

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

JULY 1945

This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG



HELLDIVER HEADS HOME



FOR THOSE WHO FELL

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JULY 1945

NAVPERS-O

NUMBER 340

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THIS MONTH'S COVERS

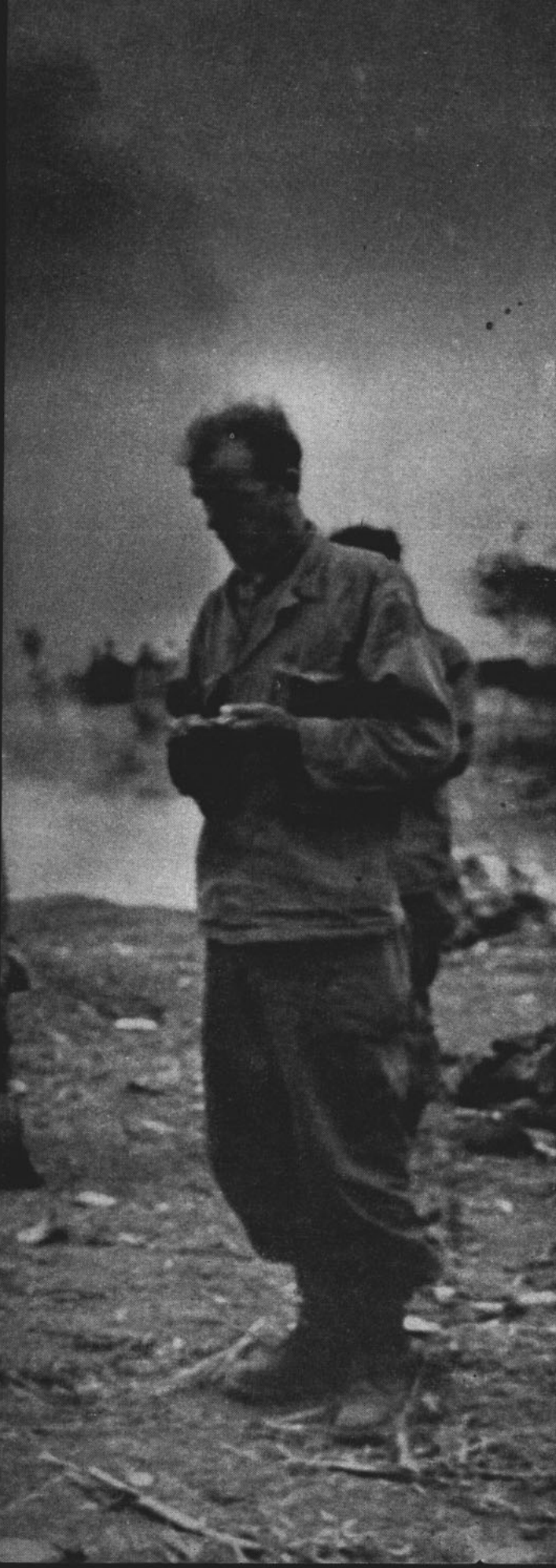
• FRONT COVER: A Navy Helldiver, winging home from a Pacific mission, banks sharply over its flattop home. Soon the SB2C will be nestling with the other planes spotted on the carrier's flight deck (Official U. S. Navy photograph).

• AT LEFT: Amid the ominous smoke of battle on Ie Shima off Okinawa, a priest says mass and Yank fighters offer prayers for fallen comrades (Official U. S. Coast Guard photograph).

• INSIDE BACK COVER: Off Okinawa an American battleship takes on ammunition from an LST, getting ready to support ground troops with bombardments (Official U. S. Navy photograph).

• BACK COVER: Based on an official Navy war bond poster.

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IT IS FOR 10 READERS



13 RUGGED OLD LADIES

By Tom Bernard, Sp(X)lc

OUT of the mud and degradation of Pearl Harbor has come a fleet of nautical ghosts which today hammers with unrelenting fury the little men who devised and executed the opening attack of the Pacific war. From Normandy to Leyte, from Kiska to the Solomons, this fleet of shadows has returned to haunt the high command which believed it had murdered and buried forever the seapower of a mighty nation.

To the men of the old Navy the names of the ghost ships are synonymous with unglamorous cruises to places where there was war, but for them no fighting. To Vera Cruz, Scapa Flow, the North Atlantic, the Firth of Forth; dull years of battle stations without battle. Today's youngsters know a different life, one jammed with violent give-and-take combat in major sea actions like Surigao Strait, in vital amphibious landings like Normandy and Iwo Jima.

Of the 17 battleships that formed the backbone of our fleet on that dreadful morning in December 1941, 15 had been built or designed during World War I or before. And of those 15 old ladies, eight were anchored peacefully in Pearl Harbor. A few hours after the Japs attacked four were on the bottom, one

one was beached and three more were damaged—though six of the eight would fight again. Of the other seven, one was in a West Coast port, one in Iceland, the remaining five in East Coast ports or in the Atlantic.

By modern standards even the whole ones were hopelessly outmoded. The youngest of the 13—USS *West Virginia*—was 20 years old. And the oldest—USS *Arkansas*—was commissioned in 1911. Not a hopeful picture for a Navy faced with the task of first recovering the initiative, then reconquering lost islands and, finally, pushing back an enemy which had spread its empire over uncounted millions of miles of ocean.

The battlewagons had only their huge main batteries with which to fight. And there was a reluctance to use them after the fate of the British *Prince of Wales* and *Repulse*, sunk by Jap planes in the South China Sea. "Janes' Fighting Ships," unofficial but accepted bible of the world's war vessels, stated in its 1942 edition that neither the *New York* nor the *Texas*, undamaged at Pearl, was "reckoned effective for war purposes."

Most of the ships had been modernized during the dull days between wars. Their cage masts were replaced by tripods. Later, accurate, powerful five-inch dual purpose guns, twin and quad

PEARL HARBOR was intended by Japs to be graveyard of fleet's old battlewagons. Below, *West Virginia* and *Tennessee* burned side by side after attack.

Official U. S. Navy photograph



REVENGE has been exacted by old BB's

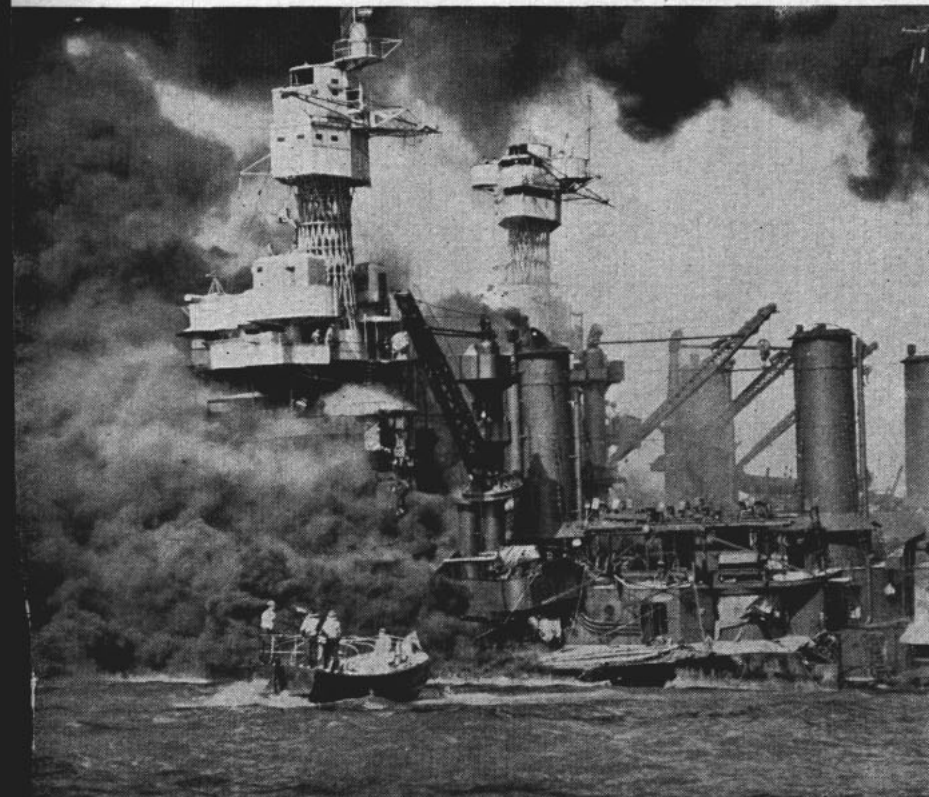
mounts of .40s and .20s gave them defense against air attack. Their fire-control systems were improved, their engine and boiler rooms refitted, their navigating and detecting devices brought up to modern-day efficiency.

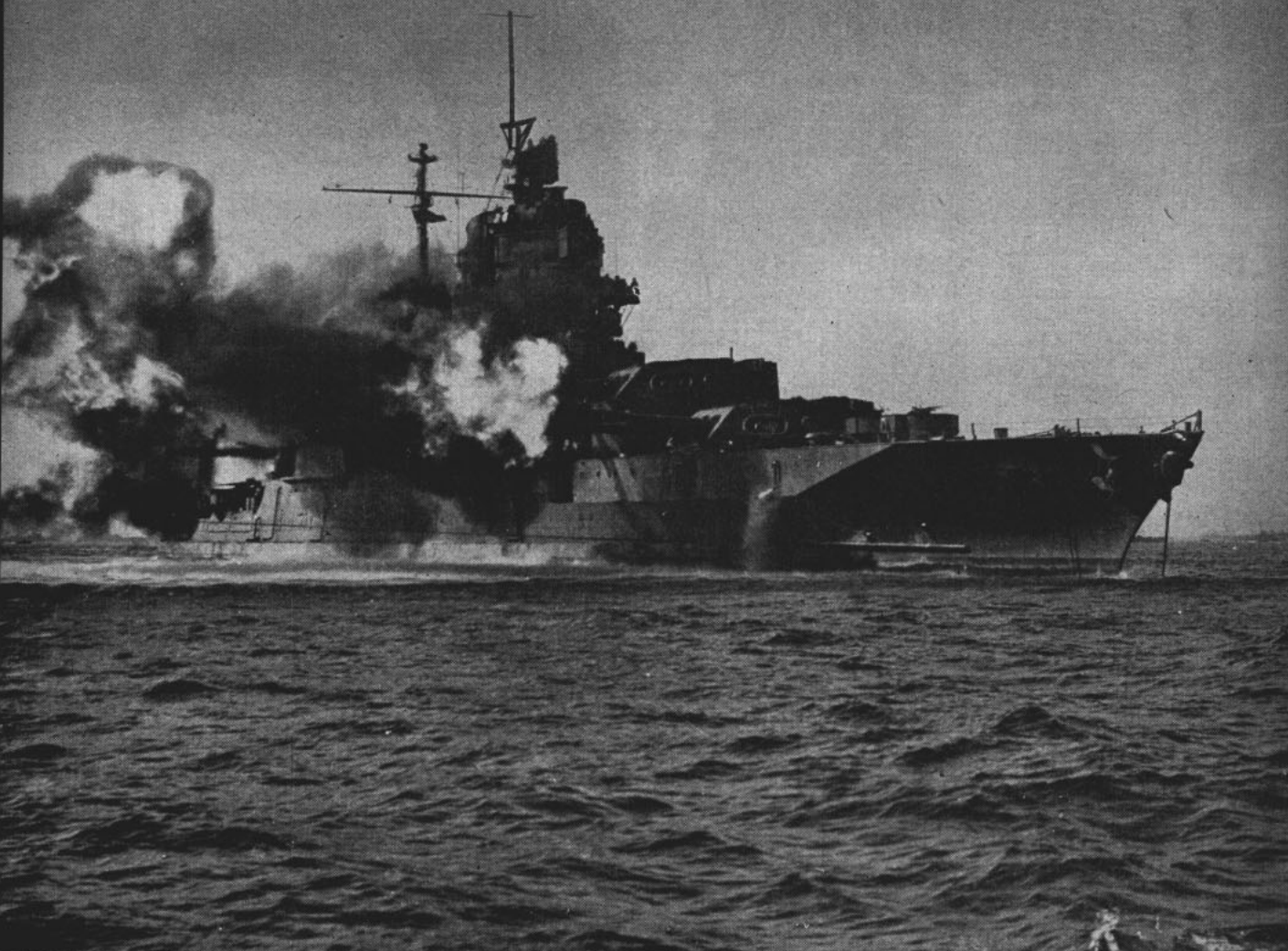
There had to be a testing ground for these ships in this new kind of war. Never had any of their guns blazed in actual combat except during the brief, inglorious interlude at Pearl when the AA guns of some destroyed attacking Jap planes. The Aleutians were selected for the test.

The Test

New Mexico, Idaho, Nevada and Pennsylvania, the latter two damaged at Pearl, sallied forth on the softening-up job. Their 14-inch gun batteries alert, they poked through heavy weather into Holz and Massacre Bays off Attu. Before the doughboys went ashore the big guns opened up in a pulverizing bombardment on enemy gun and troop positions, effectively neutralizing them and easing the way for the

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Official U. S. Marine Corps photograph

from Attu to Okinawa (above) at which a New Mexico class BB is hurling a broadside. In distance is Maryland class BB.

infantry to land. A month later the *Pennsylvania*, *New Mexico* and *Idaho* were joined by the *Mississippi* and *Tennessee* for the assault on Kiska. Although Jap opposition was negligible, the five old wagons laid shell after shell on their targets, eliminating whatever guns had been on the island.

In blasting the Japs, the old battlewagons also blasted a theory which had been prevalent since the early part of the century in some naval and military circles. Before a House Naval Affairs Committee in 1916 an admiral testified:

"This war has conclusively demonstrated what every military strategist knew before—that it is impossible for sea craft to successfully attack land fortifications." Others echoed him later.

Although pro and con arguments were many since the admiral spoke, no one ever proved that he was wrong until Attu. No one, after the record established by these old battleships throughout the world since, will ever agree with him again.

The "old ladies" were definitely not the old-fashioned kind, as many people contended, who would lift their skirts and skitter away at the first sign of trouble. Rather, they liked it. For, old and lumbering as they were, they still packed dynamic punches in the barrels of their heavy guns, and never before had they had a chance to demonstrate to the world the strength that had been built into them so many years before.

Without a Shot

Back in 1914 when a war with Mexico seemed imminent, a fleet that even in these days could scare hell out of a sizable enemy force, steamed into Vera Cruz harbor to quell an uprising. Among the eight battleships anchored offshore were the *New York*, *Wyoming* and *Arkansas*, all young and innocent.

A few days later the *Texas* steamed full speed into the harbor after interrupting her shakedown.

"What's going on?" her crew asked sailors of other ships. "Are we gonna fight? How soon do we open fire?"

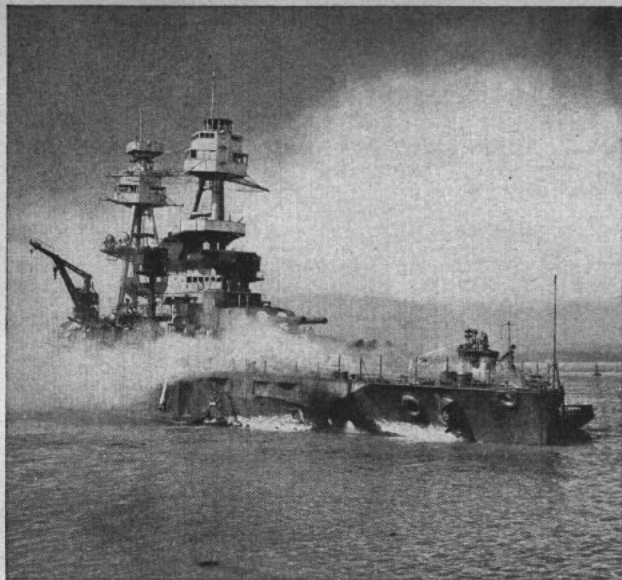
The answer was mighty discouraging.

"The Marines went ashore and mopped up in a couple of hours."

It seemed the first full-fledged battleships of the Navy were destined for a fate like that. They missed World War I's only hot naval battle, Jutland, because America had not yet entered the conflict. When they finally arrived in British waters their crews were immeasurably bored with a life of sitting and waiting for action that never came.

Utah, Oklahoma and Arizona joined the Royal Navy's English Channel fleet,

Veteran U. S. Battleships Have Learned New Tricks To Become Potent Weapons of Modern Amphib War



NEVADA was beached off Hospital Point when smoke cleared at Pearl Harbor, yet she fought at Normandy.



PENNSYLVANIA suffered relatively light damage at Pearl, escaping the fate of the DDs Downes and Cassin nearby.

helping to blockade the coast of the continent. *New York*, *Texas*, *Arkansas* and *Wyoming* became part of the British Home Fleet operating out of but mostly in Scapa Flow and the Firth of Forth. They participated in target shoots along with British battlewagons and scored impressive records. They put out to sea on reports that the German Grand Fleet was out and attempting to run the blockade. They dodged a few torpedoes from enemy submarines and watched their paravanes slash the waters of the North Sea in search of submerged mines.

But the destroyers dropped the depth charges and did whatever attacking was to be done. And the infantry, the artillery and the fledgling air forces got credit for winning the war. Only when the German Grand Fleet steamed ignominiously between their lines back

to Scapa Flow and surrender did they realize that their tiresome, persistent presence had helped toward victory.

Despite their long years of world cruises and refitting between wars, the first battleground for three of the re-corseted old ladies was that same Atlantic in which they had sought action 25 years before. *New York*, *Arkansas* and *Texas* sailed from American East Coast ports in company with troopships, carriers, cruisers and destroyers. They were ready for the first major amphibious landing which would wrest back the first territory from the Axis.

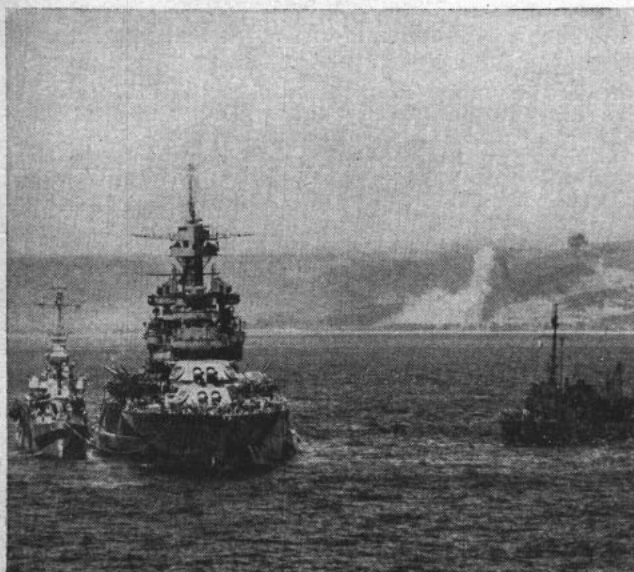
North Africa was the objective. Moving in close with the USS *Philadelphia*, the *New York* lobbed her 14-inch projectiles into fire-control and range-finder apparatus and heavy guns of the *Batterie Railleuse* protecting Safi harbor. The battery was put out of action.

Meanwhile, the *Texas* was shelling Mehdia, near Casablanca, disrupting transport and blasting an ammo dump.

Arrangements had been secretly made with French garrisons beforehand so that the French put up only a token resistance in most places. But it gave the crews of the old battleships their first taste of war and prepared them for greater combat yet to come.

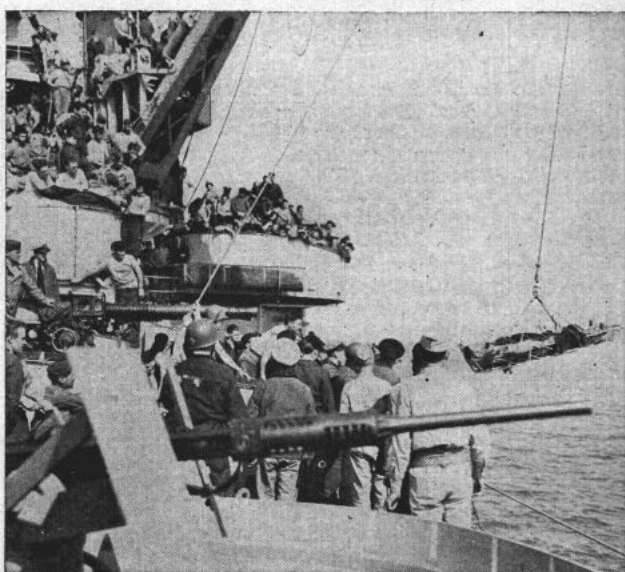
The true test of their ability to support amphibious operations came in June 1944 when *Arkansas*, *Texas* and *Nevada*, the latter damaged at Pearl Harbor, moved slowly up to the beaches of Normandy astern a line of DDs.

For many minutes after the cruisers and destroyers started dueling with heavy German shore batteries, the battleships' heavy guns were silent. Then they opened fire on prearranged targets, sending their shells shrieking



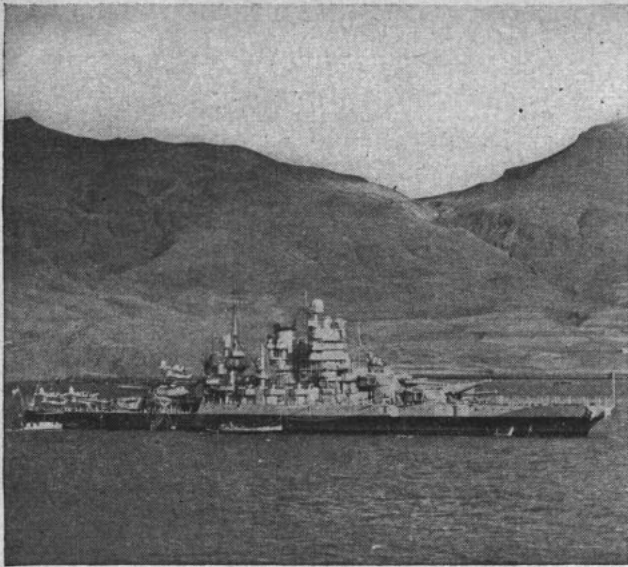
Official U. S. Navy photographs

COLORADO helped in the job of reducing Saipan. As she lays to, phosphorus shells burst on shore in background.



Official U. S. Marine Corps photograph

TEXAS took wounded Rangers aboard off Normandy. She was hit twice in a duel with Nazi batteries at Cherbourg.



IDAHO was among the BBs that softened Attu and Kiska, testing grounds for the old ladies in the new-type war.



MARYLAND, of youngest class of old ladies, is shown as she appears today. With her is sister ship Colorado.

shoreward over the lighter vessels. As in the African operation each ship had specific targets to neutralize before H hour. The "Arky" blasted casemated guns near Les Moulins and Ste. Honore des Pertes and other stationary target near Port en Bessin. The *Texas*' first target was a battery of casemated guns atop Point du Hoe, a prominence covering the Ohama beachhead from the west. Rangers were to scale du Hoe's cliffs and wipe out the guns' crews. The *Texas* plastered the emplacements before H hour, turned to targets of opportunity behind the beaches while the Rangers went into action. Then she turned her attention to machinegun emplacements hidden in a winding draw and an anti-aircraft battery near Vierville sur Mer. Meanwhile the *Nevada* was hammering away at similar targets on Utah beach.

The surprised and routed Germans

on the immediate beach defenses retreated inland. Tactically they were defeated only momentarily. They still had artillery with which they could bludgeon the great mass of men and materiel concentrated on the shores. From the rear, columns of enemy tanks, self-propelled guns and mobile mortars moved toward the sea. They had a 50-50 chance to push back the invaders.

But they reckoned without something new in sea-borne artillery. From their experience, warships at sea could fire at and hit only targets of opportunity visible from fire-control towers.

Yankee ingenuity ended that idea. In the first few waves of assault infantrymen to hit the beach were Shore Fire Control Parties, composed of one naval officer, one Army officer and 12 Army enlisted men. Each of these parties was attached to an infantry

regiment. All were skilled in radio communications, map reading, naval gunnery. Each party was equipped with maps duplicating those of gunnery officers on the ships.

As the assault troops advanced from the beach, running into opposition, the fire-control parties went ahead with them. From shore to ship the radio would signal:

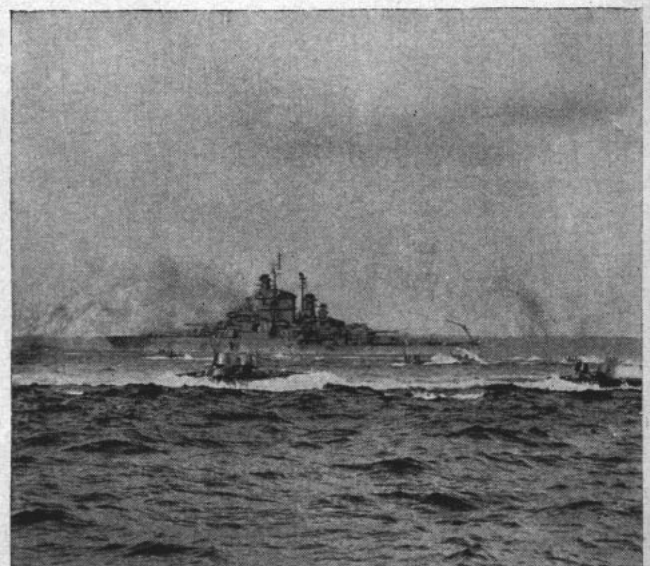
"Dog Easy Queen . . . this is Roger Mike Jig . . . I have a message for you . . . target at (here map coordinates were given) . . . enemy pillbox . . . close supporting fire . . . commence fire immediately . . ."

The old battlewagons' guns would roar. The pillbox would crumble under direct hits. The infantry would advance again.

