapid descent, we could touch her keel.

While we were thus rising and falling upon the sea, I caught a rope, and rising with the boat, managed to reach within a foot or two of the rail, when a man, if there had been one, could easily have hauled me aboard. But they all followed after the boat, which at that instant was washed astern, and I hung dangling in the air over the bow of the *Rhode Island*, with our Acting Master hanging to the cat-head, three or four feet from me, and like myself, both hands clenching a rope, and bawling for some one to save us.

Our hands grew painful and all the time weaker, until I saw his strength give way. He slipped a foot, caught again, and with his last prayer, "Oh God," I saw him fall and sink to rise no more. The ship rolled, and rose and fell upon the sea, sometimes with her keel out of water, or at its surface, when I was thirty feet above the sea, and with the fate in view that

called home our much-beloved companion, which no one witnessed save myself, I still clung to the rope with aching hands, calling in vain for someone to save my life.

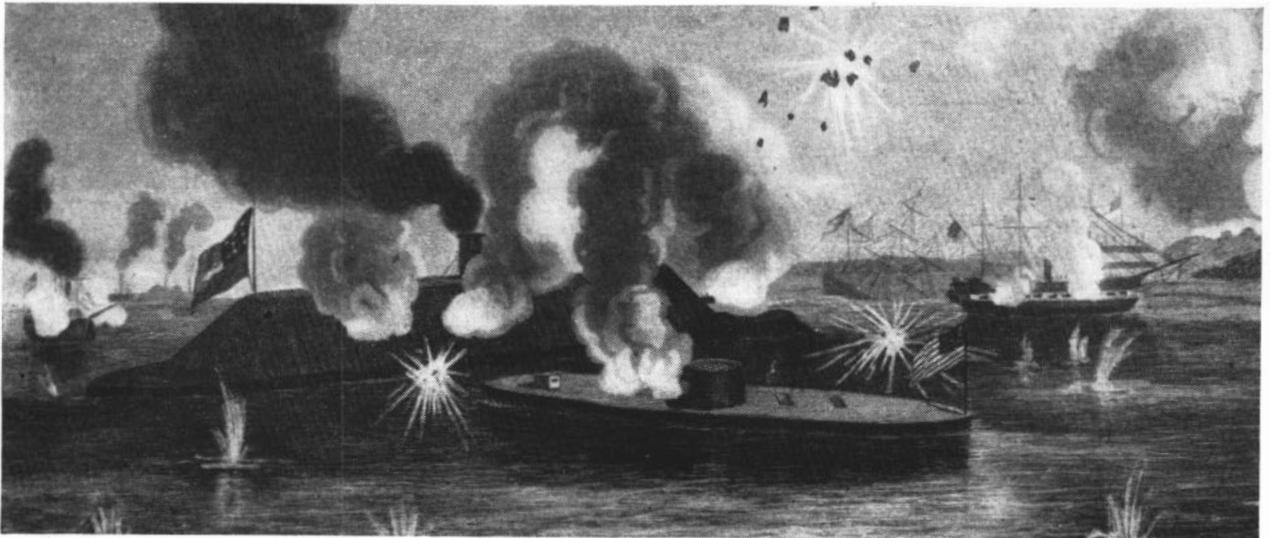
But I could not be heard, for the wind shrieked far above my voice. My heart here, for the only time in my life, gave up hope, and home and friends were most tenderly thought of. While I was in this state, within a few seconds of giving up, the sea rolled forward, bringing with it the boat, and when I would have fallen into the sea, the boat was there. I can only recollect hearing an old sailor say, as I fell into the bottom of the boat, "Where in hell did he come from?"

4

When I was conscious of what was going on, no one had succeeded in getting out of the boat, which then lay just forward of the wheelhouse. Our Captain ordered them to throw bowlines, which was immediately done. The second one I caught and was hauled on board. I assisted in helping the others out of the boat, when it again went back to the *Monitor*, but did not reach it, and after drifting about on the ocean several days it was picked up by a passing vessel and carried to Philadelphia.

It was now half-past twelve, the night of the 31st of December, 1862. I stood on the forecastle of the *Rhode Island*, watching the red and white lights that hung from the pennant staff above the turret, and which now and then as we would perhaps both rise on the sea together, beam across the dark and raging sea, until at last just as the moon had passed below the horizon, 'twas lost, and the *Monitor*, whose history is still familiar with us all, the victor of the first iron-clad conflict, the savior of our naval forces, plunged with a dying struggle at her treacherous foe and was seen no more.

The following day we arrived at Hampton Roads. This sad news reached every household, and our nation wept. As near as I can now remember, there were 33 lives lost and 28 saved.



FAMOUS DUEL between iron-clads *Monitor* and *Merrimac* at Hampton Roads, Va., in 1862 was first in history.

# FANTAIL FORUM

**Question: What is the most interesting part of your duty?**

(Interviews were conducted on board USS Iowa (BB 61).)



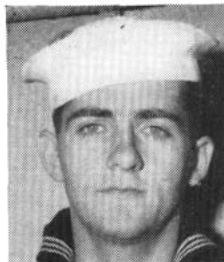
John Kihn, TDAA, Pittsburgh, Pa.: Being a tradesman, it gives me great personal satisfaction to repair the special devices that are trusted to my care. The Navy's taught me an interesting trade and I think they've done a good job.



Jun Ogimachi, SK3, San Fernando, Calif.: As a GSK storekeeper, I think I have the best job in the supply department. It's just like working in an auto supply company doing both sales and stockroom work. For my dough, the Navy's a good deal.



Albert Arreola, Jr., SA, El Paso, Texas: Work in the chow section is interesting because there is always something different. Right now I enjoy doing mess cooking. Later on, I hope to go to Cook's and Baker's School in San Diego.



Ray R. Bissell, RD2, Akron, Ohio: I like my job with radar. In port and at sea we get and pass the word on all navigational and combatant functions of the ship. In other words we are in on the know and I like that.



Darrell Purnell, YN3, Somerset, Colorado: I find my battle station, which is "talker" on the open bridge, interests me highly because it gives me a chance to see the crew work as a team under realistic battle conditions.



Charles J. Marquardt, HM3, Long Beach, Calif.: Being a hospital corpsman has numerous interesting aspects. A corpsman sees an awful lot. His training for minor surgery and first aid is always beneficial to himself and others.



Felice Colella, SN, Brooklyn, N. Y.: My work as personnelman concerns advancements in rate. The high point comes when I see the expression on their faces when I tell 'em, "You made it." That pays for the effort I put in my work.



Charles Brown, BM3, New Market, N. J.: I like my job as mess deck master-at-arms. I get plenty to eat—which doesn't hurt my feelings in the least,—and I'm working on a good ship with good officers and a good crew.



Clem E. Matlage, SKSN, Des Moines, Iowa: My job is the best in the Navy. I work in the GSK store-rooms aboard ship. It's really a good deal. Not only is it interesting but it will help me on the outside should I ever want to get out.

# ALL HANDS

## THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

**SECURITY:** Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs.

**REFERENCES** made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name. The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

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The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

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Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

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• AT RIGHT: Task Force 128, five ships with USS Pocono as flag, visited Greece and Turkey enroute to the Persian Gulf area. Julius Leptak, ET3, serving in Pocono, poses in front of the parthenon for a picture for the folks back home in Bronx, N.Y. ➔

SMILE, PLEASE



**Your most important inspection . . .**



**NAVY DAY ★ 27 OCT**