During the early days of the Normandy landings the *Nevada* knocked out nine enemy tanks in one engage-

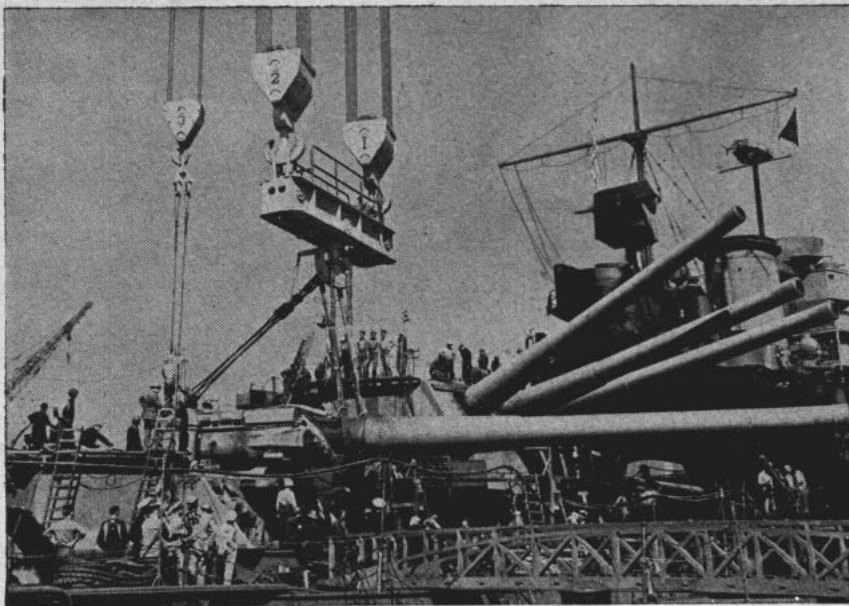


NEW YORK lashed out at Iwo Jima with her big guns. Once Hirohito visited her. Now she may return the visit.



Official U. S. Navy photographs

TENNESSEE, shown at Iwo, lost her cage masts in post-Pearl Harbor revamping and looks like a brand-new ship.



14-INCH GUNS of a veteran battleship, their linings worn out from firing, are replaced by guns with new linings at the Bremerton Navy Yard, Washington.

ment with shore-directed fire. The *Texas* leveled the center of the town of Isigny, command post for Germans defending the left flank. The *Arkansas* knocked out a railroad train, several gun emplacements in the rear and broke up several tank and infantry counterattacks.

Nineteen days after D day, the three old ladies took on their most hazardous assignment.

Duel at Cherbourg

Infantry had broken through stubborn German defenses near St. Lo and swept to the right up the Cherbourg Peninsula. From the land it was a tough task. Cherbourg was one of the best-defended ports on the continent. Scores of big guns guarded the harbor approaches. Others had been turned inland facing advancing U. S. troops.

Steaming at high speed off Cherbourg behind a smokescreen, the *Arkansas*, *Nevada* and *Texas* began pounding away at the guns and the town. Their opponents turned out to be the most formidable yet. Only quick maneuvering saved the *Nevada*. She was straddled 27 times during five shooting missions. The *Arkansas* also escaped damage but only after 280-mm. shore guns had dropped several heavy shells near her. *Texas* was not so lucky. Her guns boomed in unison with *Arkansas* and *Nevada* but she was straddled by the third salvo from enemy guns. During the three-hour engagement she was hit twice by heavy shells and had to fight two fires.

After Normandy and Cherbourg the three old battleships sailed down to the Mediterranean and there assisted in the landings in southern France.

Field Marshal von Rundstedt, commander of German armies in the west at the time of Normandy, admitted, after his capture, that American naval gunfire had penetrated far inland and made it impossible to bring up reserves in time to repel invading forces.

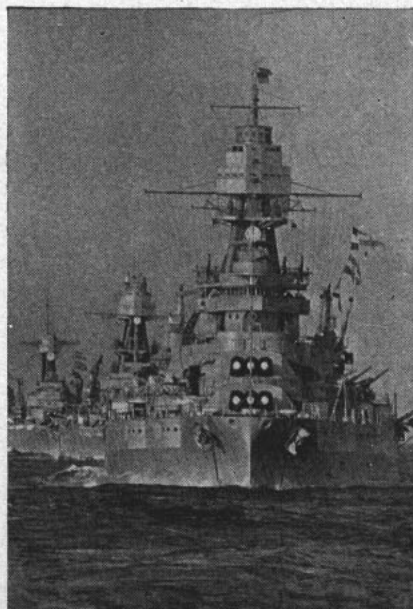
In the Gilberts and the Marshalls the ships the Japs believed they had

sunk sailed close off shore, pouring their high explosives on every enemy installation likely to oppose landing troops.

At Tarawa and Makin in November 1943 a mighty task force prepared the way for the Marines. In that force were seven of the old ladies—*Tennessee*, *Colorado*, *Maryland*, *Pennsylvania*, *Mississippi*, *New Mexico* and *Idaho*. Two months later the same fleet moved into the Marshalls, pummeling the islands before and during the first landing on Kwajalein, 31 Jan. 1944.

But the real job was yet to come. Advances had been made, true, but American forces were still far from being within adequate striking distance of the Japanese homeland.

In the summer of 1944 the increased



power of the Navy began to gain momentum. The pace was stepped up. American forces leaped thousands of miles nearer Japan with the invasion and conquest of the Marianas—Saipan, Guam, Tinian.

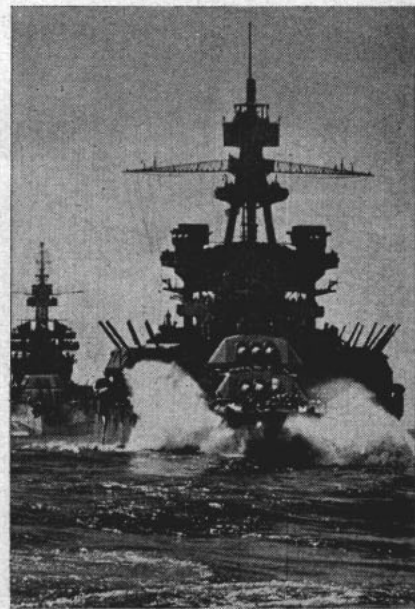
Two of the venerable battleships—*Tennessee* and *Pennsylvania*—added another valorous chapter to a tradition of gallant teamwork which started in the Aleutians. The *Tenn-Penn* combination previously had worked together in the Gilberts and the Marshalls. In the Marianas they labored like the old war horses they had now become.

Both the *Tennessee* and *Pennsylvania* shuttled back and forth between the three islands during the entire Marianas campaign. Sometimes they softened up islands not yet invaded. Then they would dash over to another island and pound stubborn Japs holding up a Marine advance.

On Guam alone the *Pennsylvania's* guns destroyed 15 planes on the ground; six large guns; eight medium guns; three five-inch guns; a dozen machine guns; 19 dual-purpose guns; two coastal-defense guns; eight large antiaircraft guns; four twin mounts; nine heavy antiaircraft guns; a dozen three-inch guns; two anti-boat guns and numerous mortars and field artillery. During one period her guns fired at the Japs for 16 consecutive days.

After the Marianas campaign the *Tenn-Penn* team was assigned to a carrier task force which was to carry the war eventually even closer to the Nipponese homeland. On 6 September they started pumping shells into the Palaus while carrier planes tore at airstrips and guns and Japs. For nine days they worked the islands over. Then the troops went ashore. The *Pennsylvania* alone hurled 900 rounds of 14-inch projectiles from her blazing rifle barrels on the two islands.

With landing after landing going into their logs, the old but still mighty wagons were becoming as proficient with their guns as small boys with



Official U. S. Navy photographs

BB FORMATIONS, common sight in peacetime newsreels (left and above), weren't just movie acting, but rehearsals for operations like Lingayen Gulf

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slung shots. When the big show came along there were five of them on hand to lend support to the carriers, cruisers, destroyers and new battleships.

The *Pennsylvania-Tennessee* team was part of the fleet which steamed off the Philippines and, on 20 October, they struck. Typically, the *Pennsylvania* was the first battleship to enter Leyte Gulf. Others soon followed, belching their flaming broadsides in an announcement of the Navy's return to a land it had so often visited.

As the liberation of the Philippines progressed and more landings were made, the old ladies helped out with their 14-inchers. But greatest and most gratifying of all was the Surigao Strait action on 25 October when, at long last, they actually engaged an enemy surface force and won.

Up from the south came a powerful Jap force, one of three bent on halting the Navy's Philippine action. Two Jap battleships, one heavy cruiser and four destroyers headed toward Surigao Strait. PT boats feinted first with torpedoes. The enemy came on. U. S. destroyers moved in to attack. The Japs kept coming at 20 knots. Then the cruisers and the battleships—*West Virginia*, *Maryland*, *Tennessee*, *California* and *Pennsylvania*—opened fire. The Jap fleet staggered, slowed to 12 knots under the massed American fire. It was too much for the Japs. Shell after shell scored direct hits on every unit. They tried to turn and run for it. Only one cruiser, later sunk by planes, and one destroyer made it. The rest went down.

During the Lingayen Gulf landings on Luzon, early this year, the old ladies again put in their heavy licks. It was there that a Jap bomb struck the port navigating bridge of the *New Mexico*, killing her skipper, Capt. Robert Fleming, USN, and 29 others. Still the valiant battleship fought on until the beaches were secured five days later.

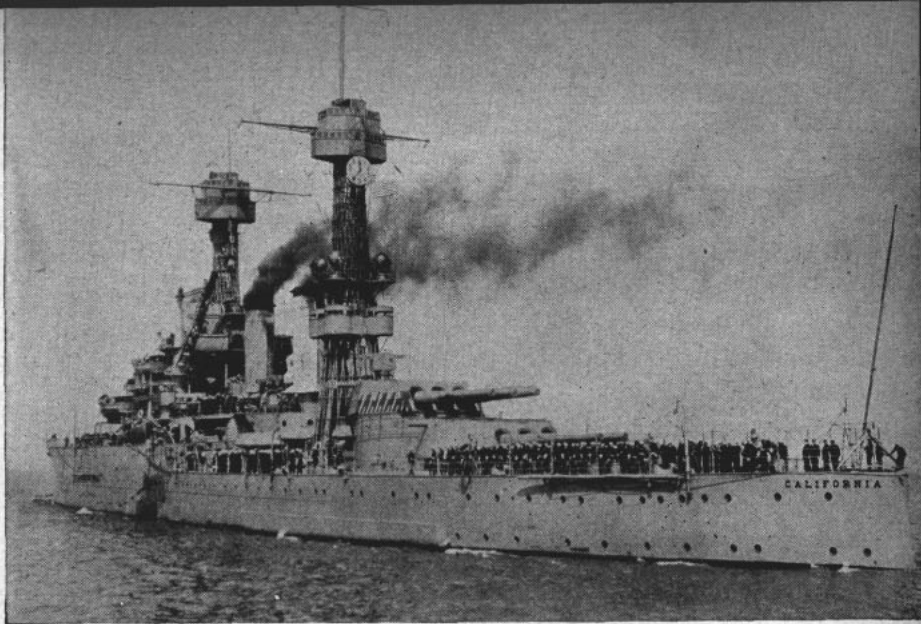
Closing the Range

If the old ships never fired another shot or steamed another mile they had more than repaid the Navy for their initial cost and their upkeep during all the years of peace. But on they drove, closer and closer to Japan. On 19 February six of them—*Tennessee*, *New York*, *Texas*, *Nevada*, *Arkansas* and *Idaho*—stood off Iwo Jima, 625 miles from Tokyo. For the entire 16 days that the Marines battled through the volcanic ash of the tiny isle, they poured their shells into the Jap defenders.

That they will go on until their guns can plaster the Japs in their own homes there is little doubt. Perhaps the *New York* should have the honor of firing first.

On 3 Nov. 1918 a suave, distinguished visitor boarded the *New York* in Scapa Flow. The visitor was accorded all the honors of royalty, for he was, after all, a royal prince—Hirohito, son of the Emperor of Japan. The inspection was brief but formal, more important diplomatically than for any other reason.

The *New York* would like to repay that visit. And her crew would like to make it a long one and no more formal than the Japs can manage with 14-inch shells dropping in their midst.



CALIFORNIA is good example of the faceliftings the fleet's old ladies have undergone. Above is way she looked in 1921, a month after commissioning.



Official U. S. Navy photographs

BOMBED and torpedoed at Pearl Harbor (above) she settled in the mud. In rebuilding, naval architects gave her (below) lines that belie her 26 years.



GUAM NOW

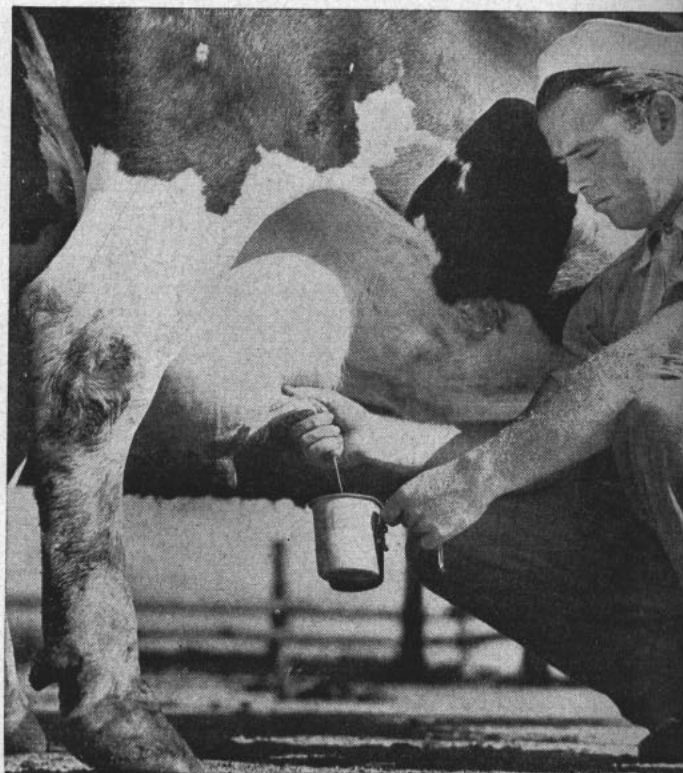
NERVE CENTER of today's assault on Japan is Guam. Little more than a year ago it was in Jap hands. The 206-square-mile dot in the Pacific was the first U. S. territory lost in the war. It was easy pickings for the Japs as they moved in on 10 Dec. 1941, following up their blow at Pearl Harbor. But the rising sun flew over the island only two and a half years. This month we mark the first anniversary of the Yanks' return on 20 July 1944 and their annihilation of the Jap garrison in a bloody 20-

day campaign. In the course of the year, the once unfortified clipper stop has grown into a mighty base. Since 28 January Fleet Admiral Nimitz has directed operations in the Pacific from advance headquarters on Guam. And from there and neighboring Saipan and Tinian, also taken a year ago, B-29s have been striking at the heart of Japan. What all this has meant for 22,000 Guam natives is typified by the youngsters shown here playing baseball in the shadow of the flag.



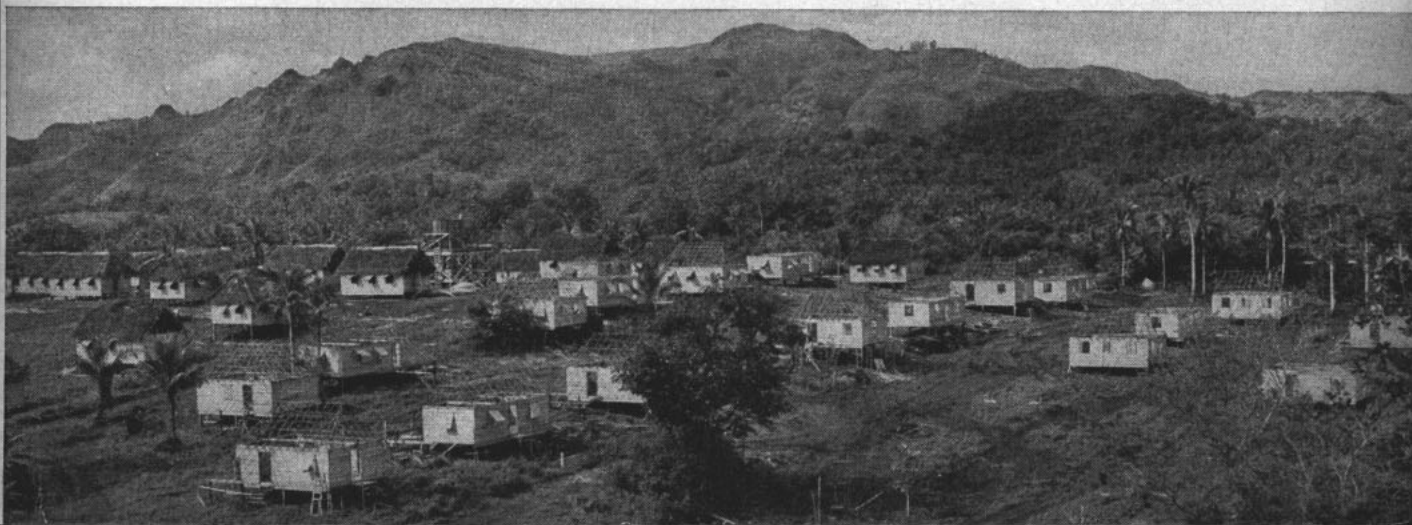


OWL'S EYE VIEW of Guam looks for all the world like a community in California or Florida. Lights twinkle everywhere, a beacon pierces the darkness in upper left and ribbons of light mark the movement of traffic on the roads.



REBUILDING means many things on Guam. Milk helps rebuild health of wounded (above, left). For this, Guam's livestock was replenished by herds from U. S. (above, right). Other rebuilding is native housing project (below).

Official U. S. Navy photographs





Official U. S. Army Air Forces photograph
JAPAN-BOUND B-29s take off from Guam as well as neighboring Mariana Islands, Saipan and Tinian. Tinian-based Superfortresses are shown getting a send-off from a Seabee bulldozer driver putting finishing touches on airstrip.



Official U. S. Coast Guard photograph
NOT FORGOTTEN are men who paid for Guam and other Marianas bases with their lives. Here at a Marianas cemetery, sailors salute marines who died a year ago so Guam, Saipan and Tinian might be the bases they are today.

GOOD NEWS ON FILARIASIS

Navy Doctors Find the Disease No Cause for Alarm; Men Recover Unimpaired and Return to Combat Duty

AFTER many months of intensive medical research, the Navy has good news on filariasis, the tropical disease which may produce unsightly swellings, rashes, fever and pain. This affliction is on the way out as a menace to naval personnel.

All the research findings are optimistic and may be summed up simply: infected men are getting better without special treatment.

For months this disease, which frightened many but has yet to claim the life of a single Navy man, inspired dramatic newspaper and magazine articles. And it has been a fertile field for scuttlebutt, mainly because it has been confused with elephantiasis, a disease commonly found in natives who have spent a lifetime in infected areas.

In relation to the size of the entire naval establishment, only a comparative handful of men have been infected. Of these, nearly all are on the way back to complete health and will return to useful life—in active duty overseas and at home after the war.

In assessing the disease it is necessary to distinguish carefully between the things filariasis—pronounced: fil-luh-rye-uh-sis—will and will not do. It will impair a man's health for as much as a week at a time. It may recur. It will produce discomfort and a feeling of low spirits. On the other hand, it will not kill. It cannot be caught from another person. It will not permanently injure health. It offers no perils of epidemic to families at home. It does not impair the sexual life of the afflicted man, nor his ability to produce children.

Although the disease is on the way out, it is not to be denied that in the early days of the war in the Pacific it provided vivid causes for fright. When American personnel stationed in infected areas started to catch filariasis not much was known about it.

Lacking the medical knowledge—yet aware of the partial similarity of the symptoms—it was natural for a filariasis patient to take fright whenever he saw a native infected with elephantiasis. He then had no way of knowing that this dread disease could be developed only after years of reinfection, usually from infancy up to the age of about 30.

It is difficult to determine how many Navy men ever caught the disease. Estimates run from 1,000 to 2,000 or more for naval personnel, while Marine infections may have been as high as 10,000.

Mosquitoes Spread Disease

Nearly all of the infections were picked up in the Samoan islands. And all were contracted in the only possible way the disease can be caught, through mosquito bites. The insects would bite an infected native and then transmit the illness by biting. The

only insects which could transmit were short-range flyers, and—unlike the anophiles, which transmits malaria—did most of their biting in daytime. A small number of cases turned up in the Philippines and the Solomons.

The mosquito which is the carrier of filariasis has a fancy name—"Wuchereria bancrofti." It is widely found throughout almost all tropical areas in both the eastern and western hemispheres and in many Pacific islands. Current estimates are that it can fly a distance of only about 300 yards. The time which elapses between the mosquito bite and the first outbreak of clinical symptoms varies. The average time is around nine months, although in one case it was as short as one month and in another as long as 25 months.

Symptoms include severe swelling under the arm glands, in the groin, testicles and legs. An average case would have an arm and a leg involved. If the arm were involved a red streak would develop, the colored area moving down from the shoulder. In addition, the patient usually had a low fever, headache and nausea, and chills. The usual treatment was bed rest and aspirin. The illness had all degrees of severity. Some men were completely knocked out. Others often avoided the binnacle list, particularly if their friends were being shipped out and they did not want to be left behind. The sickness lasted a week or so, although some patients were pretty well

recovered in four or five days. Some men had one or two recurrences, others had as many as 15 or 20. The general pattern was that recurrent attacks came with less frequency and were successively less acute.

Differs From Elephantiasis

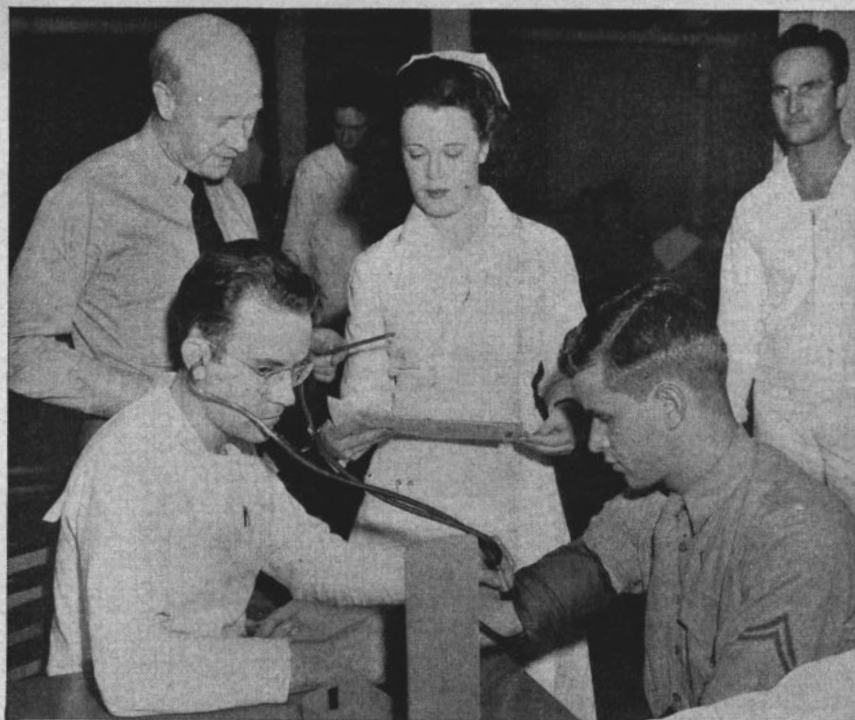
A brief survey of the conditions which produce elephantiasis will make clear the difference between this ailment and filariasis. The native who developed elephantiasis had a long history of infection. He was usually bitten by the carrier mosquito a few days after birth. Then, day after day—for a period of some 20 or 30 years—he continued to be bitten and was thus constantly reinfected. As a result he acquired a huge amount of infection. The infection produced a vast number of worms in the body. The worms then died and, intertwining with one another like small tangled pieces of string, turned into hard masses of matter. This matter blocked the lymph glands (located in the armpit, groin, legs and neck). These masses of hardened matter do not block the circulation of the blood, but do result in the stagnation of fluid which causes the swellings.

The difference is that these natives in the areas of infection had piled up huge amounts of infection after a lifetime of exposure whereas our men had only a year or less of exposure and only comparatively light worm infections. It is also important to note that while the worms mated with one another and bred in the natives, thus further piling up the disease, the Navy has not found a single man with



Official U. S. Marine Corps photograph

Men back from Pacific learn skiing at Klamath Falls rehabilitation center.



Official U. S. Marine Corps photograph

Marine at Klamath Falls gets a physical checkup before going on furlough.

enough infection to produce a second generation of worms in his own body.

Navy research has some very positive things to say on the improbability of the disease spreading in the United States. It is clearly known that there are available mosquito carriers in the United States, but only on a small scale. It has been learned that in order to carry the disease the *Wuchereria bancrofti* must have a mean temperature of 80° F. and an average humidity of 60% or more in order to function. In the United States these conditions prevail only in a relatively small area in the states bordering on the Gulf of Mexico, and in Georgia and South Carolina. Many years ago filariasis did take hold around Charleston, S. C. Yet it did not spread and also failed to maintain itself. Another thing which militates against the spread of the affliction in the United States is the lightness of the infection in our men.

In spite of wide research and experimentation by Navy medical research staffs, no specific treatment for the disease has yet been found. This gives no cause for alarm, however, because all the clinical evidence to date is that patients have been getting better without any drugs or other special treatment.

Klamath Falls Barracks

To tackle the problem head-on BuMed and the Marine Corps set up a joint project at Klamath Falls, Ore. All the patients at this post were Marines, because they had been longer involved and infected in larger numbers than Navy personnel. The post, a Marine barracks, is not a hospital in the usual sense, although all possible hospital facilities and research laboratory resources are there.

The Navy called in one of the country's authorities on tropical medicine, L. T. Coggeshall, of the School of Public Health at the University of Michigan. Capt Coggeshall, now senior medical officer of the post, has supervision of the system which is gradually restoring men to active duty.

Primarily, the post functions not as a convalescent or rehabilitation center, but as a duty station. All emphasis has been shifted from the illness aspect, and to all outward intents the barracks is like any other Marine establishment. Whenever a man has a recurrence of the illness he is of course put on the binnacle list, but only if he is not fit for duty. Even while under treatment, particularly if his outbreak is light, he is kept at some form of light duty, and his confinement to sick bay is kept as short as possible.

Under the program each man finds himself getting graded physical and military training, lectures, and courses in typing, languages and manual arts. When not busy with these routines, the patients put in much time fishing, camping, riding and taking part in organized athletics.

On reporting for duty at this post, each man is given a "screening examination." He gives a full history of his illness and close study is given his itinerary with particular attention to dates of arrival and departure at duty stations. At this point the operation of the post is explained to him and he is given full chance to discuss his ailment, after which he is assured that he will get well and told that he will suffer no permanent defects and that his wife and children will not catch the disease from him. Each man is graded in the light of his condition and is then fitted into the post program. Everyone able gets duty even

though it be sedentary. The program is set up on a three-month basis; experience has shown that at the end of that time the average man should be up to almost anything, even combat training if such should be assigned.

The physical activities at the camp give some idea of the extent to which men overcome the ailment. A footnote to this is the fact that the camp football team—made up of "patients"—was one of the best service teams on the West Coast last season. Toward the end of the training period those patients who have made sufficient recovery are sent off on hikes lasting from 10 to 12 days. Those who stand up to this are then given stiff manual-of-arms drills, topped off with half a day on one end of a double-handed crosscut saw. After this the behavior of their hearts is closely studied. A recent specially controlled group was put through this routine and 62% were found to be physically fit to carry on with any duty.

Not to overemphasize the favorable aspects of the course of the disease, it must be admitted that a handful of patients have had recurrent symptoms as much as two years after the start of the illness. Even in these cases, it has been reported that the symptoms have been dying down and recurring at less frequent intervals.

To any who might still have exaggerated fears about the effects of the disease, the Navy has a basic answer: up to 6 June 1945, a total of 2,219 of the "worst" filariasis patients have passed through Klamath Falls, of whom 92% have now been returned to full active duty.

WHAT'S IN A NAME?

Chaplain

Although the office of chaplain is one of the most ancient in the world's navies, the word itself does not have a nautical beginning. Saint Martin, French bishop of Tours in the 4th century, unknowingly



started it all when he shared his cloak with a naked beggar who was perishing with the cold at the gate of Amiens. His cloak was miraculously preserved and the French carried it to war as a sacred banner. The cloak or chape, as the French

called it, was kept in an oratory that became known as the chapelle, while the man charged with its care was called the chaplain. The English monarch Charles I (1625-49) was one of the first to send the clergy to sea. He appointed a chaplain to each ship in the fleet. In our own history chaplains served aboard ships of the Continental Navy during the Revolutionary War. In 1778 the Reverend Benjamin Balch served as chaplain of the frigate "Boston," and in 1780 he served on the "Alliance." His fifth son, William Balch, was the first commissioned chaplain. President John Adams commissioned him in 1799, and in 1800 he was assigned to the frigate "Congress." Later he was transferred to the frigate "Chesapeake."



Official U. S. Navy photographs

IN THE PACIFIC these Seabees get news via CBMU 550's Newspaper. Here circulation manager distributes it.

THE NAVY GOES TO PRESS

Unit Papers, Produced by and for Sailors, Rate Next to Mail and Movies as Morale Builders on Ships and Stations Around the World

FROM Kodiak to Kaneohe Bay, from Norfolk to Namur, ship and station newspapers are Navy men's No. 1 answer to "Whaddya read?"

Ranging from many-paged editions printed on newspaper presses to single-sheet mimeographed issues richer in enthusiasm than appearance, ship and station papers are published on land and sea all over the world, at commands ranging in type from battleships to advance bases, training centers to ATBs, clothing depots to communication offices, convalescent hospitals to cargo ships.

Wherever men of the Navy work and fight, commanding officers find their morale problems lightened by editors or would-be editors who willingly translate to the printed page the humor, the common experiences, the news releases radioed or airmailed to Ameri-

cans hungry for some word from home.

Next only to mail call and movies in popularity, a Navy man's paper is his most acceptable source of news information, his opportunity for "sounding off," his wartime miniature of the sports page and the funnies to which he was addicted as a civilian.

These papers come out daily, weekly, "irregularly" (like the special Okinawa issue of *Oak Chips* aboard a destroyer) and sometimes only by the grace of God. Close cousins to many a high school or college paper, they range from fledglings nursed by a single yeoman off-duty (but cherished nonetheless by its readers) to large papers managing not only to accomplish their primary purpose, which is to service their readers, but indirectly to attract the best kind of attention to the activities which they serve.

There are "foxhole size" editions, like the *Muzzle Blast* (Naval Air Gunner's School, Miami), the *Mighty "G"* (USS *Guam*), the *Descending Line* (NTS (Salvage), New York) and the *Turtle* (USS *Bushnell*). There are big sheets like the *Bulletin* (NTC Great Lakes), the *Hoist* (NTC, San Diego), and the *Mainsheet* (NTC, Bainbridge), whose combined circulations equal the population of cities like Sacramento, Calif., or Mobile, Ala., or Phoenix, Ariz.

And there are hundreds of "in between," the edited radio digests with a cartoon or joke dropped in to fill up a column, the big ship dailies that serve up the news in time for the early mess-line trade.

From two sources recently has come recognition of the important part played by ship and station newspapers

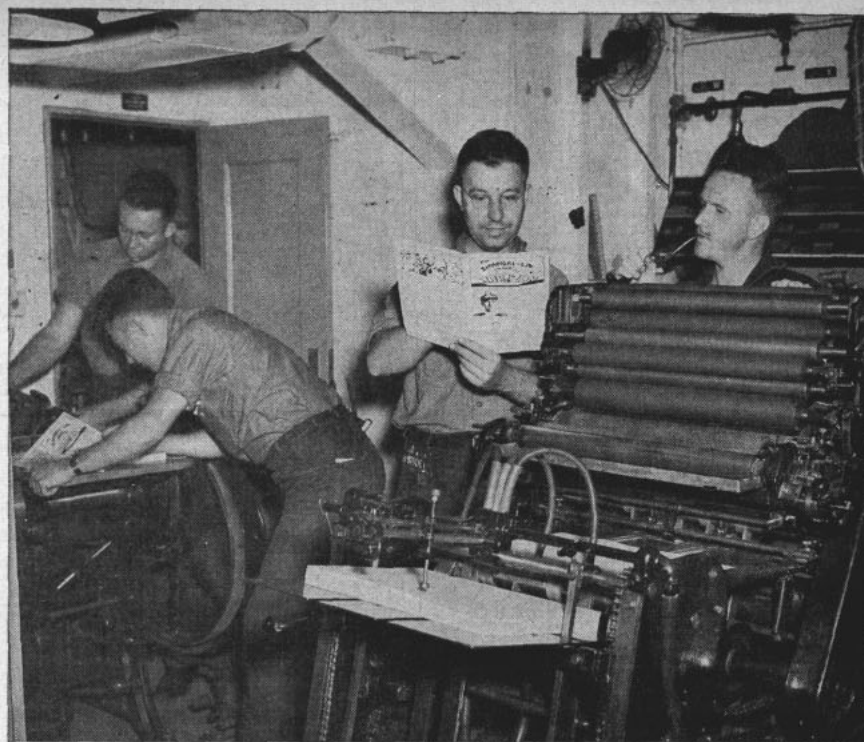
ALL HANDS

in the welfare program of the Navy. Last month a directive from the Secretary of the Navy called them "a positive factor in promoting the efficiency, welfare and contentment of personnel." Simplifying the rules governing their establishment, it incorporates a statement of policy for their regulation and delegates to commanding officers authority to publish under that regulation. (A summary of this directive appears on p. 76.)

To help these ship and station newspapers do a better job of serving their readers, BuPers recently established the S.E.A., or Ships' Editorial Association (ALL HANDS, April 1945, p. 73). S.E.A. will soon be providing three aids to improve the content and appearance of ship and station newspapers, and to lend a hand to time-short Navy editors who are further handicapped by distance or staff limitations from serving up the kind of news and popular features their readers want. The new services:

- the S.E.A. *Clipper*, a weekly clip-sheet containing Navy news, columns, cartoons and feature spots for reprint by Navy editors. Mats, precut stencils and glossy prints of *Clipper* copy will also be available upon request.
- the S.E.A. *Watch*, a shop-talking technical monthly devoted to methods of improving editorial content and production technique.
- the *Navy Editors' Manual*, a reference book designed to aid editors supervising Navy editorial work, and to help staffs master the basic rules of editing and publishing ship and station newspapers.

Hundreds of commanding officers have already called for the services available through S.E.A. To those editors currently receiving news from press associations, Armed Forces Ra-



USS SHANGRI-LA is one of the Navy's carriers that print news as well as make news. This is the ship's print shop where newspaper *Horizon* is printed.

dio Digests, or the widely used Army Camp Newspaper Service (whose "Male Call" and "Wolf" are familiar to servicemen everywhere), the Navy slant to S.E.A. copy is intended to save rewrites and provide immediate appeal. To them, and to other editors who have never had such a service on tap, S.E.A. will be a regular source

of ideas which will help staffs to meet the everlasting demands for new and different newspaper features, to save man hours and personnel and to free the staffs of routine so they can devote more time to getting local news.

News By Men Who Make It

The editing, production and distribution of Navy newspapers is largely the work of enlisted men—a devoted and ink-stained group—who either voluntarily or on part-time or full-time assignment gather the news, write it in a style mainly dependent upon their previous journalistic experience if any, find a way to have it duplicated, and then see that it reaches all hands. This process usually results in nervous prostration, deadline neurosis and mimeograph fatigue, as well as some intriguing journalism from the typewriters of men who themselves are helping to make headlines around the world.

Behind the pencil pushers—the boys who dream up and edit the stories—are the photographers, artists, circulation men and printers. They are not the glamor boys and they don't rate by-lines, but without them Navy newspapers would be a sad affair.

Following the trend of metropolitan dailies to use more and still more pictures, ship and station editors know the value of a good picture and again know the value of a good photographer. Some large papers have full-time staff photographers, while others use part-time snappers borrowed from some other department.

At sea, the ship's photographer usually lends valuable assistance to the staffs of offset papers, not only for pictures but also in various phases of production. Editors without the bene-



LOCK-UP is more than just another name for the brig at NTC, Bainbridge. Printers lock up page forms of the station paper, *Mainsheet*, for the press.

fit of a photographer try to find and utilize the talents of crew members handy with a pen.

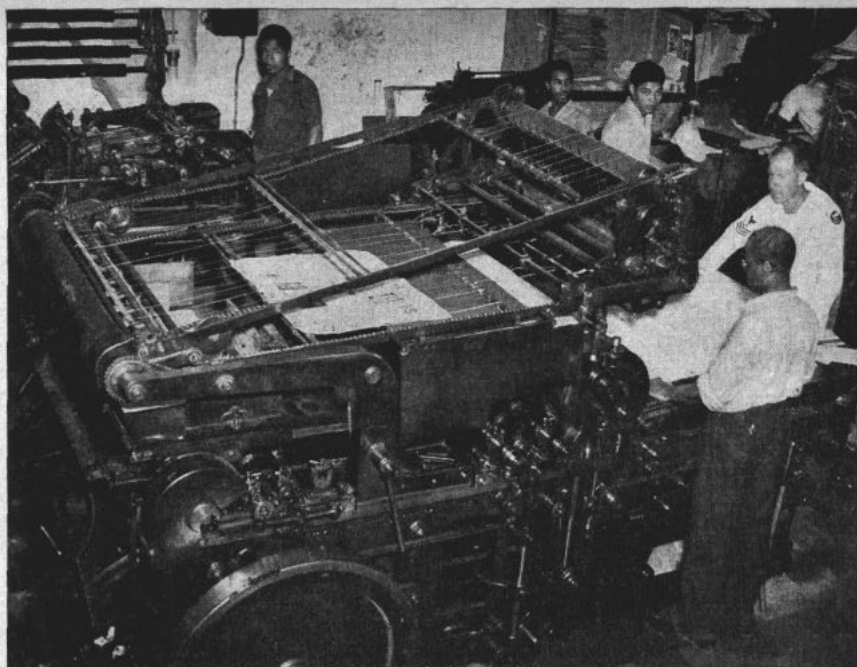
Some editors are their own pressmen and compositors, but more often printing specialists do the inky work. Editors who use native linotypists and pressmen have had their share of headaches.

Aware of the esteem in which both the Navy Department and the men hold these ship and station papers, most commanding officers impose little censorship, seldom find cause for disagreement with the editors' choice of content. Some papers are copyread or checked by the chaplain, the public relations officer or—more and more—the welfare and recreation officer. Other larger sheets include officers in various capacities on the staffs. But in most cases the paper is an enlisted man's "baby"—and, in the opinion of many commanding officers, the job of "bringing up baby" deserves appreciation for its contribution to the enjoyment of naval personnel.

Sweating It Out

For hundreds of papers like the *Crew's News* (USS *Cumberland Sound*) and the *Nob Hill News* (NOB, Guam), the process of publishing is known not as "getting it out" but as "sweating it out." It means largely volunteer off-duty work, and (because of lack of equipment) often long nights of hand operations which in commercial publishing would ordinarily be performed mechanically. Not even the staff of the impressive, magazine-type *Pelican* (Naval Repair Base, Algiers, New Orleans), which enjoys the convenience of a station photo lab and multilith shop, manages to escape minor chores like assembling and folding and hand-stapling copies for several thousand readers.

The variation in appearance, formality and downright writing style of



Official U. S. Navy photographs

ONE OF THE BIGGEST printing plants used for ship and station papers is this which turns out X-Isle. It is operated by native printers of Island X.

the papers is endless, and often amusing. The Marine Corps *Chevron* (San Diego) and the *Sea Bee* (Honolulu), whose editorial opinion aims it at "the guy in the double-decker bunk," have all the punch of the metropolitan tabloids, and their staffs boast newspaper talent that would put a gleam in any editor's eye. The *Blair Blare* (ss *John Blair*) is the official organ of 20 members of an Armed Guard unit, and manages to solve its production problem by typing off carbon copies of each issue.

The names, too, run the gamut of inventiveness. There's the *Purple Salvo* (NROTC, Northwestern University), the *Daily Depth Charge* (USS *Nelson*), the *Sad Sock* (NAS, Brunswick, Maine), *Tongue Tides* (NAS, Astoria, Ore.), the *Gyroscopic* (Naval Torpedo Station, Newport, R. I.), *Ack Ack* (AATC, Pt. Montara, Calif.), the *Bean Pot* (USS *Boston*), *Hoodwink* (USS *John Hood*), *Hospital Gauzette* (USNH, Norman, Okla.), *Cat Tales* (USS *Catoctin*), *Irish Pennant* (NROTC, U. of Notre Dame), the *Weigh-Off* (Blimp Squadron 12), the *Wasp-irit* (USS *Wasp*), the *Big Shot* (USS *Chicago*), the *Sky-Writer* (NAS, Pasco, Wash.), the *Ballonet* (NAS, Santa Ana, Calif.), *Blue Goose Weekly Egg* (USS *Honolulu*), the *Powder Keg* (Naval Ammunition Depot, Hastings, Neb.), *Bolts and Bullets* (101st CB) and *Tender Topics* (USS *Chandeleur*).

Slogans are sometimes the capsule statements of policy for an entire staff. Some, like "Published by characters—for characters" (*The Character*—USS *Clinton*) and "Plain Shooting for Plane Shooters" (*The Plane Shooter*—Armed Guard School, Shelton, Va.) need no explanation, nor does the claim of the photo department of the *Blues* (NAS, St. Louis) that it "accentuates the positive, opaquens the negative." But the editors of *Now Hear This* at the office of the Captain of the Port, Cape Cod Canal, Sandwich, Mass., felt their byword "Everything Disrespectful the Captain Will Let Us Print" needed some modification. So at the bottom of page 1 they appended: "The stuff the Captain would not let us print is available at \$2.98 per copy." The next issue announced that 118 requests for the \$2.98 volume had been received.

Since the chances of turning up trained journalists among any group of technical ratings are slim indeed,



ONE OF THE SMALLEST printing plants is the hectograph on which editor Lyndell Wyatt, FC3c, prints *News* for his Amphib shipmates, *Crew 7424*.

the job of assembling a newspaper staff is sometimes a needle-in-a-hay-stack affair. Few staffs can match that of the Great Lakes *Bulletin*, with its circulation of 75,000. All the staff members are ex-newspapermen, none with less than eight years' paid experience. But out on the lonely island in the Pacific where nine enlisted men of CBMU 559 got out *The X-Isle*, only one had even a nodding acquaintance with a by-line. And even if a paper manages to get off to a good start, there is always the classic example of the staff that nearly went nuts last fall when orders kept coming in snatching their editors away. The editorship changed hands three times in one month.

Cherchez la Staff

One way of making newspapermen grow where none existed before has been used by many papers in their infancy. Take the case of the *Cebugle* (USS *Cebu*). Most of the men aboard the *Cebu*, an ARG, were technical ratings — machinist's mates, motor machinist's mates, electrician's mates, shipfitters, carpenter's mates and metalsmiths. But not a newspaperman in the crew. However, it was found that assigning one man to a regular feature for the paper soon brought out latent writing talents, and a genuine enthusiasm for the paper trickled out to every member of the crew.

An electrician's mate second class who was a good mixer pulled the assignment as the *Cebugle's* "Inquiring Reporter," and has made it one of the livelier features of the paper. Each week he taps the *Cebu* crew's opinion on such questions as "What do you think we ought to do with Germany and Japan after the war?" "Do you think it's wise for servicemen to marry in time of war?" or "Do you think the Navy pay system is equitable?"

The inquiring reporter created a mild sensation recently with a copy of a letter from one crew member's wife asking a divorce so she could better pursue her career. All names were deleted and the crew was asked "What would you do if you received such a letter?" The *Cebu* crew was in a generous and broadminded mood that day; most of the printable answers favored giving the woman her freedom.

Sure-fire System

The *Cebugle*, incidentally, subscribes to an almost infallible system for distributing its copies to all hands. They hand it out on the mess line. "The only guys we miss," they say, "are those who don't like to eat." This is sure-fire, but not necessarily the only way—another school of thought on the subject includes staffs like that of the *Horizon* (USS *Shangri La*) which distributes on the pay line.

Another way of solving the newspaperman shortage is gaining in popularity wherever it can be tried. That is to use newspaperwomen or, in the Navy's general terminology, Waves. Not only the Women's Reserve newspapers but a surprising number of station papers are staffed in part by enlisted Waves, or advised by Wave officers. *Memflite* (NAS, Memphis) has an enlisted Wave as managing

JULY 1945



PRESS TIME in a forward Pacific area finds mechanical staff of 101st Seabee Battalion's Bolts & Bullets busy setting type by hand for multigraph cylinders.



EXTRA HANDS help. USS *Cebu* yeomen type copy in columns for off-set paste-up. Below, working party folds the Monument (USS *Bunker Hill*).



editor; others, like *Skyscrapers* (NAS, Brooklyn) and *Depotscope* (US Naval Mine Depot, Yorktown, Va.), include Waves on their staffs.

The Navy encourages the mailing home of ship and station papers—whenever possible their copy is cleared by the censor with that purpose in mind. Many a family has received as brief a message as this: "Dear Mom: I'm fine and there's nothing new with me. You can read it all in this copy of the ———." In addition, copies are sent to former crewmates, to friends from other units and, as exchanges, to editors of other Navy papers. The practice is growing, especially among overseas papers, of printing a box for a mailing address on the back page so that, when folded and stapled, the paper can be mailed without an envelope.

Pin-ups from the *NATS Packet*, picture magazine of NATS' Pacific Wing, can be found dotting barrack bulkheads at every stop along NATS' 34,000 statute route miles of Pacific airways, from Point Barrow, Alaska, to Brisbane, Australia, and the Philippines.

The Armed Guard *Pointer*, published at the Brooklyn center, reaches 50,000 Navy men on merchant ships throughout the world, getting itself read in such widely separated places as Murmansk and Archangel and Molotovs; in London, Liverpool, Cardiff and Glasgow; in Casablanca, Oran and Bizerte; in Palermo, Bari, Anzio and Naples; in Cherbourg and Antwerp; in Manila and Guam.

Jax Air News (NAS, Jacksonville), which recently celebrated its second anniversary, goes to at least 154 other enterprises besides its own, including units in the Pacific and afloat. Some months ago, in mid-Pacific, a lieutenant commander aboard a carrier reported that a plane from another carrier had come down on their deck and no sooner had the arresting gear



PRESSMEN check page alignment as they start to run off back-up sheet of the *Gator*, the publication of the Amphibious Training Base, Little Creek, Va.

brought it to a stop than the pilot leaned out and asked if anyone on the flat-top had some issues of *Jax Air News*. The lieutenant commander hastily gathered all the copies he'd been saving and turned them over to be flown back to the other carrier.

In addition to all the local news they can pack in, and the names of as many men as possible, ship and station papers generally contain a wide range of features of interest to their readers, including comic strips, inquiring reporter columns, book reviews, war summaries, puzzles, pin-ups, exchanges

from other papers, and home-town items.

On the subject of pin-ups, perhaps the simplest justification for this sure-fire feature was the statement which appeared in an issue of *Ahoy* (NY, Charleston) under a luscious picture of Kay Williams of the films. The editor wrote: "Our only excuse for running her picture is that it seemed mighty well worth the space."

Which of the ship and station papers that come in to BuPers is the oldest, *ALL HANDS* does not profess to know—but is willing to listen to any substantial claims. One source has suggested the long-familiar *Hoist* (NTC, San Diego) whose cartoons, incidentally, are usually among the best and are widely reprinted. *Hospital Hi-Lites* (Naval Hospital, Aiea Heights, T.H.) reports that it is the first overseas hospital to publish a newspaper, and the *Morning Press* (NAS, Kodiak) makes what is apparently the safe claim that it is "the only daily on Kodiak."

Whatever their age, origin or difficulties of publication, ship and station newspapers do a job which rates a "well done" from both the Navy Department and the men they serve.

Satisfaction in doing that job is recompense enough for the ex-newsmen fortunate enough to be assigned to newspaper duty, or working with the willing volunteers throughout the Navy who help make hundreds of smaller papers possible. But still there must be some curious appeal in that frenzied and desperate air of intensity which sooner or later overcomes every paper's office. As one motor mac said, after watching the editorial staff of his ARG's paper argue for a half hour or so over the dummy layout, "I never saw grown men argue so much over a piece of plain blank paper."



IN PALERMO, Sicily, a jeep circulates 2,500 copies of Pal-NOB-News around Naval Operating Base and to other activities and ships in the area.

U-BOAT HUNTERS

Only CVE Lost in Atlantic
Led Hard-Fighting Team

ALL her action-packed life the escort carrier *USS Block Island* lived precariously in the midst of battle. And in battle she died, her freighter hull holed by three torpedoes from an enemy U-boat. Her grave was the Atlantic where, for 14 months, she led a diminutive task force in scourging the sea of German underwater raiders.

The *Block Island* was the only American carrier lost in the Battle of the Atlantic. In announcing her loss on 29 May—a year to the day after she was sunk—the Navy also disclosed the dramatic story of her career.

The *Block Island* first went to sea in March 1943, under command of Capt. Logan C. Ramsey, USN. Except for about 50 survivors of the old *USS Lexington*, most of her crew had never seen a carrier before they were assigned to her. A few days after she started out on her first sub hunt, the baby flat-top flushed several U-boats during the night. Crewmen lined her flight deck to watch star shells and gunfire and an escort rushing in for the kill.

War was almost always like that on the *Block Island*—close, personal, thrilling. With her DEs she slugged it out in close surface actions and depth-charge attacks by sea and air, even witnessing a hand-to-hand scrap between crews of a damaged U-boat and the DE *USS Buckley*.

A plane from the carrier spotted that German submarine at 0300 on a bright moonlit night. The *Buckley*, directed to the spot, opened fire with three-inch guns and scored a direct hit on the sub's forecastle. The enemy, electing to fight it out on the surface, returned fire with her deck gun and semi-automatic weapons while swerving sharply to get out of the moon track. Torpedoes from the U-boat's tubes swished through the water but missed. Tracers flashed across the *Buckley's* superstructure but only one hit—in the stack. Lt. Comdr. Brent M. Abel, USNR, the DE's skipper, decided to ram. A hard right rudder drove the *Buckley* up on the sub's forecastle.

The submarine's crew swarmed out of the conning tower and up on the DE's forecastle. The *Buckley's* crew used anything handy for weapons. Two Germans were felled by heavy coffee mugs, others by empty shell cases and by small-arms fire.

Finally, to avoid too many boarders, the *Buckley* backed off and resumed fire. As the DE closed in again the submarine swerved suddenly against her side and remained pinned beneath the *Buckley's* hull. Rolling to 60 degrees, the submarine gave men on the *Buckley* a full view of the flaming



Official U. S. Navy photographs
USS BLOCK ISLAND pictured as she put to sea to hunt U-boats in Atlantic.

shambles that was the interior of the conning tower. Torpedomen on the DE tossed grenades into the open hatch. Slowly the sub drew away again; but one three-inch gun on the *Buckley* scored three direct hits, and the U-boat plunged beneath the surface with her diesels still running at full speed. Both the con hatch, spouting flames, and the forward deck hatch were open as the submarine dived. Heavy underwater explosions followed.

The *Buckley* captured five German boarders and picked up 31 other submarine crewmen from the water. The entire action lasted only 16 minutes.

In March 1944 Capt. F. Massie Hughes, USN, took over command of the *Block Island* and with it the luck of the task force in tracking down and destroying the enemy. Four days later the *Block Island* was at it again.

Patrolling planes detected another U-boat and tracked it along with the escorts. Two of the DEs closed in as the sub surfaced and began pounding it with their guns. The sub's crew abandoned ship without a fight.

Two days later one of the carrier's Grumman torpedo planes found a submarine lying dead in the water, with her crew enjoying a swim. The pilot,

Lt. (jg) Mark E. Fitzgerald, USNR, cut loose with a determined depth-charge and strafing attack before the Jerries could scramble aboard. One of the depth charges cracked the sub in two.

His plane damaged by AA fire from the U-boat, Lt. Fitzgerald was forced to land in the water nearby. As he drifted in his rubber boat he saw a man swimming toward him. Hauled aboard and treated by the flyer for severe head injuries, the swimmer turned out to be the 23-year-old captain of the submarine. Later Lt. Fitzgerald rescued and captured eight other Germans before being picked up by a destroyer.

The final battle of the fighting carrier was yet to come. Six planes were out on patrol when the *Block Island* shuddered as two violent explosions rocked her beneath the waterline. Capt. Hughes, realizing that his ship was hopelessly damaged, gave the order, "Prepare to abandon ship."

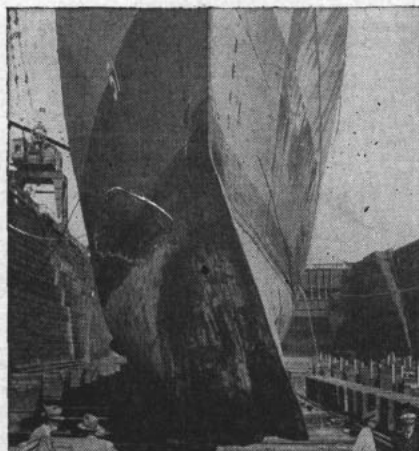
All hands mustered on the flight deck. Shortly thereafter a third explosion shook the ship. "Abandon ship," ordered the captain. Most of the officers and men, including 18 wounded, went over the side and climbed aboard rafts.

Last off the stricken carrier, Capt. Hughes had been picked up by a whaleboat and was only a few hundred yards from her when she suddenly went down by the stern.

As the *Ahrens* proceeded to the rescue of survivors she positively located the enemy submarine which, after torpedoing the carrier, had sent another tin fish at the *USS Barr*, another escort, hitting near the stern and crippling her.

Exactly one hour after the first attack the *Eugene E. Elmore* delivered her assault on the submarine. A tremendous explosion indicated that the U-boat had been destroyed.

Casualties for the entire action totaled six killed on the *Block Island*, five killed, 12 missing and 16 injured on the *Barr* and four aviators from the *Block Island* missing. The other two pilots who were in the air at the time of the attack were rescued.



DENTED NOSE was price destroyer *Buckley* paid to ram and sink sub.

ALONG THE



Sighted Tubs, Sank Same

It isn't often a U. S. sub in need of help can get it. But during one of the milk runs over Japan, Army P-51s escorting Superforts picked up a radio message from a sub which said that a bit of assistance in a jiffy would be welcome. Three picket boats, it seems, were attacking the sub, and would the Army Mustangs drop down, please, and give a fellow a hand?

Three Mustangs, led by 1st Lt. John F. Galbraith, peeled off to take a peek and a poke at the pickets.

"The first sweep," reported Lt. Galbraith, "cleaned the decks. We saw the crews run toward the deckhouses. . . . After the first couple of passes, the boat on the left turned to one side. It stopped. So did the middle one. A lot of smoke shot up. We made six or seven passes, getting in long bursts. . . . The boats had guns on the fore-decks, long-barreled and swivel-mounted. After the first pass, the guns just swung around unmanned."

A little later, the sub complained that one of the Jap boats was still coming. So the three Mustangs ganged up on it, made six passes and "the deckhouse lit up." As the Mustangs, their extra-curricular activities completed, headed back to their Iwo Jima base, the sub's radio chirped: "Boys, we love you. Good work and good luck."

Home in the Range

The warships swung around, their broadsides bristling at the island. The big guns leveled . . . and blasted. Huge black-white plumes of explosions, like some strange foliage blooming with mystic speed and splendor, piled up from the island to the blue sky. The guns hammered away.

On a battleship bridge stood Jesus Perez, StM2c, USN. Field glasses, dimmed and damp with tears, were pressed against his drawn, brown cheeks. As he frowned through the glasses, Perez could see neat little white houses on the island's hillsides crumble like so many soda crackers

being crunched under sledge hammers. One by one, two by two, six by six, row by row, the houses vanished in the dust . . . and into dust.

It was the pre-invasion bombardment last summer of Guam—Perez's homeland. And one of the neat little white houses that he saw blasted to bits was his own home . . . wherein he had dwelt with his mother and 12 brothers and sisters.

Before the bombardment, the Navy had authoritatively determined that friendly natives were not in the range of the ships' gunfire, but, even so, when the ships ceased fire and steamed away, the little Guamanian, who is personal steward to an admiral, must have wondered about the safety of his beloved ones who were somewhere on the island. Months later, he obtained a leave and hurried anxiously to Guam where he found all members of his family safe . . . including two brothers who had been tortured by the Japs for refusing to divulge the whereabouts of George Tweed, the Navy warrant officer who eluded the Nippos for three years on Guam.

Lost—No Reward

It was the first carrier raid on Tokyo, and a busy, exciting, gladdening day it must have been for Air Group

80. Naturally, in the swirling duels above the clouds, some of the boys got lost in their work, and were separated from the group.

Two such wandering lads were Ens. Frederick C. Steputis, USNR, of Glassport, Pa., and Lt. Robert H. Anderson, USNR, of Eau Claire, Wis. Shopping around in the sky for "80," they saw a group that looked familiar and joined up with it, only to learn it was a different carrier outfit. So they peeled off and resumed the search.

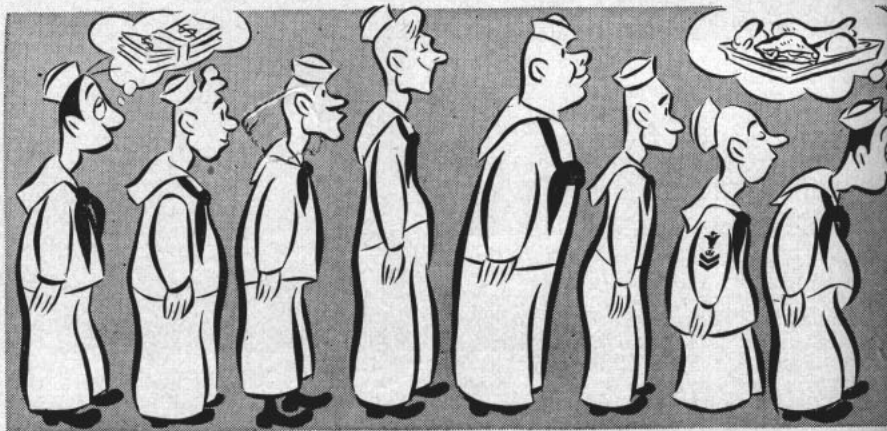
Soon they sighted another cluster of planes that sorta looked like "80." It was made up of all fighters. There were about the right number—50. And they were flying in the right location. As the two Yanks flew toward the group, they scanned the sky in all directions for any approaching Jap fighters. About 150 feet from the group, they ceased their search and concentrated upon taking position in the formation. As they inspected the group more closely, their eyes popped out of their sockets and bounced around the cockpits like hopped-up pinballs . . . the planes they were so blithely joining were Japs!

Fortunately, by a strange and happy coincidence, the Japs must have made the same mistake and thought the Yanks were Nips. Before the Japs could get any other ideas, Steputis and Anderson let up on the gas, fell astern of the group quietly, then quickly turned tail and, in their inelegant but highly eloquent words, "got the hell out of there!"

One in a Million

Next to a chap who just got a one-way ticket to the States, Francis O. Keenan, Sic, of Medford, Mass., is about the luckiest bluejacket out in the Pacific.

Back from a raid on the Japanese homeland, Keenan's carrier anchored at one of the little islands. Keenan was among the liberty party that swarmed ashore. As he stepped out of the liberty boat onto the pier, you could have knocked him over with a drugstore serving of butter, so startled was he by the reception he received. He was greeted by Lt. Comdr. Charles M. Speidel, USNR, island recreation officer, as if he were chairman of a demobilization board. While the rest of



ROAD TO TOKYO

the liberty party was left to trudge in the coral dust, he was whisked off by jeep to the bandstand.

There he faced a battery of clicking cameras, a microphone, interviewers and several thousand cheering sailors. Then the bewildered seaman was presented with a case of beer, a case of Coca-Cola, a box of cigars, and \$50 in folding money.

The reason: Keenan was the 1,000,000th man to visit the island in the six months it has been a fleet recreation base.

Down — But Not Out!

Heading into Okinawa, a landing craft support ship was hit by three suicidal attacks. Worst damage was an eight-foot hole gashed in her side, partly below the waterline. The LC's lower compartments were flooded. Her living quarters weren't fit for Japs. Some of her guns were out of action. Her water system was washed out. Her lighting system blacked out. Her galley was a cooked goose. She was really in a sorry state—and, to make matters no brighter, it was Friday the 13th, a dark day, ominous and luckless.

But did the crippled ship's crew sit idly by, wringing their hands and bemoaning their misfortune? They did not. They proceeded to shoot down a Jap plane and quite coolly nosed the LC to her appointed anchorage under her own power.

When Silence Isn't Golden

Untold thousands of American fighting men have been saved by naval guns shattering enemy strong points before an invasion. But Lt. Frederick M. Fox, USNR, is the first we've heard of who owes his life to the sound of naval guns shattering the silence.

Yep, that's right . . . the thunder of the opening salvo in the pre-invasion bombardment of Okinawa helped the Hellcat pilot escape from the Japs.

Because of a midair collision during a strafing mission about six days before L day, Lt. Fox had to crash-land his F6F on the Jap-held island. Certain that the crash would attract Japs, Lt. Fox dragged himself away from the wrecked plane and hid in a wheat field. There he rested a bit, pulled himself together, then stumbled into a

sugar cane field. Almost immediately four Jap soldiers appeared.

Three moved on, but the fourth came over to the cane field and virtually straddled Lt. Fox before noticing him. As the startled Nippo opened his mouth to signal his comrades, the Navy flyer shot him through the stomach with his .45.

At precisely the same moment, the big American naval guns opened their bombardment. The bark of the automatic was as smothered as a pebble's splash at Niagara Falls.

As the three remaining Japs went on unmindful of their buddy's fate, Lt. Fox crept off, made his way to shore and was eventually rescued.

A Thad Thtory

Say, Mac, if you happen to see a rat . . . the four-footed variety . . . with false teeth on one of the South Pacific islands, get in touch right away with Seabee Franzell H. Boardman, SF2c, USNR.

You see, Boardman, who hails from Dark Harbor, Maine, has been out in the islands with the Seabees for a couple of years. Every night, come rain or shrapnel, he would carefully place



his upper and lower plates in a cardboard box for safekeeping before retiring. It was a happy arrangement . . . and a secure one, Boardman thought.

But one morning he awakened to find that a rat had gnawed a hole in the box and scurried off with the lower plate. The Dick Tracys and the Nick Carters of the jungle established, upon fine-tooth investigation, that the culprit had also tried to make away with the upper plate, but couldn't get it out of the box.

This was no consolation to Boardman, however.

"Tho what!" he ejaculated, as well as a man without lowers can ejaculate. "Tho what if he did leave me my upperth? What good are upperth without lowerth?"

Nor was Boardman forgiving.

"I wouldn't mind," he said, "if the rat needed the lowerth more than I need them. But without my lowerth I can't munch my way out of a paper bag, but look at him. . . Hith teeth were good enough for him to chew through a cardboard boxth"

No Rest for the Weary

The log of the USS *Phelps* reads like a chronology of the first three years of the Pacific war. Name a campaign, and she was there . . . Midway, the Coral Sea, Guadalcanal, Salamaua, Attu, Kiska, Bougainville, the Gilberts, Kwajalein, Eniwetok, Saipan, the Palaus. She rode proudly through all of them.

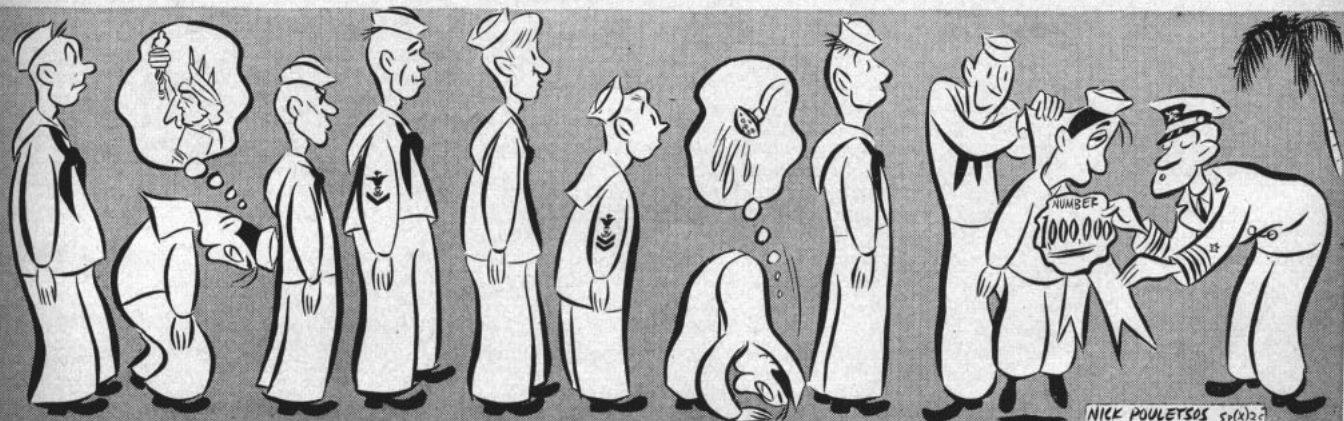
From 7 Dec. 1941 until last Fall, the destroyer cruised more than 203,000 miles—a record few ships in the fleet can equal. At one time, she steamed 63 days without stopping. Bullets and shells have hit her, torpedoes have narrowly missed her, bombs have sprayed around her . . . and yet only one member of her crew has been killed.

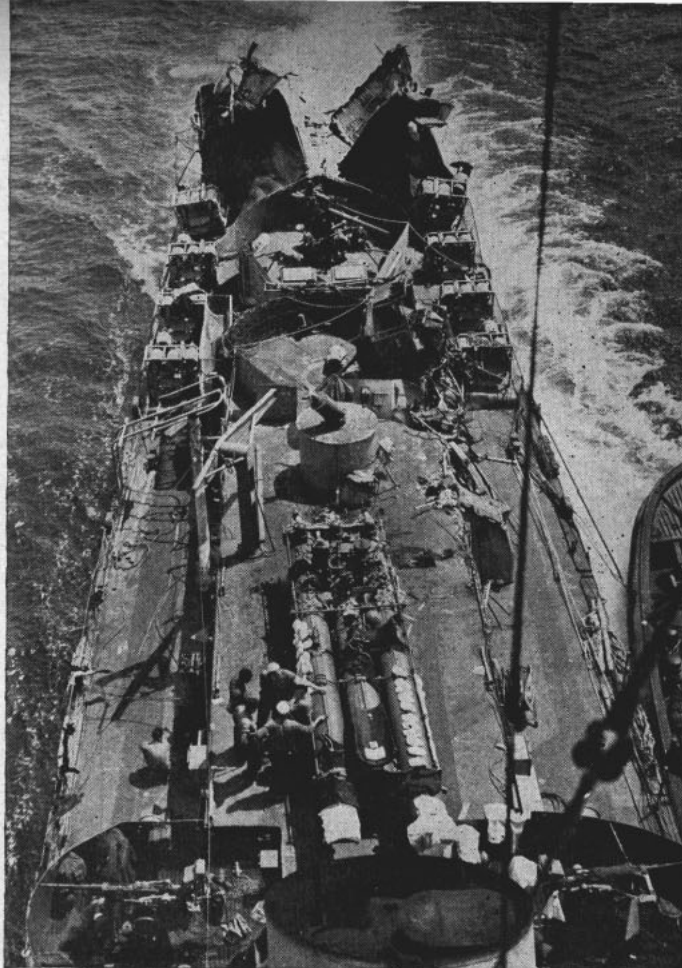
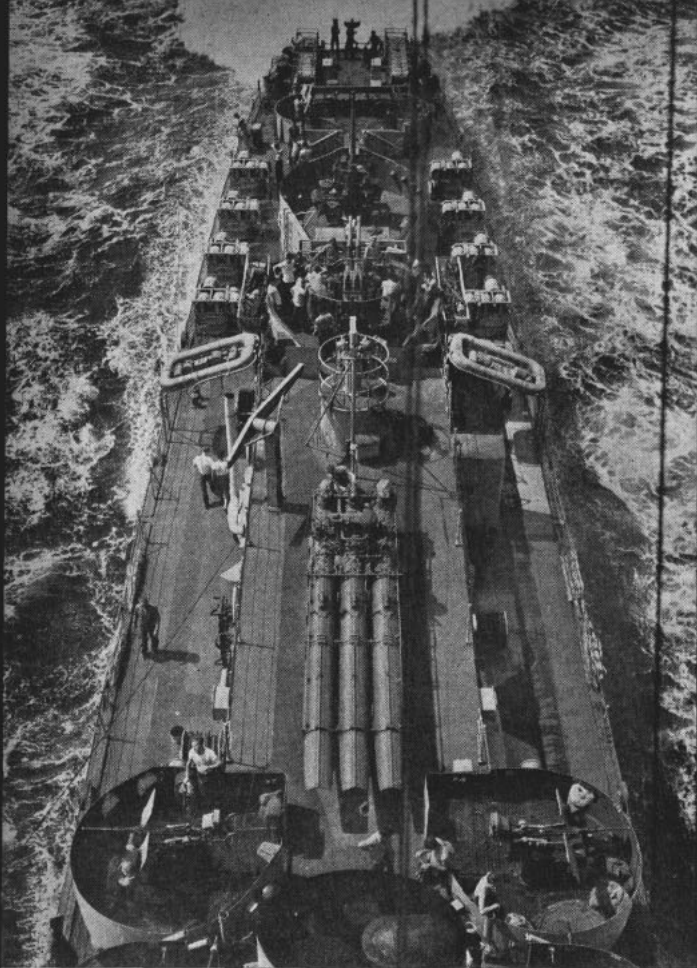
The *Phelps'* most exciting time was spent off Saipan. There she had to battle the Japs by land, by sea and by air. She duelled Jap tanks that were counterattacking our beachhead. She battled armed Jap barges trying to land troops behind our lines. She knocked out Nip shore guns that were raking our landing craft. And she fought off enemy plane attacks.

Before they were silenced, the Nippos' shore guns managed to score numerous 37-mm. and two 6-in. shell hits. The second 6-in. shell damaged a boiler, and the *Phelps* lay almost dead in the water. She limped over and tied up to the USS *Phaon*, an ARB, for repairs. But, even then, she refused to be counted out. She asked for and received permission to stay in the battle.

And thus, as metalsmiths, mechanics and carpenters from the *Phaon* swarmed over her, repairing the damaged boiler, blower, deck and bulkheads, the sturdy little lady, still very much in the fight, blasted away at enemy troops and pillboxes.

After two days, the repair job was finished and the *Phelps* rejoined the fleet.





Official U. S. Coast Guard photographs

BEFORE AND AFTER views of the *Menges*, target of two torpedoes. Photo at left was made two weeks before attack.

SPEAKING OF OPERATIONS!

**Coast Guard-Manned DE the Nazis Thought Sunk
Is Sent Back into Action by Shipyard Surgery**

NAZI submariners lammed two torpedoes into the *USS Menges*, a Coast Guard-manned destroyer escort. The after third of the ship was blasted away and the Nazis chalked her up as a sure kill. And it certainly looked for a while as if they were right. Today, however, the *Menges* is back fighting with the fleet—a tribute to the guts of her rugged crew and the surgical skill of U. S. ship-repair men.

It happened back in May 1944, but the full story could not be told until now, when it no longer matters if the Germans know they figured wrong.

It was a bright night and the *Menges* was on convoy duty in the Mediterranean when the German torpedoes caught up with her. They thundered into her stern and popped open the hull like a pea pod. Jagged deck plates on the fantail curled skyward. All the ship's depth charges were tossed into the sea. A washing machine was lobbed from below decks 150 feet into an anti-aircraft gun position on the upper deck. Dead were 29 men and two officers; wounded were 20 others.

The remaining able-bodied men had their hands full in the next minutes.

The explosion had knocked the *Menges'* torpedoes from their tubes and started their motors, threatening further havoc. Crewmen jumped astride the torpedoes and rendered them harmless. Gaylen E. Doak, F1c, USCGR, of Tecumseh, Nebr., and John D. Lawless, WT2c, USCGR, of Chicago, hacked their way into a wrecked compartment to rescue two trapped shipmates. Stanley G. Putzke, RM2c, USCGR, Humboldt, S. D., lowered a small boat in the dark and retrieved two men blown over the side. In the absence of a ship's doctor, Harold Levy, CPhM, USCGR, Washington, D. C., labored in the sick bay single handed.

The rest of the crew was busy with damage control. The *Menges*, taking on water, listed badly to port, but her skipper, Lt. Comdr. Frank M. McCabe, USCG, of Brooklyn, would not give the order to abandon ship. A party led by Lt. (jg) James A. Mackay, USCGR, Atlanta, risked death in partly flooded and oil-soaked compartments to secure broken water lines and shut off electricity. Finally, watertight security was restored and a British tug towed the ship to port, while the Coast Guard-manned DE *Pride*, the Navy-

manned DE *Joseph E. Campbell* and the French DE *Senegalais* finished off the Nazi U-boat.

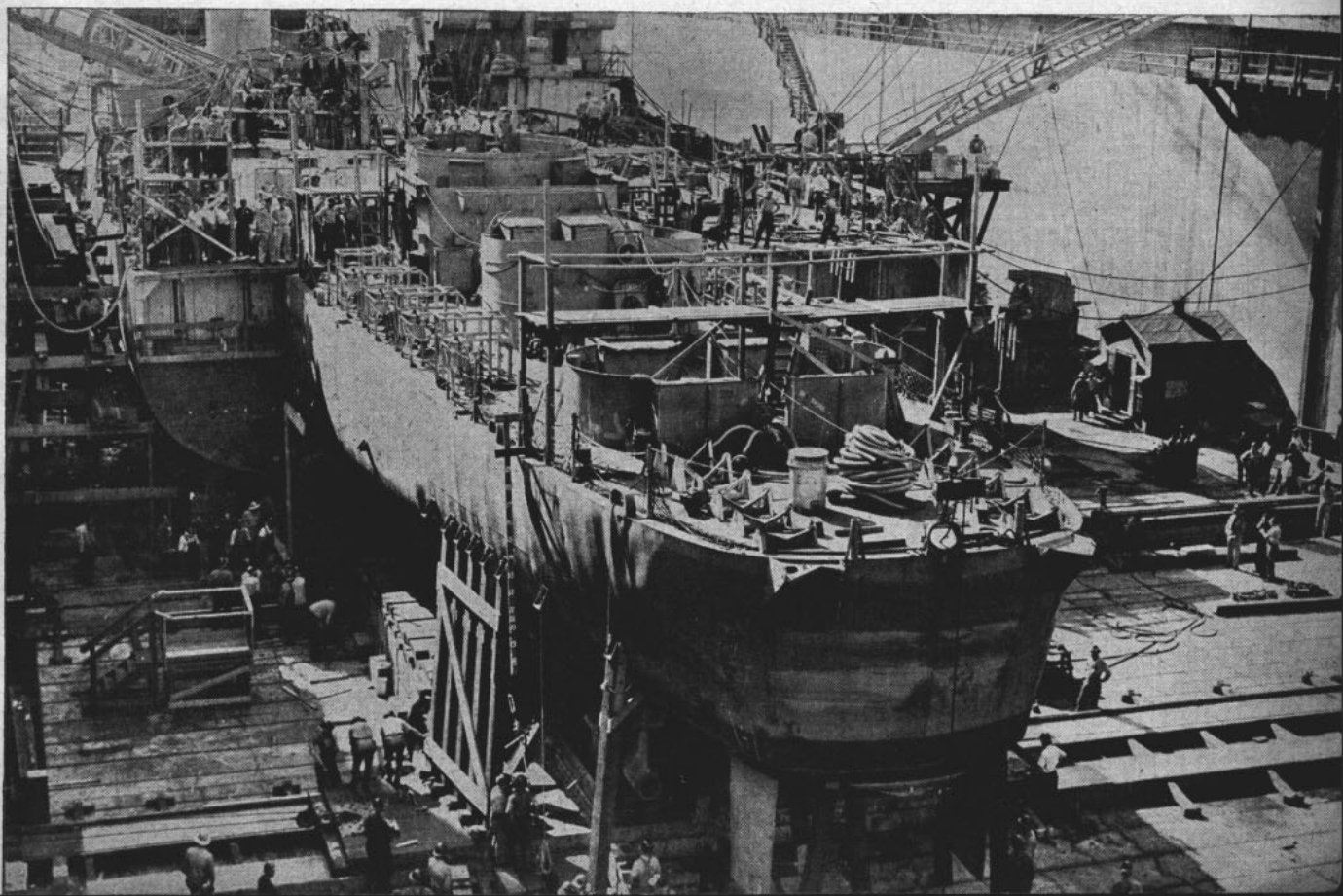
Later, the bobbed-tail *Menges* was towed from Africa to New York Navy Yard. Another DE, the *USS Holder*, was towed in from Africa shortly afterward and berthed alongside the *Menges*. The *Holder* had two engine rooms completely wrecked by an airplane torpedo. The Navy's Bureau of Ships, according to Rear Admiral E. L. Cochran, USN, Chief of the Bureau, decided that rather than have two ships out of action for a prolonged period it would be better to get one ship back in service quickly by making one complete ship of the wreckage of the two. The two ships were lined up side by side in drydock and a 94-foot section of the *Holder* was cut off and moved 15 yards on specially built greased runways to the *Menges*. Huge cranes, synchronized by intercom phones, and hydraulic jacks did the job.

And so today the new *Menges*, made of two thirds old *Menges* and one third *Holder*, is back in action, continuing a distinguished career. Before she was torpedoed, the *Menges* had picked up more than 100 survivors of the DD *Lansdale* and shot down one of 15 German planes that sank the *Lansdale*.



Official U. S. Navy photographs

THE OPERATION was performed in New York Navy Yard drydock. The Menges (left, above) and the Holder were berthed side by side. Then the Holder's stern was cut off and moved on skids (below) to the Menges for grafting.



CASUALTY REPORTING

How New Procedure Will Provide Faster, Fuller Information To Next of Kin of Navy, Marine and Coast Guard Casualties

Comprehensive and detailed procedures for the reporting of Navy, Marine Corps and Coast Guard casualties are set forth in Alnav 120-45, released 2 June 1945. This Alnav is based upon the experience of these services since Pearl Harbor, upon the changing conditions of warfare throughout the Pacific; and upon the paramount interest families rightfully have in obtaining the fullest details concerning their loved ones who become casualties.

Certain new and important ideas are introduced to accomplish objectives long recognized as desirable by the Navy Department, but upon which action has had to be deferred until the present time. In the main, however, the Alnav contains simple and detailed instructions which are to be followed in the reporting of casualties, and which are essential to successful operation. The Alnav sets forth the exact information needed and how it should be transmitted.

Several factors have made it possible for the Navy Department to issue these new and revised instructions. Greater use may now be made of the Navy's vast communication facilities. Bitter and costly battles have provided many additional land bases closer to the scenes of naval action. And our Navy has become the mightiest battle fleet the world has ever known. Much can now be accomplished that was formerly impossible.

Since Pearl Harbor, when our fleet was at its lowest strength, and in the days and months following when it was battling for existence, casualty instructions have been kept at a bare minimum. The various commands were relieved of all possible detail and paper work. Alnavs 13-42, 162-42, 258-42, and 105-43 were brief casualty directives, requesting from the fleet only the most essential information. Alnav 48-45 was issued 10 March 1945, pending Alnav 120-45, to expedite wherever possible the receipt of casualty reports in the Department.

Changing conditions have now made it possible for the Navy Department to perfect its system of casualty reporting without jeopardizing the attainment of victory.

Underlying the new casualty directive are two prime objectives. The first is to obtain more information for the next of kin of those who become casualties, and to obtain this information as quickly as the exigencies of war permit. This is a morale factor of the greatest importance. Families are entitled to know the fate of their loved ones on the fighting fronts, and must be saved wherever possible the mental anguish which lack of information and uncertainty entail.

Cases unfortunately will continue to arise where due to the circumstances little or no information will ever be available. No casualty procedures can ever cover such cases. The new Alnav,

however, will, in the great majority of situations, produce the details and the facts which the Navy Department long has recognized next of kin are entitled to receive. Commanding officers and others in authority are urged to remember how much next of kin cherish such information; what a large part its reception means in the maintenance of morale on the home front.

The second objective of the new casualty directive is to obtain the information which the Navy Department must have to carry out fairly and swiftly the responsibilities imposed upon it by various statutes, particularly, The Missing Persons Act as amended.

Casualty Report Officer

To help accomplish these objectives the new Alnav introduces an important innovation. Every ship and station outside U. S. continental limits is directed to designate a Casualty Report Officer. This officer is made specifically responsible for preparing all initial and amplifying reports concerning "dead," "missing," "wounded" and "injured" personnel under that command and concerning personnel from other commands who may be rescued or picked up.

This in no way detracts from the CO's authority. It merely requires that an officer be designated, the choice resting entirely with the CO, who will be responsible under his command for casualty reporting.

In the past the CO has been forced

to delegate his responsibility in this regard. In the case of an emergency, it is too late for a person unfamiliar with casualty directives to master the reporting procedures. The requirement that each command designate a Casualty Report Officer recognizes this situation and faces it realistically. This officer will see that all initial and amplifying reports are correctly and promptly transmitted; that letters of condolence to the next of kin from the CO are properly prepared and promptly forwarded.

The various directives on casualty reporting have, so far as practicable, been consolidated in the new Alnav. The responsibility for the assembly of the required data has been assigned to the Casualty Report Officer. The Alnav thus aims to enable these officers to compile casualty data uniformly and with facility, and to submit promptly to the Department the information needed.

Initial Reports

Detailed instructions are provided concerning the initial casualty reports on "dead" and "missing" personnel. These reports are to furnish the following information: full name; rank or rating; service or file number; casualty status as well as the cause if immediately available; whether the casualty was due to enemy action or not; and the date the casualty occurred using the local zone time.

Correct terms must be used in reporting initially the status of "dead" and "missing" personnel. Such report must place the officer or man in one of the following appropriate categories: "killed in action"; "killed not enemy action"; "died of wounds (with date wounded if known)"; "died of in-



Official U. S. Navy photograph

RESCUE can complicate reporting casualties. For example, here man is transferred to a CVE from a DE that picked him up after his DE went down.

ALL HANDS

juries (with date injured if known)"; "died of disease"; "missing in action"; "missing not enemy action."

Ambiguous terms such as "missing presumed dead" and "lost" are never to be used. For example, Alnav 13 of 1942 directed that the expression "lost in action" was not to be employed.

Personnel known to be "dead" should be reported as "dead," using the appropriate term, even though the body has not been recovered. If the evidence unequivocally establishes death, officers and men are to be so reported even though it is impossible to recover or to positively identify their bodies. The decision, of course, rests with the CO; he is on the spot and is the best judge of the situation.

Alnav 120-45 merely restates the provisions of Alnav 48-45 in regard to the transmission of initial casualty reports on "dead" and "missing" personnel. Where conditions permit, such reports are to be sent by radio designating priority precedence. Where radio cannot be used, however, because of the necessity of radio silence or because of heavy operational traffic, such reports are to be transmitted by air mail, but never by airmailgram. Where casualty lists are large and radio is not immediately available, casualty reports are to be sent by officer courier using class 2 air priority. The use of officer courier in such cases is, of course, left to the command's discretion. Compliance with these instructions will materially speed up receipt of initial casualty reports concerning "dead" and "missing" personnel.

Delays in Reporting

Navy families have often failed to understand the delay that sometimes results in the reporting of casualties. There are various reasons—some more cogent in the earlier days of the Pacific war than at present:

- The fleet was then much smaller. If a ship went down, it was less likely that there might be other ships, either combat or merchant, in the vicinity to pick up the survivors.

- In the earlier days of the war, fewer bases were available to which shipwrecked men could proceed.

- Limitations on the use of radio offered another obstacle to prompt reporting; radio silence frequently had to be maintained; operational messages had to be given precedence over casualty reports.

- Facilities for air mail were much less than now.

The current improvement in regard to these situations has been astounding. But due to the very nature of naval warfare, situations will continue to arise in which there will be inevitable delays.

Another difficulty in prompt casualty reporting arises when a ship's survivors become separated. Two years ago in the case of the USS *Helena* several weeks passed before the complete survivor list could be sent from the South Pacific. During this period 167 officers and men were heroically rescued from two islands under Japanese domination. Survivors again may be picked up by vessels heading for different ports; the word of their survivorship must at times be delayed.



Official U. S. Navy photograph

ISLAND CASTAWAYS, reported lost, frequently turn up alive and well, as did Lt. Alexander Vraciu (right), flyer who survived among Philippine guerrillas.

When a destroyer recently sank in the Pacific, all records were lost. But a casualty list had to be sent. What was to be done? The skipper, who survived, knew his total officer and enlisted complement; he could not, however, name all the members of his crew.

The first step was to question all the surviving officers. They pieced together, as best they could, the names of the men in their divisions. Next, individual enlisted men were asked the names of their friends. These procedures accounted for the entire complement with the exception of two or three men. The questioning, therefore, had to be resumed, directed this time at those who, when the ship was sunk, were near the battle stations of the men still unaccounted for.

The list finally was complete; other blank spots, however, developed. Some knew the last names of their friends but not their initials. Others knew only their first names. Men did not know the service numbers of their shipmates, nor the names and addresses of their next of kin. The complexity of the problem becomes clear in view of the fact that the Navy now has more than 32,000 Smiths, more than 21,000 Johnsons and more than 15,000 Joneses. A mistaken set of initials or a wrong first name might possibly cause some family to receive an erroneous casualty report.

As often happens, this destroyer's casualty report was further complicated by the fact that survivors were picked up by different ships. This ship went down in calm sea and on a clear day, but it is easy to see how bad weather and darkness and continuing action with the enemy can enhance the difficulties.

In the past, certain ships have distributed copies of the muster roll among various officers and enlisted men. When such ships have suffered casualties, their reports have invariably been accurate and complete. The importance of this practice cannot be

overemphasized—it makes prompt and correct reporting possible. Wherever practicable, commands are urged to adopt this practice.

Amplifying Reports

The need for amplifying reports concerning "dead" and "missing" personnel is great. To date, amplifying data in these cases have been extremely meager; very generally none has been received; and those which have been forthcoming have provided little to pass on to the next of kin. While the urgent need for such information has long been recognized, conditions have not made requests therefor feasible. Alnav 48-45 made a start in this regard by pointing out that amplifying details were imperative.

The Casualty Report Officer is now directed to prepare such reports for submission by the CO within one week after the initial report. The amplifying report (in duplicate if possible) is to be sent by air mail to BuPers. Airmailgram is not to be used. The information to be contained in the amplifying report is listed in detail, and is as follows: full name; rank or rating; service or file number; casualty status; whether or not misconduct where no enemy action was involved, reference being made to Alnav 105-43; name and address of designated next of kin; available details in explanation of the casualty such as location and exact cause; details as to where and when last seen, the weather conditions, and the chance of survival if "missing," or the disposition of remains in case of death. Whenever any of the foregoing items is identical in more than one case, the amplifying reports may be consolidated as appropriate. These reports are to be clearly marked "amplifying reports reference Alnav 120." They are in lieu of those hitherto required by BuPers Manual, Art. D-9601.

The provisions just outlined in regard to amplifying data on our "dead" and "missing" personnel are extremely

important, and it is imperative that all the information which will not endanger security be made available for next of kin. The degree of security classification of the amplifying reports is dependent upon the information contained therein; this information will be cleared for security by BuPers before it is forwarded to next of kin.

Whether or not death—where no enemy action was involved—resulted from the misconduct of the deceased is very important. Alnav 105-43 provided: "In order to expedite payment death gratuity in making dispatch reports of death resulting from aircraft accidents wherever occurring, accidents occurring on board ship or accidents occurring ashore beyond continental limits United States where no evidence or suspicion of misconduct exists include statement 'not result own misconduct.'" In such cases the prompt settlement of the six months' death gratuity is contingent upon the receipt of this statement.

Missing Persons Act

From another standpoint the information requested in the amplifying report is absolutely essential. This is in regard to "missing" personnel under The Missing Persons Act, as amended. In the administration of this Act important responsibilities are placed on BuPers' Dependents Welfare Division.

These responsibilities relate to the length of time that an officer or man will be continued in a "missing" status. In the absence of a report that he is a survivor or a prisoner of war, or of clear evidence that he is dead, he will be carried in such status for at least 12 months. During the year all available evidence concerning his status will be considered to determine whether such evidence should be construed as an official report of death, in which case his status will be changed from "missing" to "dead."

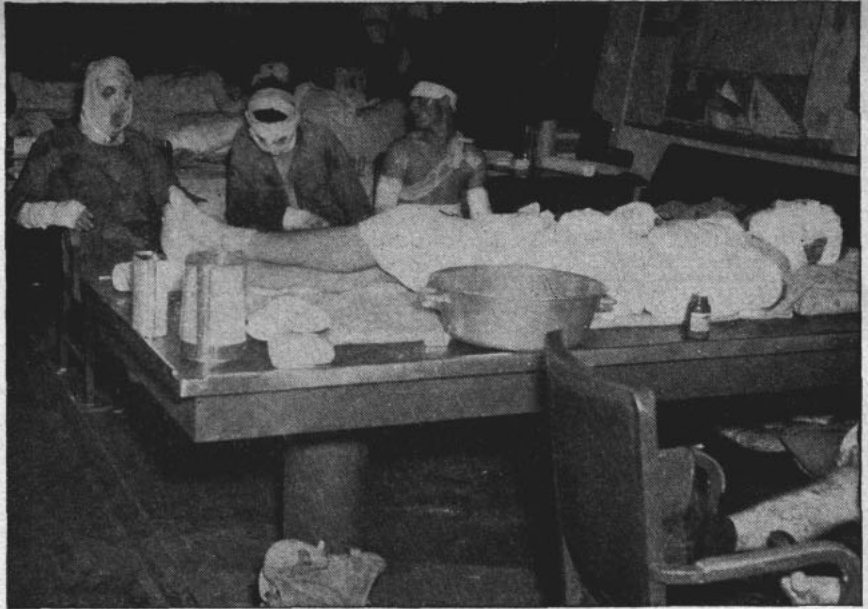
An officer or man will be continued in the status of "missing" beyond the year where the circumstances indicate that he may be an unreported prisoner of war, or alive in some isolated community. Such a decision means that on the basis of all available evidence the Navy still has some doubt as to his status.

The decision that naval personnel be continued as "missing" after twelve months has frequently been based simply on the possibility that they may be unreported prisoners of war of the Japanese, whose belated tactics in the reporting of prisoners of war have become notorious.

Presumptive Death

A finding of presumptive death is made where a survey of all the available sources indicates beyond doubt that the presumption of continuance of life has been overcome. There is no chance of the officer or man being an unreported prisoner of war or of being alive in some isolated place. If a finding of presumptive death is made, his pay accounts are closed as of the date of the presumptive death, that is, the day following the expiration of the 12 months' absence, and the various benefits, such as the six months' death gratuity, are payable.

A finding of presumptive death con-



Official U. S. Navy photograph

NEW CASUALTY REPORTING system gives amplifying reports to next of kin on casualties who require more than seven days' hospitalization.

cerning an officer or man of the Navy means simply that as of that date he is for the purpose of naval administration no longer alive. It does not mean that death occurred on that or on any other certain date. For purposes other than naval administration, the law does not make these findings binding nor conclusive. The state laws in connection with civil matters are not affected. But commercial insurance companies have, almost without exception, accepted these findings as evidence of the fact of death, and have paid insurance claims on that basis.

Findings of presumptive death are never made when the "missing" status has not continued for at least 12 months. If a person's "missing" status is changed from "missing" to "dead" prior to the expiration of 12 months, it is only on the basis of clear and unmistakable evidence of death which is construed as an official report of death. Whenever, subsequent to the expiration of the 12 months, cumulative or other evidence establishes beyond doubt that a "missing" person is no longer alive, a prompt finding of presumptive death will be made. Also, there will be such a finding subsequent to 12 months whenever justified by lapse of time without specific information being received.

Dependency Support

During this period of uncertainty provision must be made for the support of dependents of "missing" naval personnel. The various benefits contingent on death, such as pensions, insurance, and the death gratuity, cannot be paid during the "missing" status. The law, however, provides that the total pay and allowances of the "missing" person will be credited to his account during the continuance of such status. The law further provides that allotments from his pay made by the "missing" person will continue to be paid therefrom. These allotments may be increased or new ones registered upon proof of the need. Also,

family allowance benefits are available for the eligible dependent of "missing" enlisted personnel.

Once a person is placed in a "missing" status, pay and allowances continue to be credited to his account until evidence of death is received in the Navy Department, or until, after an absence of 12 or more months, a finding of presumptive death is made. If his status is changed to deceased, his heirs become entitled to the accumulated pay and allowances.

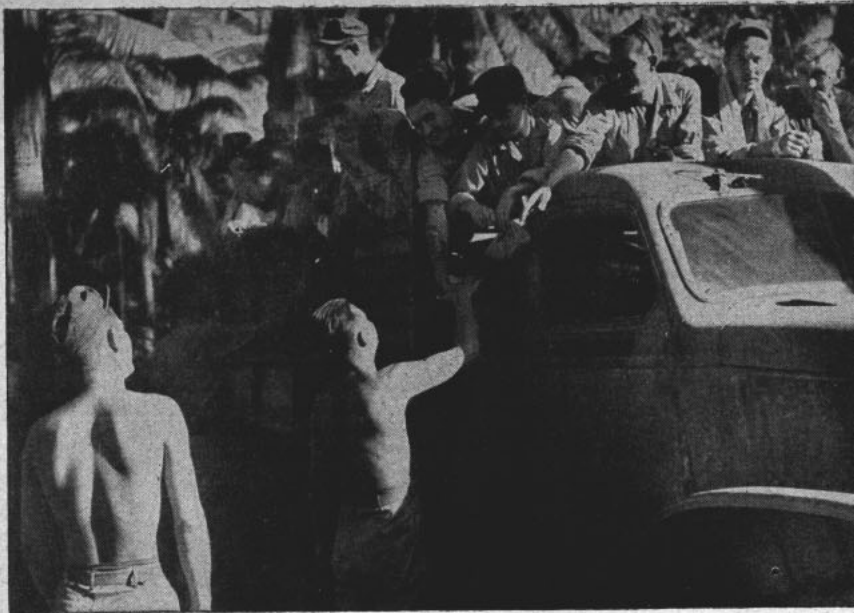
Letters of Condolence

The amplifying reports required by Alnav 120, concerning "dead" and "missing" personnel, are not intended to replace letters of condolence from the CO or chaplain. Pursuant to Alnav 13-42 and Alnav 48-45, these letters, where written from outside U. S. continental limits, are to be addressed and mailed in bulk in duplicate to BuPers. They are then forwarded to the next of kin after a careful check of the casualty status has been made. The letters should contain available personal and intimate details not compromising security. Such letters are highly valued by the next of kin, and should be prepared at the earliest possible moment.

Reporting Wounds

This is a matter which has caused the Navy serious concern since the very early days of the war. Steps have been taken in the current Alnav to face this problem realistically.

In the first place, an initial report on all naval personnel suffering wounds or injuries expected to require medical care of more than seven days is to be submitted to BuPers. Where radio cannot be used for this purpose, such reports are to be transmitted by air mail, but never by airmailgram. This initial report must contain the following data: the cause; the date; whether the wounds or injuries are critical, serious or not serious; the prognosis; and the place hospitalized.



Official U. S. Navy photograph

PRISONERS OF WAR present complications in casualty reporting, because the Japs are notoriously slow in reporting names of men they have captured.

Personnel suffering wounds or injuries *not* expected to require more than seven days of medical care are not to be reported to BuPers. A "wound" is defined to mean a disability resulting from action with the enemy, while an "injury" connotes a disability resulting from other cause than action with the enemy.

Compliance with Alnav 120 in regard to the initial reports on "wounded" and "injured" naval personnel will do a great deal for the morale of next of kin, eliminating the anguish and anxiety produced by uncertainty. BuPers will be able to provide next of kin with a prompt and accurate picture of the case, thus materially strengthening what has heretofore been the weakest link in the Navy's casualty reporting procedures.

Amplifying Reports

There remains the all-important problem of amplifying reports in regard to "wounded" and "injured" personnel, another problem which has caused the Navy great concern. Invariably next of kin have wanted to know the condition of their loved ones and where they were, information which has in most cases not been available. To remedy this, two important measure have been adopted:

- *NavMed Form F*. All appropriate commands are directed to take positive action to expedite the submission of NavMed Form F to BuMed by air mail. Compliance with this directive is imperative; it will enable BuMed to maintain complete and current records as to "wounded" and "injured" personnel, both in regard to their condition and as to their whereabouts. The information in this file of BuMed will be of great value to BuPers. Next of kin are particularly interested in knowing where to write their "wounded" or "injured" relatives.

- *Letters of Progress*. All commands having the medical custody of "wounded" and "injured" personnel are directed to send letters of progress

direct to the next of kin. These letters are to be sent in the name of the CO by air mail on the first and 15th of each month, but only in regard to "wounded" and "injured" personnel requiring over seven days of medical care. Where such personnel are under the medical care of one command for longer than one month, the advisability of additional letters of progress is left to the discretion of that command.

This measure recognizes that next of kin desire and must have direct word concerning those who are "wounded" and "injured." It recognizes further that there will be cases in which the letter of progress will be received before BuPers has an initial report. This cannot be avoided. It is better to get all available information

to next of kin at the earliest moment.

In connection with "wounded" and "injured" naval personnel, only those requiring more than seven days of medical care are to be reported. The only previous directive on this point was issued in the very early days of the war, Circ. Ltr. 153-41, 15 Dec. 1941, and provided for notification in case of "serious wounding" meaning "to such a degree as to require hospitalization." The seven-day rule set forth in Alnav 120 gives the field a working rule of thumb. It was evolved after full discussion with BuMed.

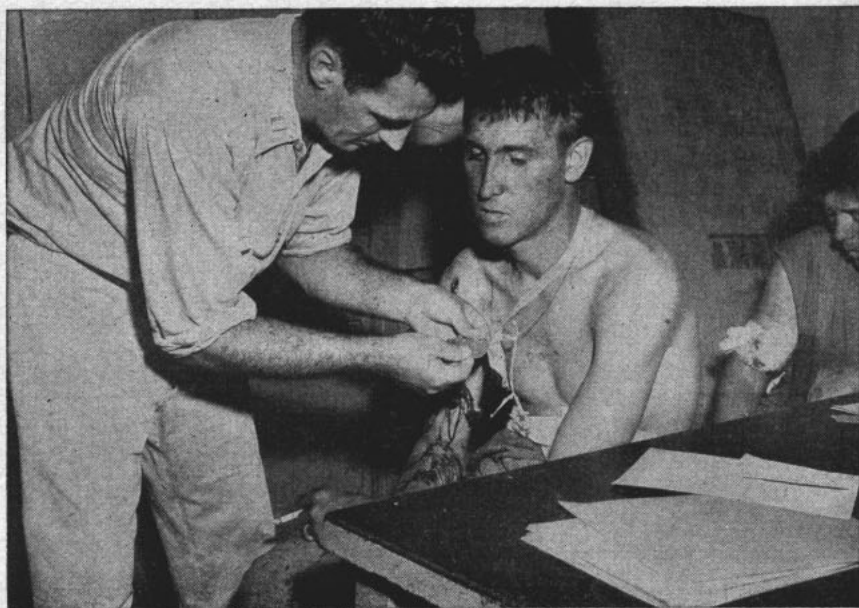
Armed Guard

Alnav 120-45 deals with one other important point, namely, casualty reports concerning Armed Guard personnel on merchant ships. Casualty reports concerning such personnel are to be made to the War Shipping Administration representative at the first port of arrival by the Armed Guard commanding officer in conjunction with the master of the ship. This will remedy many difficulties which have arisen in the past, due in part to the fact that Armed Guard personnel are in reality on detached duty.

Henceforth consolidated casualty reports concerning Armed Guard and merchant personnel will be made. The attention of all Armed Guard COs is invited to the fact that they are directed to leave a muster roll with the port director at each port of call.

The new Alnav tells the service not only what is needed for efficient casualty reporting but also how such reports are to be transmitted. The success of the new instructions is dependent upon whole-hearted cooperation in the field.

Beyond all else the Alnav stresses the highly important morale value of accurate and detailed casualty reporting. No effort is too great to inform the families promptly, accurately and as fully as security will permit concerning the fate of those who are making victory possible.



Official U. S. Coast Guard photograph

IDENTIFICATION is another of the headaches of casualty reporting. Identifying the right Smith from 32,000 dogtags with that name is a big job.

SEA POWER FOR PEACE

Navy's Role in Preventing Future Wars Stressed By Secretary in Address to Annapolis Graduates

The largest class in the history of the Naval Academy—1,040 midshipmen—was graduated at Annapolis on 6 June with Secretary of the Navy Forrestal as principal speaker at the traditional ceremonies in Dahlgren Hall. The following is the text of his address, reprinted here because of its clear definition of the responsibility of the entire naval service toward both the present and future well-being of the Nation.

THIS is the season of the year when young men and women on occasions known as graduations or commencements, become exposed to the desire of their elders to indulge that greatest of all human propensities—giving advice to others.

This is a season which is made conspicuous not only by those June days, the rarity of which was sung by one of our gentlest American poets, but is also marked by the felicitous bromides and the happy clichés of innumerable speakers of varying ages and pomposity.

Like all men, I hold myself not to be old; as to pomposity I shall have to leave you to judge.

When the gigantic task of winning this war is finished the nations that have won it will be faced with the equally difficult task of creating a mechanism to reduce the risk of future wars.

I resist the temptation here to use such phrases as "guaranteeing future peace" or "insuring against war," because in my view there is no automatic way of insuring against war or of guaranteeing peace, and I think it is unwise to encourage the accumulation of such expressions. They tend to diminish the very watchfulness, care and prudent statesmanship which are the real guarantors of peace.

Constant vigilance is the price not merely of liberty of an individual nation but of the security and peace of the world.

It is obvious that, if we are to have peace in the world, the United States must be one of the architects of any international organization designed for that purpose. But having said that, I would like to add that the most dangerous thing for the United States to do, next to a decision to abstain from such a world organization, would be to assume that simply because a document has been written or a plan drawn for international organization the evolution of the plan into a living and viable instrument will be automatic.

The writing of the document and the construction of the plan are only first steps in the long journey to world security. Many bricks have to go into that structure; bricks of economic stability and balance, of social and political justice and, possibly the most important of all, of mutual education in confidence, courtesy and trust among the victors, so that the nations we have defeated will not be

able, by sowing the seeds of suspicion and fear among us, to prepare the way for that fatal lack of understanding and concurrence of action which made it possible for Hitler, Mussolini and the Japanese to prepare for this war.

One of the bricks in the international structure will be the realization by this country as well as by the world that availability of armed force to prevent aggression is fundamental in any plan for peace. We must constantly remind ourselves that there is no hope of peace unless the nations desiring a world built upon law, not upon force, are willing to fight for that choice. Peace without the power to enforce it must remain an empty dream.

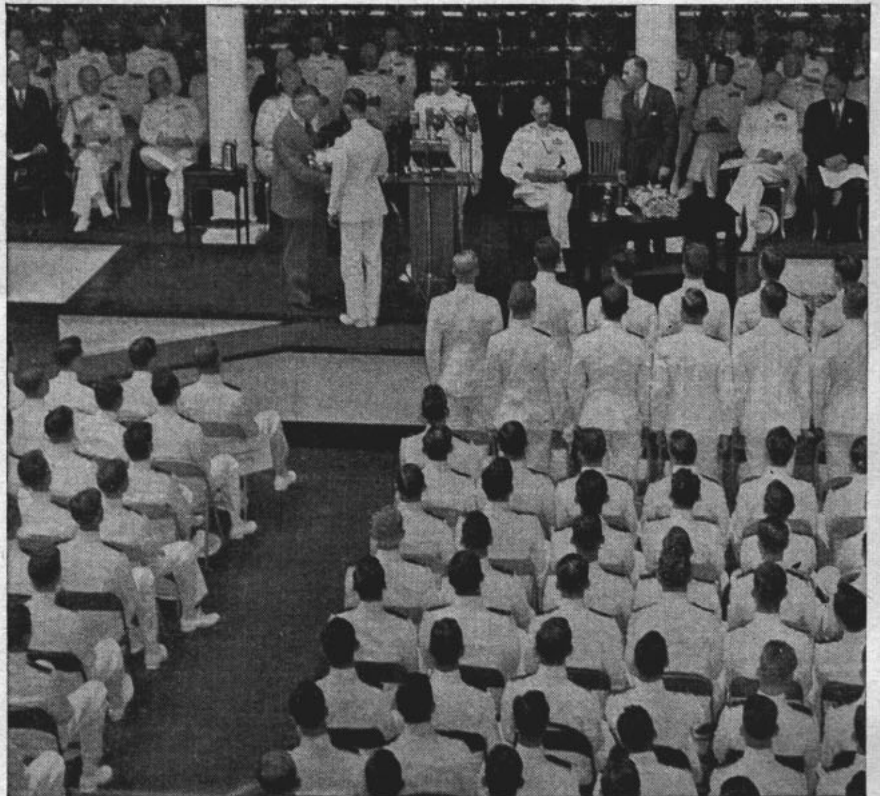
I start with the assumption that this country, as one of the great powers which have lifted the terrible shadow thrown across the world in the last five years, must retain its armed force and its willingness and ability to make swift use of it whenever nations such as Japan, Italy and Germany get into the hands of outlaws. I assume that the United States Navy will be one of the great elements of that power, and I am speaking to you as a group of men who will be officers in the naval service.

I want to remind you that, having chosen the profession into the active

practice of which you are now being graduated, there devolves upon you a great responsibility to maintain its high traditions. At the same time I want to remind the nation of the debt that it owes to the numbers of devoted naval officers who have gone before you.

I say nothing new when I remark here that there is occasional criticism both in print and in conversation of what is called the "Annapolis Club." Public reference is sometimes made to the thesis that Annapolis graduates regard themselves as a select and snobbish group of men sharply set off from the vulgar mass of the rest of the nation.

This I have found to be untrue. The men like yourselves who attend the Naval Academy come from all sectors and conditions of the American scene. The father of Fleet Admiral King was a railroad employee in Lorain, Ohio. Fleet Admiral Nimitz came from a small town in Texas where his grandfather ran a small hotel. Admiral Jonas Howard Ingram was born in a small Indiana town of Jeffersonville, on the Ohio River; his father, W. T. Ingram, was a real estate man and owner of a sand and gravel pit. Admiral Halsey was born in Elizabeth, N. J., the son of a naval family. Admiral Spruance is the son of an Indianapolis business man. Admiral Mitscher's father was one of the first settlers of Oklahoma and Admiral Kelly



Photograph from Press Association, Inc.
DIPLOMAS were presented to 1,040 members of the Class of '46, largest in the U. S. Naval Academy's history, by Secretary of the Navy Forrestal.

ALL HANDS

Turner's father was a '49er in California.

These and others like them are the leaders of our Navy. They are not extraordinarily different from other Americans. It is not from such backgrounds as these that there comes a Junker class or the legend of a master race. As a matter of fact there is no group in America within the scope of my own acquaintance or knowledge who have a clearer understanding of the great principles upon which the American way of life is established or who would more tenaciously resist any attempt to change our fundamental forms of government.

If it seems desirable to call this group of men a club I have no quarrel with the appellation but I want to say here that I thank God that the Naval Academy produced men of patriotism, talent and discipline to provide an officer corps capable in a great crisis of building, equipping and training the greatest naval force the world has ever seen.

I am thankful that this group of men had the inner discipline and devotion to duty to continue in their profession during years when the country seemed at times to be unaware of their existence and certainly quite unaware of the need for military power. The highest tribute to the Academy, as it completes 100 years of service to the nation, is the record of its graduates' achievements.

You and those who have gone before you are custodians of the honor of our flag and our country; you have become symbols of national service and patriotism by the dedication of yourselves to your country's service.

The burden you will carry is very great in time of war and it may sometimes seem unrewarded in time of peace, but that is a part of the self-dedication that is implied by the acceptance of your commissions today in the United States Navy.

There is another responsibility which goes along with the somewhat simpler, more direct responsibility of living up to the traditions and the honor of this Academy. I refer to the necessity of the members of the regular Navy to see to it that in peace time the general public is understood by the Navy and that the public in turn understands the Navy.

Among other things that you will have to keep in mind is the realization that the professional naval officer's knowledge of sea power and what it means to the security of this nation is not shared by the average American citizen. Very few have read Mahan thoroughly. I doubt if even all of you have, and I shouldn't like to have to take an examination myself on his writings.

That being so, it should be part of your mission to enlighten the people on all appropriate occasions of these primary truths about the sea and air power of our Navy:

First: That possession of such power, giving us control of the great reaches of sea in both oceans, means that our enemies cannot bring attacks to our home shores.

Second: That the corollary of the above statement is that the places



Photograph from Press Association, Inc.

COLOR GIRL Lillian Cordes of Napoleon, Ohio, presents colors to honor company commanded by her fiance, Midshipman Eldon H. Knappe (arm raised.) Rear Admiral J. R. Beardall, Academy superintendent, watches the rite.

where we fight any nation with which we go to war will be of our choosing and not theirs.

Third: That possession of sea power multiplies the effectiveness of land forces, and may give us what Mahan said British sea power gave Wellington, the multiple use of the limited forces at his disposal—they were available to fight Napoleon in Spain and they could be shifted by water to fight in the low countries.

Fourth: That however powerful our land armies may be, it is command of the sea that enables their power to be applied, whether it is on the coast of North Africa, the beaches of Normandy or in the jungles of Luzon.

To you these are all self-evident truths, but they are not to the average citizen or even everyone within government. If they were we would have no difficulty in peace time in getting our necessary appropriations. We would not have had to spend over a hundred billion dollars for our

Navy in this war. So I ask each of you, in short, to consider yourself a purveyor of information about the Navy and about our national need for its continuance. Never get tired of the repetition of this story nor take for granted that it is already known to your listeners.

There are many barriers to easy communication between the officers of the service and the public but those barriers must be leveled if we are not to return to the inertia of the 20 years before the war on national defense.

I shall reaffirm as often as I get appropriate opportunity what I have said here today about the character and quality of the graduates of the Naval Academy. However, I am also constrained to remind you and your older associates of the Navy that while the trained Annapolis graduates are essential to our ability to conduct naval warfare the support of the nation is essential to the existence of the Navy, and that the Navy which is successfully fighting this war is a

civilian navy. Three million nine hundred thousand Americans constitute its strength. Of that number 400,000 are officers, and only 11,350 of them were graduated from the Naval Academy. I remind you that the Navy has grown more than 30-fold in its enlisted personnel. There were about 100,000 enlisted personnel in 1940 against the 3,500,000 who now man the Navy on land and sea. The Naval Academy is a necessary part of our national defense. But Navy men must never forget that they need the support of the people in peace time and their comradeship in war time.

For that reason the Navy must make it its business to maintain adequate channels of contact with the public, which means with public opinion. It must take firm grasp of the fact that in time of war the Navy will have to be manned by your fellow citizens, a great percentage of whom have never before seen the sea. It must face the fact that its officers will have to come from these same civilian sources. Right now it has to face the fact that in order to obtain the officers needed to man the Navy which we must keep when this war is over we shall have to get large numbers from the ranks of reserves who are serving and fighting in the Navy, now chiefly in the Pacific.

My own estimate is that beyond the regular line of the Navy plus those graduating this year and next from the Naval Academy this number will approximate 30,000. To get these men the Navy will have to face the competition of the opportunities of civilian life. To get them—and we shall not get them unless we do this—the officers of the regular Navy in all commands must realize and accept the responsibility of convincing young men of promise that they have the same opportunities and the same

chances for advancement that are available to Annapolis graduates. In other words that the criteria of promotion in the Navy are character, competence, and capacity for leadership.

It may be appropriate at this point to say that the Department is now examining the curriculum of instruction at the Naval Academy with a view to bringing it into closer alignment with the needs of the service as demonstrated by our experience in war time.

The Naval Academy from time to time has been referred to as a trade school and it has been criticized for the lack of classical background provided in other colleges. This may be a fair criticism but it may be equally fair to remark that the criticism can be made reciprocally—that is to say, the liberal arts colleges have something to learn from West Point and Annapolis just as those institutions can learn from them. One university that I know of has already undertaken to profit by the experience of the war to the extent of limiting the scope of the elective system of study and making obligatory instruction in those basic courses, such as mathematics and science, which have been found so indispensable in war time.

We hope in the Navy to be able to devise a system of education which will insure that every officer who serves in the United States Navy, regular or reserves, will have received approximately the same basic beginning training so that there cannot again be even the friendly debate as to the merits of the trade school versus the university country club. The details of this have not yet been worked out but I regard it as one of the most important tasks that face us in making our plans for the post-war Navy.

I have said many times what I be-

lieve with all my heart, that this sea and air Navy of ours which has been built to the point of great power and high efficiency must be one of the means to bulkwark our hopes and aspirations for a world of justice, of law and of decency. To you I endeavor to say today that you have a double obligation—the obligation to return to the Navy in terms of honorable service what the Navy has given you and will give you, and secondly, to constitute in yourselves one means of keeping the American public informed of what the Navy is and what its needs are, that it is founded in democracy and belief in our republican institutions, and that it must have the support of the Congress and the people if we are to keep it what it is today, the greatest and finest Navy in the world.

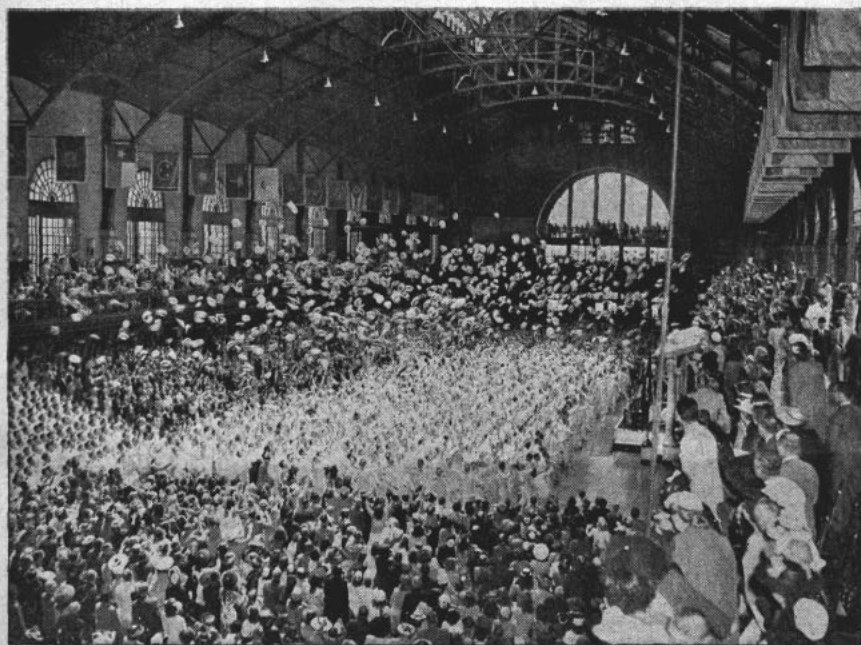
You leave Annapolis to become a part of that great aggregation of ships and fighting men. Some of you will go fairly swiftly to duty in destroyers and submarines, in the carriers and on the battleships, and in the Marine Corps. You will have the high privilege of taking part in the liquidation of our eastern enemy, Japan.

You go to join a company of magnificent fighting men. Let me read you a paragraph from the letter written by Admiral Turner from Okinawa:

"All hands are having a tough time here at Okinawa, but we are winning, no matter how slowly it seems. . . . You may have been proud of these Navy boys of ours at Iwo, but you simply can't imagine the eruption of courage and determination and skill they have displayed here at Okinawa. It's a case where the people at the top try to give a little guidance, and then let these grand young fellows we have in the Navy just take charge and do things. Frankly, Mr. Secretary, it's the most thrilling experience anyone could have and I've looked at young naval officers and young naval enlisted men for a good many years. These young fellows are like a pair of runaway horses who have jerked the reins out of your hands!"

Nevertheless, disposing of Japan will not be an easy task. I should like to believe that there is in the Japanese people that "cracking point" which we so often see discussed. I hope there is; but I am mindful of the remark of a correspondent who has been in the Pacific War at Guadalcanal, through Tarawa, Iwo Jima and Okinawa, that for 39 months he had been watching for signs of what is called the "cracking point" in the Japanese and that he hasn't seen it yet.

I expect that the Japanese will fight with increasing tenacity and fury as our power begins to concentrate on their homeland. We have seen evidences of that fury at Iwo Jima and on Okinawa. It will take the full power of the tremendous war potential that we have mustered in the past four years if we are to secure what I take it to be the will of this country: the complete, unequivocal and unconditional surrender of Japanese militarism.



Photograph from Press Association, Inc.

1,040 HATS skim into the air as men of the Class of '46 throw away caps they wore as midshipmen. Scene of the traditional ceremony is Dahlgren Hall.

NEW BOOKS IN SHIPS' LIBRARIES

Sports Reports

New books from the world of sports cover a lot of ground this month. Hunting, fishing, tennis, football, baseball, skiing, racing—name your game, right down to chess, and there's something new on the bookshelves for you. Here are some of the headliners:

"Esquire's First Sports Reader" is edited and has an introduction by Herb Graffis, sports editor of Esquire magazine. Graffis tells his readers frankly that the book was written for two reasons: first, to avoid work, because the editors of Esquire are tired of scrambling through their files every time a request for one of these stories comes in; second, and more important, the publishers think they're going to make money on it.

The list of contributing authors is a little Who's Who in sports writing. Westbrook Pegler is represented by his famous "Are Wrestlers People?" Ernest Hemingway writes of the fishing and hunting world. As he says, "When you cannot shoot, you can remember shooting." And "when you think back, you remember more fishing and shooting and reading than anything else that is a pleasure."

Perhaps before the war you were a ski enthusiast, with an anxious eye cocked to the weather, worrying about vital problems like bindings, wax, slalom racing, telemarks and christies, and which was better: parallel or stem skiing. Otto Lang and Frederick Loosli continue that famous argument in this book.

Another good sports round-up is "Best Sport Stories of 1944," by Irving Marsh and Edward Ehre. This covers sports events of last year: the miraculous rise of the St. Louis Browns; their defeat by the Cards; Frankie Parker's tennis comeback at Forest Hills; Maggiori, the Marine trainee, maintaining the luck of the Irish as he plays his final game for Notre Dame. In addition there are prize-winning pictures and detailed information on sports records and championships.

If you're partial to the galloping gee-gees, there's Colonel Matt J. Winn's life story, as told to Frank G. Menke, under the title, "Down the Stretch." In the last 70 years, Colonel Winn owned or managed 11 race tracks, the most famous of them being Churchill Downs. His career, set against a background of horses, racing and race tracks, is not only a vivid picture of a sportsman—it is the history of the Kentucky Derby itself, from 1875 to 1944. There are photographs of many of the more famous horses, from Aristides down through Twenty Grand, Whirlaway and Pensive, as well as information about owners, trainers and jockeys.

"The time to go fishing," says Elmer Ransom, "has nothing to do with barometric pressure or the wind directions. The time to go fishing is whenever you can." This gives you a rough idea of what you'll find in his new collection of stories, "Fishing's Just Luck," reprints from such maga-

zines as Field and Stream, Outdoor Life, The Saturday Evening Post and Sports Afield.

For baseball fans there's Frederick Lieb's "Connie Mack: The Grand Old Man of Baseball." And for those who like to just sit and exercise their brains, Irving Chernev and Kenneth Harkness have written "An Invitation to Chess." The authors are, respectively, the associate and managing editors of Chess Review, and have no truck with the popular belief that chess is too deep for the average person. They say: "There are millions of chess players in the world and most of them are just ordinary people of average intelligence." Their book doesn't pretend that it can turn beginners into experts, but it is designed, as the jacket blurb points out, for persons who don't know one chess piece from another.

For Laughing Purposes

Why anyone would take a book to a desert island while Dorothy Lamour was still available is not exactly clear, but H. Allen Smith has decided that there are lots of people like that so he has compiled his own anthology of humor called "Desert Island Decameron." This is as funny in its own way as those crack-pot best-sellers that Smith wrote himself; "Lost in the Horse Latitudes," "Life in a Putty Knife Factory" and "Low Man on a Totem Pole." Almost every author included is a humorist with an established reputation: FPA, Mark Twain, Herbert Asbury, Robert Benchley, Ring Lardner and Thorne Smith.

In "G. I. Joe," Lt. Dave Breger has brought together the best cartoons of his hero, Pvt. Breger. The cartoons were formerly published in "Stars and Stripes" and the setting is Army. . . . The Navy has its cartoonists, too, one of the best being Alex Gard. In "Sick Bay," a book of entertaining drawings, he shows what goes on among patients, doctors, nurses and corpsmen in a Navy dispensary.

Ralph Temple's "Cuckoo Time" takes place at Greenways Manor where Oscar Strudelumpf is shooting a new film epic on the life of Queen Elizabeth, with an ex-bubble dancer play-

ing the lead. . . Tom Powers' "Virgin With Butterflies" is about a blonde who gets butterflies in her stomach when she is excited. . . . "The Half-Haunted Saloon" is described by its author, Richard Shattuck, as a "very light novel" about a respectable family who inherit a saloon from their Uncle Irving, who thinks they need loosening up. . . . And "Footloose Fiddler," by Harry Miller and Page Cooper, traces the former as he fiddles his way through the hotels, ranch dances and honky-tonks of America's Southwest.

And a Yo-Ho-Ho

Sea stories still remain tops with men who like their reading packed with lusty adventure and romance. And there are few more expert packers than C. S. Forester, the sea-specializing novelist who has won a sizable following for his stories of the adventurous Capt. Horatio Hornblower.

If you've followed some of the earlier adventures of Capt. Hornblower—"Beat to Quarters," "Ship of the Line" and "Flying Colors"—you'll need no introduction to the latest Forester novel, "Commodore Hornblower."

Delighted when orders from the British Admiralty send him to sea again, Horatio Hornblower, with the rank of commodore, leads a squadron into the Baltic. It is 1812 and Napo-

THE books reviewed here are among those distributed by BuPers to ship and shore station libraries. A complete list of titles available will appear regularly in a new journal of Welfare activities, scheduled to appear shortly.

leon Bonaparte is on the move again. Against him Hornblower maneuvers his roving squadron, consisting of one ship of the line, two sloops, two bomb ketches and a cutter.

Action, adventure, attempted assassination, political intrigue and diplomatic uproar follow swiftly as the seafaring Hornblower proves to be a salty thorn in Bonaparte's side.

"Commodore Hornblower" recently appeared as an eight-part serial in The Saturday Evening Post, and has also been chosen as the June Book of the Month Club selection. For Navy readers, it's a 4.0 "natural."

Navy and Army Artists Look at Military Medicine



Alex Gard in "Sick Bay"
"Removal of a Splinter"



Dave Breger in "GI Joe"
"Surgery"

RECLASSIFICATION of RESERVE OFFICER

LAST Fall a new system for the classification of reserve officers was provided for by BuPers Circ. Ltr. 298-44 (NDB, July-Dec., 44-1146), and reported in detail in the Nov. 1944 issue of ALL HANDS, p. 14.

The tremendous task of assigning every reserve officer to a new classification is about complete.

Although the circular letter carefully described the method for putting into effect these new classifications, made careful distinctions between general service and special service classifications, and laid out in considerable detail the new designations which were to replace the old, there was, of course, considerable latitude for interpretation as to just what qualifications would qualify an officer for a given classification. Many reporting seniors would put a wide variety of interpretation on the same classification since a specific definition was not given for each.

In order that all officers of the Navy may know the basis upon which BuPers is assigning new classifications, the Bureau's classification policies are outlined below, along with definitions of the various classifications.

Physical Qualifications

The original physical requirements necessary to qualify for general service duties as stated in Circ. Ltr. 298-44 were modified by Alnav 206-44. As now interpreted by the Bureau, a general service officer of the line must have at least 12/20 vision in both eyes, correctable to 20/20 by lenses, with binocular vision 15/20. Normal color perception and hearing 15/15, each ear, whispered or spoken voice, are required. It should be emphasized that Alnav 206-44 lists the physical requirements for initial transfer to a general service classification, and does not apply to officers already having a general service classification.

Many general service officers of the line, formerly classified C-V(G), D-V(G), E-V(G), DE-V(G), etc., are performing satisfactory service at sea even though they do not meet these physical requirements. The Bureau's policy in these cases has been to retain such officers in a general service classification under the new system of classification. Those officers, however, carrying general service classifications and serving ashore at the time of reclassification, who could not meet the physical requirements as stated, were for the most part given a special service classification in keeping with their qualifications and duties being performed. It was the opinion of the Bureau that it was not desirable to send these officers back to sea.

The physical requirements specified in Alnav 206-44 apply *only* to officers of the line, and not to aviators or staff corps reserve officers. In many cases staff corps officers were recommended for a special service classification because they did not meet the physical qualifications as modified by the Alnav. It is obvious that officers of the various staff corps could perform all of their duties satisfactorily without meeting the physical requirements outlined above. Aviators, on the other hand, have much higher physical requirements.

Many general service officers of the deck classifications have been recommended for a special service classification because of failure to pass the Radium Plaque Adaptometer Test—a test for night vision. Nothing in the physical qualifications stated in Alnav 206-44 disqualifies an officer from a general service classification because of failure to pass this test. Such officers are still qualified to perform all duties of a general service officer except night lookout duties. When a general service line officer (except aviators) is ordered before a board of medical survey, and is to be reexamined in six months or one year, he retains the general service classification until his fitness for duty is determined. However,

Here Are Detailed Definitions of the New Designations And an Outline of BuPers Policies in Assigning Them

if the board of survey definitely states that the officer is not qualified physically for further sea duty, a special service classification is assigned. Recommendations by a CO for a special service classification because an officer under his command is subject to seasickness are not accepted. Only when the officer has been ordered before a board of medical survey, and disqualified for further sea duty, is the special service classification assigned.

Age, Rank, Sea Duty

In assigning general service classifications to line officers, the Bureau was cognizant of the fact that many officers could not qualify because of "incompatibility between rank, age, and previous sea experience." Thousands of line officers, though meeting all the physical requirements for sea duty, had no sea duty experience and were deemed to have too much rank and to be beyond the age limits for training for sea duty. The Bureau set an arbitrary age and rank limitation. Line lieutenants over 35, having no previous sea duty, were for the most part excluded from a general service classification. Some exceptions will be described below. The rule does not apply to staff corps officers.

Defined below are the various classifications of the line and staff corps. Assignments of new classifications by BuPers are based on these definitions.

Line Classifications

AVIATION

(A)—Those non-flying aviation officers who:

1. Are attached to an aviation activity and performing aviation duties.
2. Meet the physical requirements for a general service officer, as stated in Alnav 206-44.
3. Have satisfactorily served beyond the continental U. S. (sea or foreign shore) for sufficient duration to fully qualify for performance of all the duties of their rank and classification.

(A)L—Those non-flying aviation officers who:

1. Are attached to an aviation activity and performing aviation duties.
2. Meet the physical requirements for a general service officer.
3. Have not yet served beyond the continental U. S. (sea or foreign shore) in aviation duties.

S(A)—Those non-flying aviation officers who:

1. Are attached to an aviation activity and performing aviation duties.
2. Are not physically qualified for general service, or
3. Are over 35 and have not served outside the continental U. S., or
4. Are under 35 and physically qualified, whose training has been so highly restricted that their services are of primary value to the aeronautical organization, and whose training and abilities are so highly specialized that their assignment outside continental limits would be undesirable.

(A1)—This general service classification is for:

1. Former A-V(N) officers
2. Who are physically qualified for actual control of aircraft and on duty involving flying,
3. And who have served as aviators in a ship or aircraft squadron of the fleet for a sufficient period to determine their qualification for such duty.

(A1)L—This limited general service classification is for aviators who:

1. Are former A-V(N) officers.
2. Are physically qualified for actual control of aircraft and on duty involving flying.
3. Have not served as aviators on a ship or aircraft squadron of the fleet for a sufficient period to determine their full qualifications for duty.

S(A1)—This special service classification is for aviators:

1. Who are former A-V(N) officers.
2. Who are permanently not physically qualified in the performance of all duties of their rank and classification.

in Service Group I, but who are physically qualified for the performance of such duties in Service Groups II and III.

3. Whose training and abilities are so highly specialized along technical lines that their assignment outside continental limits would be undesirable. This classification is rarely assigned.

(A2) } In general, the same qualifications apply as in (A1), (A1)L and S(A1) respectively except that they apply to LTA naval aviators, who were formerly classified A-V(N).

(A3)—This general service classification is for naval aviators who:

1. Are former A-V(G) officers.
2. Are physically qualified for actual control of aircraft and on duty involving flying.
3. Have served as aviators on a ship or aircraft squadron of the fleet for a sufficient period to determine their full qualification for such duty.

(A3)L—This limited general service classification is for naval aviators who:

1. Are former A-V(G) officers.
2. Are physically qualified in Service Group I and on duty involving flying.
3. Are recommended for general service by the Chief of Naval Air Intermediate Training and Chief of Naval Air Operational Training in accordance with BuPers Circ. Ltr. 87-44, and have not served as an aviator on a ship or aircraft squadron of the fleet for a sufficient period to determine their qualification for such duty.

S(A3)—Same requirements as for S(A1) except officer is former A-V(G) officer. The assignment of such a classification would rarely occur.

(A4) } In general, the same qualifications apply as in (A3), (A3)L and S(A3) respectively except that they apply to LTA naval aviators who were formerly classified A-V(G).

(A5)—This general service classification is for officers who:

1. Are former A-V(T) officers.
2. Are physically qualified for actual control of aircraft and on duty involving flying.
3. Are under 40 years of age.
4. Have satisfactorily performed duties either within or without the continental U. S.
5. If over 40, are on duty beyond the continental U. S., and actually performing duties commensurate with their rank in this classification.

(A5)L—This limited general service classification is for:

1. Those newly commissioned officers, of the former A-V(T) classification, whose tour of duty has not been of such duration as to fully qualify them for the performance of all the duties of their rank within their classification.
2. Other requirements are same as for (A5) above, paragraphs 1, 2 & 3.

S(A5)—This special service classification is for:

1. Former AV(T) officers.
2. Those over 40 years of age and not within the requirements of paragraph 5 under the (A5) classification above.
3. Those not physically qualified for actual control of aircraft in Service Group I, but physically qualified for such duty in Service Group II, or III.

(A6) } In general, the same qualifications apply as in (A5), (A5)L and S(A5) respectively except that they apply to LTA naval aviators who were formerly classified A-V(T).

By Alnav 195, the "D" may be added to the general service classification (A1) through (A6) in order properly to classify those naval aviators who qualify as Officers of the Deck Underway in addition to their aviation duties at sea. Similarly,

non-flying aviation officers, who have qualified for the (A) classification, and have in addition qualified as Officer of the Deck Underway, may be classified (AD). Most officers bearing this classification would have served at sea in their non-flying aviation duties, and then qualified for the addition of the (D).

Hundreds of officers other than staff corps officers based at aviation activities but not performing aviation duties are classified (D)L or (S). Those officers engaged in Welfare and Recreation, Morale, Shore Patrol, Ship's Service, BOQ, Security, Legal, War Bond Sales, Rations, Public Relations, Public Works and the like are not given (A)L or S(A) classifications but are assigned (D)L or (S). Requirements for these classifications are described below.

COMMUNICATIONS

(C)—This classification is given to those communication officers who meet the physical standards for a general service officer and who have fully qualified as Communications Watch Officer at sea. An exception is made for the officer formerly having a general service communication classification, C-V(G), who is professionally qualified for the new general service classification of (C), but who is not physically qualified and is performing communication duties afloat. He may be given the general service classification of (C). Many of these officers bearing a classification of (C) have received training in communications at communication schools such as Harvard, Noroton, Los Angeles, or the Post Graduate School at the Naval Academy. Many received no formal training but qualified through practical experience for the (C) classification.

(C)L—Those officers who are now serving at sea in communication duties but are not yet fully qualified communication watch officers, and those who, with no communications experience at sea, have been performing communication duties ashore, within or without the continental limits of the U. S., are classified as (C)L. The "L" may be eliminated only upon such communication officers qualifying fully in communication duties at sea. Again, these officers may be products of communication schools or may have received no formal training. They must also meet the physical standards for a general service classification.

(CD)—Many qualified (C) officers, in addition to their communication duties at sea, have qualified as Officer of the Deck Underway. Where a general service officer has so qualified the (CD) classification is assigned. Many reporting seniors have recommended a (CD)L classification for an officer under his command. The modifier "L" is never used in conjunction with the (CD) classification since it is impossible to determine whether the "L" modifies the (C) or (D). If an officer is a fully qualified communications officer at sea, classified (C), and in training for deck duties but has not yet fully qualified as Officer of the Deck Underway, the commanding officer should withhold recommendation until he can qualify for the (CD) classification.

(S/C)—This special service classification is given to the following categories of communication officers:

1. Those who have performed all communication duties ashore, within or without the continental limits of the U. S., and whose rank and age (over 35) make assignment to sea duty improbable.

2. Those who do not meet the prescribed physical standards for duty afloat as general service officer.

3. Certain special service officers such as Landline Officers.

An officer who formerly carried the C-V(S) classification, and who is not physically qualified for duty afloat, will be classified S(C) even though he may be performing duties afloat.

(S(C2))—Those officers formerly classified C-V(X) and engaged now in communication intelligence duties are assigned the S(C2) classification. All officers bearing this classification have been approved by the Chief of Naval Operations.

The discussion of communication classifications is incomplete without reference to Registered Publication Officers, Postal Officers, and Communication Officers of the Amphibious Forces.

1. Although primarily shore based, Registered Publications Issuing Officers and custodians of registered publications will be given a general service communication classification (C)L if physically qualified.

If not physically qualified, the (S/C) classification is assigned.

2. Officers whose principal training and duties have been as Postal Officers will not be given a communication classification. Most of the Postal Officers are assigned (S), though a small number have been assigned the (D)L classification because of the short period of time in such duty, and their rank, age, and physical qualifications are more accurately described by the (D)L classification.

3. Officers assigned to individual ships of an Amphibious Force who have had no communication experience or training except at an amphibious training base are not given a communication classification as it is not expected that their services will be restricted primarily to communications. Officers performing communication duties on the staffs of amphibious flotillas prior to June 1944 may be classified (C); after June 1944, may be classified (C)L. Officers having received communications training other than at an amphibious training base (i.e., communications schools mentioned above) who are assigned to individual ships or flotilla staffs may be classified (C) or (C)L as appropriate.

DECK

(D)—This general service, unlimited, classification is assigned to those officers who are qualified as Officers of the Deck Underway, and who meet the physical requirements for the general service officer. It is recognized that officers qualified as OOD on small ships will not in all likelihood be able to stand a top watch immediately upon reporting aboard a larger ship. Until the officer has been given sufficient time to qualify it is not desirable that a recommendation for a change of classification from unlimited (D) to limited (D)L be forwarded to the Bureau.

(D)L—This general service, limited, classification is assigned to the following groups of officers:

1. Those officers who meet the physical requirements for a general service officer, who are performing deck duties at sea, but who have not yet qualified as Officer of the Deck Underway.

2. Those officers, not over the rank of lieutenant, 35 years of age and under, and physically qualified for sea duty, who are eligible for training for sea duty even though all their naval duties have been shore based. These are officers whose naval duties have not been so highly specialized that they warrant an (S) classification. Many officers 35 and under, engaged in personnel duties, welfare and recreation, athletic training, educational services, legal duties, ship's service and BOQ activities and a host of administrative tasks feel that they should be assigned the more restricted (S) classification. It is the opinion of the Bureau, however, that the (D)L classification is appropriate in most of these cases. It is not anticipated that all officers assigned the (D)L classification can be given the necessary training for sea duty at the present time. The use of officers for sea duty, who have had no previous sea duty and have been assigned the (D)L classification, will relate to the over-all distribution needs of the Navy.

3. Those officers regardless of age who are performing Armed Guard duty afloat, or who are serving as Beach Masters or Beach Battalion Officers are assigned the (D)L Classification.

4. Bomb Disposal Officers, if physically qualified for sea duty, are given the (D)L classification, rather than the restricted S(O) classification. Since most of these officers serve at sea, it was felt that they should be given a classification which would permit the performance of deck duties. When such an officer qualifies as Officer of the Deck Underway he is entitled to the (D) classification. The specialized training that this officer has received in Bomb Disposal is not lost sight of since the records of the Bureau indicate officers qualified by training and experience as Bomb Disposal Officers.

Note: The "L" modifier has nothing to do with physical qualifications. It merely indicates that the officer is not professionally qualified in all duties of his rank at sea.

(DE)—Those officers are assigned the (DE) classification who qualify as Officer of the Deck Underway and also as Engineering Officer of the Watch. A qualified Deck Officer (D) who has had training in some branch of engineering in a college or university, or who has received training in a naval diesel or steam engineering school, should not be recommended for the (DE) classification until

he has qualified by practical experience for Engineering Officer of the Watch. It is recognized also that the officer who qualifies for the (DE) classification aboard small craft cannot immediately qualify aboard large combat ships or auxiliaries. If such a change of duty does take place it is recommended that the officer be given an opportunity to qualify in this classification before the commanding officer recommends a change of classification.

The (DE) classification is also given to those officers who have qualified in submarines. Officers who have not qualified in submarines are considered to be in training simultaneously for the (D) and (E) classification. Since there is no (DE)L classification, it is the practice of the Bureau to temporarily assign (E) or (E)L to former E-V(G) and E-V(S) officers, and (D) or (D)L in the case of former D-V(G) or D-V(S) officers, until such time as the officers qualify in submarines, when the (DE) classification will be assigned.

The "L" is never used in conjunction with (DE) since it is not possible to indicate whether the "L" modifies the (D) or (E). An officer having the (E) classification, but in training for deck duties should not be recommended for a (DE)L classification by his commanding officer. Rather the commanding officer should wait until such an officer is a fully qualified Officer of the Deck Underway and then recommend the (DE) classification.

(DEM)—Those officers of the merchant marine branch of the Naval Reserve who are fully qualified on Navy ships as Officer of the Deck Underway and as Engineering Officer of the Watch.

S(DEM)—Those officers who formerly qualified for the (DEM) classification but who have been disqualified by medical survey for further sea duty, and are retained on active duty in a shore billet.

(DM)L—For two groups of officers of the merchant marine branch of the Naval Reserve:

1. Those newly commissioned and serving on merchant vessels with no previous naval experience as officers.

2. Those now on sea duty who have not fully qualified as an Officer of the Deck Underway.

(DM)—Those officers of the merchant marine branch of the Naval Reserve who have fully qualified as an Officer of the Deck Underway on naval vessels.

S(DM)—For two groups of officers of the merchant marine branch of the Naval Reserve:

1. Those formerly (DM) who have been physically disqualified for further sea duty by medical survey and are retained on active duty in a special service billet ashore.

2. Those over 35, who have had no sea duty on naval ships and whose billets are of such a specialized nature it is not likely they will be assigned to sea duty.

(5) CLASSIFICATION

(S)—This special service, unlimited, classification is for:

1. Those officers who are permanently disqualified for sea duty by medical survey approved by BuMed. Such officers are almost always former D-V(G), D-V(S), DE-V(G) and DE-V(S) officers retained on active duty though limited physically in their performance of duty to shore billets.

2. Those officers over 35 who have had no sea duty; and those officers over the rank of lieutenant with no sea duty experience. The Bureau is of the opinion that age and rank in these cases are largely incompatible with training for sea duty and the (S) classification is assigned. These officers are for the most part former D-V(S) officers who were commissioned for specific billets or special programs calling for officers who had certain skills and qualifications acquired in civilian life. Such officers are assigned duties ashore, within or without the continental limits of the U. S.

3. Those officers who due to the needs of the service are of paramount value in their present administrative billet ashore. This category represents a small group of specialists, some of whom may be 35 and under, whose specialized training would be difficult to replace, and whose greatest contribution to the Navy lies in the performance of duties in the billets they fill.

ENGINEERING

(E)—This classification is assigned to those engineering officers who are fully qualified to perform all the duties of their rank at sea, which means, specifically,

the officer must be qualified as an Engineering Officer of the Watch at sea and meet the physical requirements for general service officers.

(E)L—This classification is assigned those officers whose training, experience, and naval duty has been in engineering, but who, because of lack of sea duty or too brief a tour of duty at sea, are not yet qualified to stand engineering watches afloat. To be eligible for the (E)L classification, officers must meet all the physical requirements for sea duty and must not be over 35. Whenever the officer has had sufficient experience to become qualified for the (E) classification, the "L" may be dropped.

The (E)L classification will be assigned, if physical requirements are met, to many recently appointed officers who have been given specialized training, such as Naval Architecture, Diesel Engineering, training in Electronics Material, and other specialized engineering courses. These officers will be assigned, where practicable, duties at sea in connection with their specialty; and in some cases will undoubtedly qualify for the unlimited general service engineering designation, (E). In other cases, the degree of specialization and proficiency will later dictate a reclassification to the Reserve equivalent of an EDO officer—S(E1), S(E2), etc.

(EM)L—For two groups of officers of the merchant marine branch of the Naval Reserve:

1. Those newly commissioned and serving on merchant vessels with no previous experience as officers.

2. Those now on active duty who have not fully qualified as Engineering Officers of the Watch.

(EM)—Those officers of the merchant marine branch of the Naval Reserve who have fully qualified as Engineering Officer of the Watch.

S(EM)—For two groups of officers of the merchant marine branch of the Naval Reserve:

1. Those formerly (EM), who have been physically disqualified for further sea duty by medical survey and are retained on active duty in a special service billet ashore.

2. Those over 35 who have had no sea duty on naval ships and whose billets are of such specialized nature it is not likely they will be assigned to sea duty.

S(E)—This classification is normally assigned to the following groups:

1. Those special service officers whose training and experience has been so highly restricted that their services are of value primarily to the engineering organization of the Navy, and whose training has been limited to the extent that it is not considered suitable to assign them the special service, unlimited, or (S), classification.

2. Those officers of the engineering organization whose age (over 35), rank (over lieutenant), and lack of previous sea duty make assignment to sea duty in an engineering billet improbable.

3. Those officers of the engineering organization who are physically disqualified for sea duty in a general service classification.

A special service classification does not preclude an officer from duty aboard ship in specialized billets; it does, however, limit his performing all of the duties of a general service officer aboard ship.

In Group 1 above are officers engaged in research and development, design, construction, installation, maintenance, repair, and inspection of all kinds of ships, ship material, and shipborne equipment. They are officers under cognizance of BuShips who by the nature of their duties are largely shore based. While engaged in specialized engineering duties, they have not yet reached a degree of technical skill and competence which entitle them to the EDO equivalent classification—S(E1), S(E2), etc.—defined below.

Also included in the first group are officers procured for certain special programs under the cognizance of BuShips which require highly specialized personnel and which, because of priority and urgency, make it desirable that officer personnel regardless of eligibility for sea duty, be assigned the S(E) classification. Hundreds of officers have been procured from civilian life and commissioned from within the service for the following special programs:

1. Ship Repair—Officers possessing degrees in Naval Architecture combined with practical experience in the field of Naval Architecture, or holding degrees

in mechanical, civil or electrical engineering, with two or more years of shipbuilding or machinery experience. These officers are trained in Navy Yards and then ordered to repair ships or advanced bases for duty.

2. Fire Fighting—Includes two types of officer personnel:

(a) Fire Consultants (formerly civilian fire protection engineers), who are assigned to Navy Yards with Industrial Managers or to Commands for duty as fire inspection officers and consultants on fire-fighting appliances and procedures.

(b) Former civilian firemen and former enlisted Specialists (F) who are assigned duty as instructors in fire-fighting schools and/or as combat fire-fighters.

3. Petroleum Inspection—Officers who have had education and experience in the inspection of petroleum products.

4. Spare Parts—Officers possessing experience in connection with component parts of Navy machinery and material, and distribution of such material to fleet activities.

5. Machinery Inspection—Officers assigned to Supervisors of Shipbuilding and Inspectors of Machinery, performing machinery inspection duties in these activities.

6. Gyro Compass, Magnetic Compass and Degaussing—Officers with an educational background of an electrical or mechanical engineering degree, trained in degaussing and in gyro and magnetic compass maintenance and then assigned aboard tenders, with service commands, to Navy Yards and other shore stations, and to advance bases. Where physically qualified and meeting age and rank requirements as outlined above, these officers are usually assigned a general service classification of E(L) instead of S(E).

7. Oxygen Generating—Specialized officers performing duties in connection with operation and maintenance of compressed gases generating equipment.

8. Ship Salvage—Although this program requires a number of general service officers who are trained in ship salvage in addition to general line and engineering duties, there are, in addition, certain highly specialized engineering officers in Ship Salvage who are assigned the classification of S(E) or S(E1) depending on the degree of specialization and technical skill.

9. Radio Maintenance—This program covers a wide range of activities in the field of electronics material.

A large number of officers experienced in radio material are assigned duty in Navy Yards under the RMOs (Radio Material Offices). Officers procured for such assignments from enlisted sources under a temporary appointment who do not have college degrees, who have been specially trained at Radio Material Schools, and whose assignments are restricted to highly specialized duties in Radio Material, are assigned an S(E) classification.

Officers in the Radio Maintenance Program who have received recent appointments, either from civilian life or midshipmen schools, and who are physically and otherwise qualified, are in most cases being assigned the (E)L classification rather than S(E).

Other phases of this program in which officers are assigned S(E) are:

(a) Special activities such as: the Electronics Field Service Group (EFSG), Naval Research Laboratory, which is a personnel pool receiving assignments in teams to service electronic equipment aboard ship or at advance bases.

(b) Sonar and Harbor Detection Equipment, the design, installation, repair, and maintenance of which is under the cognizance of BuShips.

(c) Cryptographic Repair Facilities, which handle the installation, maintenance and repair of cryptographic equipment.

(d) Minesweeping Gear and Mine Countermeasures, under which the research, design, development, and testing of mine countermeasures equipment and associated electronic material is effected.

EDO-Equivalents—A Reserve officer bearing a special service numerical engineering classification is considered to be equivalent, within the Naval Reserve, to a regular Navy EDO (Engineer Duty Only) officer. These classifications are assigned only to those Reserve officers considered outstanding in a highly specialized field of engineering. For this reason the number of officers bearing these

classifications are few indeed. Officers recommended for the classification must receive the approval of BuShips and BuPers to be so classified.

S(E1)—EDO-equivalent requiring experience, training, and qualifying background in the duties of a naval constructor. The better qualified officers who formerly had the CC-V(S) classification are now classified S(E1).

S(E2)—EDO-equivalent requiring experience, training, and qualifying background in naval machinery duties and associated material.

S(E3)—EDO-equivalent requiring experience, training and qualifying background in electrical material.

S(E4)—EDO-equivalent requiring extensive experience, training, and qualifying background in Diesel Engineering. Reserve Officers recently trained in Diesel Engineering are classified (E)L, where physically qualified for sea duty.

INTELLIGENCE

S(I)—Only those officers performing Intelligence duties under the cognizance of the Naval Intelligence Organization have been assigned the S(I) classification.

LEGAL

S(L)—This classification has been assigned to certain officers whose duties are confined solely to legal work. Although many officers are being recommended by their reporting seniors for a legal classification, it is not anticipated that any additional changes of classification to S(L) will be made by the Bureau at the time.

ORDNANCE

S(O)—Those officers with training and experience in the development, production, maintenance (and in some cases operation) of ordnance equipment or with background in the operation of an ordnance station or other ordnance activity whose assignment is of primary interest to BuOrd. Officers classified as S(O) will ordinarily be considered not to have had training and experience sufficiently specialized to warrant the assignment of one of the numbered designations noted below.

S(O1)—Reserved for officers who are thorough specialists in a phase of ordnance design. Under ordinary circumstances, those classified S(O1) will be on duty at the Naval Proving Ground, the Research Division of BuOrd, the Naval Ordnance Laboratory, the Naval Ordnance Test Station, Inyokern, Calif., and in some rare instances at other research and development activities.

S(O2)—Those officers trained in the maintenance and operation of aviation ordnance equipment who are to be assigned as members of the rotating aviation ordnance program, which may involve duties at continental air activities, at advance bases and on aircraft carriers. Training in a single phase of aviation ordnance (such as bomb fuzes, for example) will not be sufficient to justify the S(O2) designation. Every officer given this classification will have broad general training covering the whole range of equipment in this field.

S(O3)—Those officers thoroughly trained in the design or maintenance of fire control and/or ordnance hydraulic equipment. Officers so classified will ordinarily have completed a six-month course of instruction in the maintenance of fire-control gear and associated hydraulics before being assigned to practical duties in the maintenance field. However, extensive experience in a Navy Yard connected with the installation, overhaul, and repair of such equipment may also result in an S(O3) classification.

S(O4)—Those officers with broad training in the handling and maintenance of ammunition and ammunition components. Will ordinarily be a graduate of an ordnance training program which includes general ammunition handling, the details of fuze design and operation, and the handling and use of chemical munitions, and will not necessarily be familiar with the problems of production of ammunition material but should be solidly qualified for any assignment connected with maintenance.

S(O5)—Those officers trained and experienced in the maintenance of torpedoes and in some cases with additional background in torpedo tubes. There is no separate designation for officers qualified in electric torpedoes so that the S(O5) classification covers all those officers thoroughly qualified in the maintenance of any torpedo type. It may be that such an officer will be an expert in the electrical torpedo but will have only limited knowledge of the steam torpedo.

S(O6)—Those officers thoroughly trained

in the maintenance and usually in the operation of any type of underwater ordnance except standard torpedoes. This classification includes those officers qualified in the maintenance of mine mechanism, depth charge mechanisms and special highly classified underwater gear which does not fall into either of these categories. In some cases, an S(O6) officer will know both mine and depth-charge mechanisms; more frequently he will be an expert in only one of these categories.

RADIO SPECIALIST

"T" is the Radio Specialist designator appended to the classification of officers who are trained in the technical and material aspects of radio, radar, sonar, and related electronic equipment. It is *not* given to those qualified in radio only, radar only, sonar only or related electronics equipment only. The "T" designation is normally given to those who have graduated from the full Navy electronics course at the Massachusetts Institute of Technology.

When used with an aviation classification, "T" indicates an officer who is trained in the technical and material aspects of airborne electronic equipment. When used with an engineering classification, "T" indicates an officer who is trained in the technical and material aspects of shipborne electronic equipment. It should be noted that "E" when used singly with "T" does not mean the officer is qualified to stand engine room watches. The one exception is the officer who is additionally qualified to stand engine-room watches and is assigned the classification (DE) as indicated in paragraph 1 below.

The suffix "L" and the prefix "S" when used as a part of the classification to which the "T" is appended, indicate the officers' qualifications for sea duty. The suffix "L" is given officers who are potentially qualified for sea duty by reason of physical condition, age and rank, or who are now serving at sea, but who have not qualified professionally. In case of doubt, "L" is assigned and may be removed at the discretion of the commanding officer, as provided in Circ Ltr. 298-44. The prefix "S" is assigned officers who are not qualified for sea duty by reason of physical condition, or because their age, rank, and lack of previous sea duty make assignments to sea duty improbable. These officers, according to the needs of the service, however, may be assigned sea billets.

Following are the only "T" classifications currently being assigned:

1. (DE)-T—General service officer trained in the technical and material aspects of shipborne electronic equipment and qualified to stand both top-deck and engine-room watches.
2. (E)-T—General service officer trained in technical and material aspects of shipborne electronic equipment.
3. (E)L-T—General service officer trained in technical and material aspects of shipborne electronic equipment, but not yet fully qualified for the duties of his rank and classification at sea.
4. S(E)-T—Special service officer trained in the technical and material aspects of shipborne electronic equipment.
5. S(E3)-T—Special service officer trained in the technical and material aspects of shipborne electronic equipment who in the broad field of electrical engineering is equivalent to the EDO, USN.
6. W(E)-T—Wave officers trained in the technical and material aspects of shipborne electronic equipment. The two-months administrative courses do not qualify Wave officers for "T."

7. (A)-T } Same as 2, 3, and 4 above
8. (A)L-T } with "airborne" substituted
9. S(A)-T } for "shipborne."
10. (AD)-T—Same as 7 but additionally qualified to stand deck watches.

The aviation pilot classifications (A1 through A6 and SA1 through SA6) may be assigned in place of (A) and S(A) in the examples and indicate the officer is additionally qualified in technical and material aspects of airborne electronic equipment.

CIC WATCH OFFICER

The following specialty designators are appended to the classification of officers qualified for assignment in CIC:

1. The specialty designator "R" is the basic CIC designator and indicates that the officer is a CIC Watch Officer and as such is well versed in all phases of the operation of CIC except control of aircraft. He should in addition be qualified as a Deck Watch Officer if practicable.
2. The specialty designator "X" indicates that the officer, in addition to having

the qualifications for the basic designator (R), is qualified in aircraft control except at night or in conditions of low visibility.

3. The specialty designator "N" indicates that the officer, in addition to having the qualifications for the designators "R" and "X" is qualified in aircraft control under all conditions.

These suffixes must be used singly; combinations, such as RX, are *not* assigned. CIC officers, in other than aviation classifications, must be qualified for sea duty to qualify for the "R," "X" or "N" suffix.

The suffix "R" or "X" or "N" may be appended to the following classifications:

- | | |
|---------|-------------------------|
| 1. (DE) | 8. (C)L |
| 2. (AD) | 9. (A)L |
| 3. (CD) | 10. (E)L |
| 4. (D) | 11. S(A) |
| 5. (A) | 12. (A1) through (A6) |
| 6. (E) | 13. S(A1) through S(A6) |
| 7. (D)L | |

The CIC specialty designators are never used in conjunction with the radio specialist classification "T."

WAVE

Wave officers for the most part have been assigned the new classification (W). The following exceptions are noted:

1. W(A)—For those Wave officers under cognizance of BuAer who have completed courses of instruction as officers in Aeronautical Engineering, Air Combat Information, Celestial Navigation (Air Navigation), Air Navigation, Gunnery, Recognition, Recognition and Gunnery, Photographic Interpretation, Aviation Communications, Radio-Radar (Ward Island, Corpus Christi) and have been assigned to duties at aviation activities utilizing this training. These are the only Wave officers assigned the W(A) classification. Wave officers performing a wide variety of administrative functions in aviation activities are classified (W).

2. W(C)—For those Wave officers whose duties are primarily in communications. Many received communication school training and were assigned to various naval activities for communication duties only. Others had no formal communication school training, but through practical communications experience in naval activities qualified for this classification.

3. W(C2)—For a small group of Wave officers who qualify in communications intelligence. Only those approved by the Chief of Naval Operations have been so classified.

4. W(E)—For a limited number of Wave officers who are engaged in research or design under the cognizance of the Bureau of Ships or who have completed the Radio, Radar, Sonar course at Fleet Service Schools, NOB, Norfolk, Va. and are now performing duties under BuShips' cognizance which utilize their training.

5. W(E)-T—Refer to the definition of this classification under the discussion above of the Radio Specialist classification.

6. W(I)—For a small group of Wave officers performing intelligence duties under cognizance of the Naval Intelligence Organization.

7. H(W)—This classification has been assigned to those Wave Officers who are performing duties in a specialty under cognizance of the BuMed. Officers so classified are engaged in occupational therapy, physiotherapy, bacteriology, serology, etc.

Staff Corps Classifications

CIVIL ENGINEER CORPS

Originally Circ. Ltr. 298-44 provided for a general service officer to be classified CEC, and four groups of special service officers, CEC(S), CEC(S1), CEC(S2) and CEC(S3). By Circ. Ltr. 38-45, however, classifications for the Civil Engineering Corps were reduced to two, namely CEC and CEC(S).

CEC—The CEC classification is given to all reserve officers of the Civil Engineering Corps with the exception of those engaged in cargo loading and stevedoring duties.

CEC(S)—Officers engaged in cargo loading and stevedoring duties are given the CEC(S) classification, the (S) in this case indicating special service in stevedoring duties.

CHAPLAIN CORPS

ChC—Almost all reserve officers of the Chaplain Corps are given the general service classification of ChC.

ChC(S)—There are a few officers of the Chaplain Corps who are restricted in their performance of duty by medical survey, such limitation resulting from active service in combat areas. Those officers are classified ChC(S).

DENTAL CORPS

DC—General service officers of the Dental Corps are assigned a classification of DC. Most of the reserve officers of the Dental Corps will bear this classification and are regarded as eligible for duty afloat or ashore.

DC(S)—This special service classification is for:

1. Dental officers not physically qualified for sea duty as determined by BuMed.
2. Dental officers whose specialized training over a considerable period of time renders them unsuitable for general duty assignments.
3. Dental officers 50 years of age or over.

HOSPITAL CORPS

HC—Reserve officers qualified for general duties of the Hospital Corps.

HC(S)—Hospital Corps officers whose qualifications are limited to their particular specialty, such as chemistry, bacteriology, physiotherapy, etc.

The HC and HC(S) classifications are given *only* to those former enlisted personnel of the Hospital Corps who have been promoted to temporary commissioned rank. All new appointments in these classifications are accomplished on the basis of temporary promotions from enlisted members of the Hospital Corps.

H(S)—Reserve officers who qualify in their specialty, such as Rodent Control, Psychology, Optometry, etc.

Officers of the line and other staff corps, as well as enlisted personnel, who apply for a commission in some specialty coming under cognizance of BuMed, such as Malarology, Psychology, Optometry, etc., apply for the H(S) classification rather than the HC(S) classification. This classification, H(S), is not a Hospital Corps classification but represents officers commissioned for their qualifications in a specialty utilized by BuMed when vacancies exist for such officers.

MEDICAL CORPS

MC—Most reserve officers of the Medical Corps will be assigned the general service classification MC, indicating they are qualified for duty afloat or ashore.

MC(S)—This special service classification is for Medical Corps officers:

1. Whose physical status warrants assignment to limited shore (including foreign shore) duty.
2. Who are so specialized that they do not qualify for general duty.
3. 50 years of age and over.

SUPPLY CORPS

SC—This general service classification for reserve Supply Corps officers is given to:

1. Those who have had supply and disbursing background by reason of training and/or experience.
2. Those who:

- (a) Have had independent duty afloat.
- (b) Have had independent duty overseas.
- (c) Have been the Supply Officer of a section base, naval air station, or similar activity within the continental limits of the U. S.

SC(S)—This special service classification is for the following reserve supply corps officers:

1. Those engaged in a great variety of special duties vital to the functioning of the Supply Corps in time of war, such as procurement, cost inspection, machine accounting, packaging, transportation, cargo loading, warehousing, commissary, etc. In most cases these officers were procured from civilian life for special service duties in the Supply Corps because their civilian occupational qualifications were almost identical with those desired by the Supply Corps.

2. Those engaged in administrative duties only in various activities of the Supply Corps, within or without the continental limits of the U. S. Most of these officers were, in civilian life, in executive positions and were procured as ideally suited for administrative functions within the Supply Corps.

3. Those in training for general service duties in the Navy Supply Corps School, Harvard Graduate School of Business Administration. Upon satisfactory completion of this course, these officers are transferred from SC(S) to SC.

4. Those general service Supply Corps officers who do not meet the prescribed physical standards for promotion in a general service category are transferred to SC(S).

SC-M—This classification is given to those Supply Corps officers who formerly held a Supply Corps, Merchant Marine commission.

MAGAZINE DIGEST

Excerpts from current articles of interest to naval personnel

Etiquette of Surrender

It would have been common sense for the Japanese to surrender unconditionally after the wholesale destruction of their fleet and the recapture of Manila. It would be common sense for them to surrender this instant.

But the issue of war and peace involves more to the Japanese than common sense. There is involved the whole question of Japanese society, highly dissimilar to our own, and of the Japanese mind that holds the society together. Unlike the Germans, who understand surrender and abdication—which were the refuge of the Kaiser and the conscious abomination of Hitler—the Japanese do not understand them at all. What Japan needs is a symbolic act in tune with the high and ancient Japanese tragedy. . . .

What Japan is looking for now is a formula for a "moral" surrender. A negotiated peace could be a formula, but . . . the Japanese have no chance of getting one. The Emperor offers no ready formula. He cannot act because he is only a Name signed to orders issued by others—though as such he is the keystone of the whole edifice of Japanese loyalty and duty. Perhaps the Japanese will find some other formula to make their surrender honorable in their own minds. Perhaps they can capitalize on the collapse of Germany; perhaps the militarists and ministers will commit suicide. Perhaps the Emperor's advisers will tell him to invite Allied protection on the pretext of protecting him from themselves: no one can tell what the Japanese may come up with.

The Japanese predicament, therefore, seems to pivot on a triviality of form, a point of etiquette. But what the Japanese rulers are actually concerned with is the survival of the Japanese mind with all its paradoxes of exaggerated restraint and extreme excess, all its wild dreams of an evanescent moment of blood and glory. If Japan's rulers choose to surrender to preserve the Japanese way of life, they may act in a way that will jar and disrupt what they seek to preserve. If, fearful of such consequence, they choose not to surrender, they will subject the way of life to such strains that it may explode of itself. . . .

Prediction as to the decision is impossible in view of the tensions and paradoxes of Japanese society. The banzai charges may go on, even though they are a way not of killing the enemy but Japanese. In any event America and her allies have no alternative but to step up the pressure.—From "The Job Before Us: The Defeat of Japan," editorial in *Fortune* for June.

Blitzfishing

The sporting way to catch fish is to troll for them with a spoon, spinner, or feather lure. Of course if the fel-

lows want a fish feed, that's another matter. No method is frowned on here [in the Southwest Pacific]. Any means of getting at those finny feeds is a credit to the fisherman.

One day, we went loaded down with dynamite, fuses, and several hundred feet of field wire. Cans of mixed vegetables, corned beef, hash, and sausage were opened and emptied in 5 feet of water near the shore. The dynamite was set in with the chum, and the wire led to shore where we could set off the charge with flashlight batteries. Meanwhile a lookout climbed a tree to keep watch for the schools of fish that would be attracted by the bait.

We could see the surface rippling and breaking. "OK," said the lookout. Off went the charge, sending up a geyser. We waded out and those with diving masks ducked under to retrieve the fish. . . . Our catch was about 20 scaly pounds of assorted fish. . . .

The Aussies are great for using hand grenades. Many times I have seen them climb a tree, where they can see the fish in the water below, and plunk the lethal pineapples. They don't have long to wait for the blast to go off. This is the most dangerous method as fragments might hit some one if the grenade should land in shallow water. . . .

A group of Seabees used to catch fish regularly for its outfit by dynamiting from the lowered ramp of an LCVP. The fellows would wait for a school to pass and bam! Off would go a powerful charge. They caught barracuda and sharks along with mullet and yellowtails. Of course, the trick is to catch the big ones before they come to.—From "Blitzfishing," by a GI correspondent, in *Newsweek* for 11 June.

Rank Confusion

Let's clean up this matter of titles! Navy, Coast Guard, Marines, Army—all officers wear the same bars, leaves, eagles or stars to show their rank. They all receive the same base pay, have the same authority. Why not designate their ranks by the same titles?

. . . Take "ensign" for the first commissioned rank, "lieutenant" for the second. For the third . . . "brigadier." . . . For the next grade choose "major." . . .

See what we've done so far? Eliminated all the parentheses, hyphens and numerals—we've dropped "2nd," "1st," "(j.g.)" and "lieutenant dash commander." At the same time, no one gets a new title which formerly designated a lower rank—there's no come-down. . . .

On the same principles, for the next grade of seniority, "commander" is a more apt term than "lieutenant colonel." Next? Choose "colonel" rather than "captain" for the reasons we've already mentioned [Army-Navy-Mer-

chant Marine confusion]—and also because in traditional Navy usage, "captain" designates the commanding officer of a ship, whether he's an ensign or a commander.

So this gives us a uniform, common-sense list of titles: ensign, lieutenant, brigadier, major, commander, colonel. It's a good compromise—two names from the Navy, three from the Army and one (lieutenant) used by both.

But how about the officers of flag rank—commodores, admirals, general? We'd better leave them as they are. After all, it's a bunch of admirals and generals that have to pass on these suggestions. . . .—From "It's Rank Confusion," by North Clarey Jr., in *Ethyl News* for May.

Divine Wind-Up

Americans in the Pacific frequently hear the voice of Radio Tokyo saying something like this: "When the stalwarts take leave of their parents, brothers and sisters to start on a Special Attack (Kamikaze) mission, the commander and all down the ranks drink to their honor and bid farewell by singing the song of the Honorable Special Attack Corps of the air. We should all make a habit of singing this song quietly to comfort the departing souls, as well as to encourage those who follow in their footsteps:

*If cherry blossoms were but men,
Then the loving butterflies are their wives.*

*Bloom, cherry blossoms, spiritedly
In eight petals or in singles.
With the dawn you'll be gone.
Tomorrow another blossom shall fall.
Bloom, cherry blossoms, spiritedly
For I'll be following you.*

These lyrics and the introduction sound like something Tokyo's Tin Pan Alley has pirated from Gilbert and Sullivan. Actually the song is a sales talk to Japanese youth, urging them to die for their homeland rather than see it invaded. After listening to the song once or twice, young Moto San is supposed to rush out to the nearest recruiting office and join the now famous Kamikaze Special Attack Corps.

The English translation of the word Kamikaze is "Divine Wind," and the name is supposed to have been derived from an incident occurring in 1281 when the Mongols were attacking Japan from the sea. At the crucial moment a wind of typhoon velocity, believed by the Jap defenders to have been sent by the gods, wrecked the invasion fleet. The term Kamikaze applies particularly to the suicide-plane



The Saturday Evening Post
"Would you mind passing me the 3d Marine Division, please?"

pilots while the Special Attack Corps embraces all types of Jap do-and-die fighters on land, sea and in the air. . . .

A Jap who volunteered to be a Kamikaze did so because he was told that only by exploding himself to kill the enemy could he exemplify to the highest degree the spirit of Shintoism and prove to his ancestors how willing he was to give up his life for his emperor god. The Kamikaze is the most highly revered of the Jap warrior classes, and when the corps was originally organized, there was considerable rivalry among the younger and more daring pilots for the honor of being tapped for membership.

A pilot became a Kamikaze after impressive rites at a battalion shrine. There he worshipped the emperor god and then made a solemn pledge before other Kamikazes that he was willing and anxious to die for Hirohito. This was followed by lectures on the importance of cleansing the soul of sin and defilement by purifying himself before the emperor's all-seeing eyes. Then came a bit of practical instruction on how to crash-dive a ship's deck or a building, and the Kamikaze was sent to his post to await his first and last mission.—From "Flying Coffin Corps," by Frank D. Morris and Jack Turcott, in *Collier's* for 9 June.

Opportunity Ahead

The last half of this century can and should be the most resplendent economic era in human history—the era of the industrialization and modernization of backward peoples. . . .

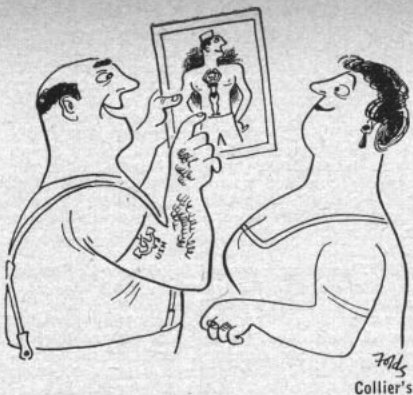
More than half of the world's population—more than 1,000,000,000 human beings—live in a state of miserable industrial backwardness and poverty. That is an immense challenging new frontier for modern economic audacity and development. . . .

For instance, if people everywhere used as much cotton per person as we use in the United States, the world's production of cotton would have to be trebled. If people everywhere used as much soap per person as we use, production would have to be quadrupled. . . .

One of America's greatest opportunities for its own pocketbook lies in the promotion of world-wide wealth and welfare. . . . There is no doubt that almost all backward peoples are mentally and physically capable of doing higher work and more remunerative work than they are doing now. What they need first is capital. They all have some, but not enough. And where is capital most plentiful? In the United States. . . .

One of the basic criticisms of our economic situation during the last two decades has been that we have surplus capital that remains idle. The backward countries are calling for it. . . . At the outbreak of the war we Americans had almost \$10,000,000,000 in such direct investment abroad. This sum can be multiplied advantageously many times in the near future. . . .

This can happen only on one condition. No longer can surplus-capital countries, whether Britain, France or Belgium, the Netherlands, Sweden or the United States, invest in undevel-



"This is how you looked in 1930, Baby."

oped countries and then suck out all the dividends. That kind of economic "imperialism" is everywhere either dying or dead. The industrially backward countries resent it and will no longer tolerate it. What they want now—and what they should have—is a partnership of their local capital with foreign capital in the risks and profits of new enterprises on their soils.

The change thus indicated is one of the most momentous in all the world's long political and economic history. The age of the mere "exploitation" of backward countries is closed. We move into the age of cooperative effort by advanced countries and undeveloped countries together for mutual profit. . . .

In world development for human happiness let us operate not as nationals of this or that country but as human beings.—From "America's World Chance," by Eric Johnston, in *Reader's Digest* for June.

Who Can Rule Germany?

The identification and selection of reliable German officials is a problem which will plague the Allies for months. We are, as a primary objective, out to rid the German Government of Nazis. Yet virtually everyone with administrative experience is a Nazi. Among the whole population, somewhat less than 10% were active members of the party when the war started. But added millions were members of affiliated organizations, like the Hitler Youth.

Exclude the aged, the women, and the children, and it becomes apparent that to find men of administrative experience who are actually anti-Nazi is likely to be almost impossible. They were long ago convinced or silenced by the Gestapo. And the few non-Nazis not serving in the German armed forces who might be used are usually found to have benefited from war contracts, to have a brother who is a Party official, or to be associated in one way or another with the Party.

There is practically no one in Germany today who can be looked to for unprejudiced advice on this question. . . .

Find a business man who passes Army investigations and he will be immediately denounced by the Socialists as a Nazi. Find a Socialist whose record seems clear and the business men complain loudly that he is a Nazi. The truth seems to be that Nazi as-

sociation can be proved against virtually everyone in Germany. . . .

To use Allied Army officers in German administrative posts is impossible. As a pure matter of arithmetic, there are far more positions to be filled than there are officers to spare. And should we use our own officers on food distribution or price control, it would appear that the Allies assume some responsibility for the prompt solution of these problems in chaotic Germany. We do not. They are properly questions for the Germans themselves to work out. . . .

To clean up rubble, bury the dead, get essential services running calls first for common labor in great numbers. But people in most cities of Germany today don't want to work. Their instinct is toward self-preservation. That means patching up their own homes, foraging for food, and locating scattered belongings and relatives. No German wants to go far from what is left of his home, fearing that while he is away his neighbors will loot his remaining effects.—From "Americans Help Liberated Europe Live Again" by Lt. Col. Frederick Simpich, Jr., in *National Geographic* for June.

Miracle Medicine

It sounds like quack-medicine ballyhoo when a pharmaceutical salesman boasts of a single biological preparation that is highly effective in the prevention of measles, mumps, whooping cough; is also used in the healing of stubborn wounds, as a burn salve, or as a glue for skin grafting; is equally effective as a temporary brain covering; a vehicle for removing kidney stones, or a hemorrhage inhibitor; and is the finest known remedy for shock.

But it isn't quackery. The preparation isn't new. In fact, it's the oldest thing known to man. And, what's more, it is being produced on a mass scale for \$1 a pint, or less than half the ceiling price of good gin.

It is human blood and its ingredients or fractions.

Almost 12 million pints of it have already been delivered to the American Red Cross alone, and today's "production" averages 10 pints a minute. Which leads to the thought that there are about six million people in this country who don't know their own strength.

They are the volunteer donors who have been giving their blood to the armed forces—blood which used to cost hospitals from \$25 to \$50 a pint. It's now procured for \$1 because generous people donate it free in this emergency and nine public-spirited biological laboratories process it at bare cost. About 1,000 trained specialists, exclusive of Red Cross workers, and close to \$2,000,000 worth of equipment, exclusive of buildings, are at work in these nine plasma factories. On top of that, literally scores of the finest medical minds in hospitals and colleges all over the land are working day and night on new plasma research under the generalship of the renowned Dr. Edwin J. Cohn of Harvard Medical School.—From "The Stuff of Life," by Paul W. Kearney, in *Liberty*, 26 May.

LETTERS TO THE EDITOR

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

UNIFORM SCUTTLEBUTT

SIR: There has been so much scuttlebutt about a new uniform for enlisted men that we are appealing to you for the official word.—C. L. K., CBM, USN.

• Problems relative to the design, manufacture and issuance of a new uniform for enlisted personnel are now under consideration by the Uniform Board. However, it is not likely that anything will be officially announced until the war is won and until shortages of labor and material no longer exist.—ED.

POSTWAR NAVY PROBLEMS

SIR: Will family allowances be continued after the war?—T. C., GM3c, USNR.

• Public Law 625 (as amended) passed by the 77th Congress provided that family allowances be paid during the existence of and for six months thereafter of any war declared by Congress. However, a committee has been appointed to draft recommendations to be submitted to Congress which will permit the continuation of family allowance payments to dependents of personnel in peacetime.—ED.

SIR: Will the base pay for enlisted men go back to \$21.00 per month after the war?—A. J. S., SK3c, USN.

• No, not unless Congress enacts new legislation to amend or repeal the "Pay Readjustment Act of 1942" which established the present pay scale.—ED.

SIR: Will the time I have spent in the Naval Reserve count toward retirement, if I remain in the postwar Navy?—J. P. S., CRM, USNR.

• Personnel serving in the Naval Reserve who are permitted to reenlist in the regular Navy will be credited with time served on active duty for purposes of transfer to the Fleet Reserve and to the retired list of the regular Navy after 30 years' service, in accordance with BuPers Manual, Arts. D-9501, 9502 and H-9407.—ED.

LOST WAR BONDS

SIR: On 7 Dec. 1944 I purchased four \$25 bonds from the Navy War Bond Office to be issued to my son. As yet my wife has received but one bond. I am holding the receipt for the others, and would appreciate being advised of the procedure to follow to make certain that my son receives the other three bonds.—S. M. L., CM1c.

• In case of non-receipt (or loss) of war savings bonds, the purchaser should contact (in person or by mail) the issuing agent from whom the bonds were purchased. All available information should be given, such as: date of purchase, denomination of bonds, whether payment was by check or cash, serial numbers of lost bonds (if known), and to whom the bonds were issued (including name and address). As soon as the war bond issuing agent receives the information, he requests that a replacement bond be issued; this takes from three to six months.—ED.

RATING EXAMINATIONS

SIR: After a man has passed an examination for advancement or change in rating, how long is it good for if the change is not made immediately?—T. B. S., AerM1c.

• This is left to the discretion of the CO, who will effect the advancement in the rating, since no time limit is set by regulation.—ED.

GOOD CONDUCT AWARDS

SIR: (1) Is it possible for a man to be eligible for a good conduct award even though he does not have a 4.0 in conduct? I contend that if his service record has no offenses entered in it, he would be eligible even though his conduct mark wasn't 4.0. (2) By the same token I believe it is possible for a man to be given a 4.0 in conduct, making him eligible for a good conduct award, despite the fact that he may have minor offenses entered in his record as a result of captain's mast or a deck court. Right?—R. G. C., CY, USN.

• (1) If a man's record is clear of offenses and he receives a mark of 3.5 in proficiency in rating and meets the other requirements he would be eligible for the award even though he did not receive a mark of 4.0 in conduct. (2) At the present time an officer cannot assign a mark of 4.0 in conduct when the record contains any offense.—ED.

SIR: Can the three-year period of continuous active duty necessary for the good conduct award to naval reservists be computed from the date of a captain's mast?—H. F. M., CY.

No.—ED.

SIR: On 12 Dec. 1942, I was sworn into the naval reserve. I did not go on active duty, however, until 3 Feb. 1943. Does the time I spent on inactive duty, waiting to be called, count toward my eligibility for a good conduct award?—R. J. B., PhM2c.

• No, only continuous active service may be counted.—ED.

SIR: Can officers who were formerly enlisted men in the regular Navy and who now hold temporary commissions, add stars to their good conduct ribbons at the completion of each four years?—L. N. K., Ens.

• Yes, if they have earned at least one award as an enlisted man. The same applies to Reservists except that the time is three years' continuous active duty.—ED.

SIR: I served 13 months in the Navy in World War I and was discharged after the Armistice at my own request. I enlisted in the Naval Reserve for the present conflict and now have served one year and 11 months. Am I eligible for a good conduct award on the basis of total service of three years?—A. F. C., CQM.

• No. Service in one enlistment cannot be added to service in a subsequent enlistment in computing time for the purpose of a good conduct medal.—ED.

SIR: I enlisted in the Naval Reserve in 1941. A year later I was discharged by Special Order Discharge to enlist in the regular Navy. I now have three years and five months' total active service, reserve and regular. Am I entitled to wear the good conduct ribbon, if otherwise qualified?—C. R. S., CPhM, USN.

• No. Service in the Naval Reserve and the regular Navy cannot be combined for the purposes of the award. You must meet the requirements of the Naval Reserve or the regular Navy.—ED.

SIR: I enlisted on 8 Dec. 1937 for four years. On 8 Dec. 1941 I extended my enlistment for two years and then my enlistment was extended by Alnav 155-41. I received a good conduct medal for my first enlistment of four years. Do I rate a good conduct pin for the three years of extensions I have completed?—C. R. B., Y1c, USN.

• Yes, if otherwise qualified. However, you will not receive a pin since they are not being awarded during the war but you will receive authorization to wear a star on the ribbon bar. You should submit a request, via official channels, to the executive officer of your ship or station.—ED.

GI EDUCATION

SIR: If you go to school under the GI Bill, you get not only your tuition but a monthly allowance from the Government—\$50 if you don't have dependents, \$75 if you do. But I read recently in a magazine article that if you find this isn't enough to live on, and take a part-time job to help out, you get your Government allowance cut down. Is this true?—J. T., Lt., USNR.

• Not quite. Veterans Administration says it cuts down on the allowance only if you

are attending the school on a part-time basis, or if you receive compensation for work done as part of your training. If you took a sparetime job that didn't take up so much time that it could be regarded as interfering with your main purpose—gaining an education—your allowance would not be cut.—ED.

BACK ISSUES OF ALL HANDS

SIR: Is it possible to purchase back copies of ALL HANDS, and, if so, at what price?—H. J. S., Y1c.

• The following issues are available from the Superintendent of Documents, Government Printing Office, Washington 25, D. C., at 20 cents a copy, the remittance to be included with the order: Dec. 1943; March, April, May, June, Aug., Sept., and Oct. 1944; March, April, May and June 1945. For general information on subscriptions, see page 80.—ED.

THREE SQUARES A DAY

SIR: I have noted that on several stations a man sentenced to bread and water with a full ration every third day is given one meal on the third day and yet other stations give three meals on the third day. Which is correct?—J. E. H., Y1c, USN.

• A full ration consists of the morning, noon and evening meals or other rations served on the general mess, according to JAG, which cites Court Martial Orders 3-1943, 112. Therefore, stations giving three meals are correct. Naval Courts and Boards (1937), Sec. 447, states that confinement on bread and water shall not be "for a longer period, consecutively, than five days. As a shorter interval... is less liable to work injury to health, the maximum interval allowed should be adjudged only in extreme cases."—ED.

SHIPPING-OVER PAY

SIR: (1) How long can a USN man wait before reenlisting and still receive shipping over pay? (2) Would a USN man whose enlistment expired during the war, and was automatically extended, draw shipping over pay if he reenlists after the war ends? (3) Do reenlistment allowances apply to USNR men? (4) Would a man who completed 3 years, 11 months and 15 days during a regular minority enlistment and did not reenlist or extend his enlistment but was held for 15 days in accordance with Alnav 155-41, then had his enlistment extended for two years, be entitled to four years' reenlistment allowance?—W. M. O., CY, USNR.

• (1) He must reenlist immediately except in peacetime, when the interval allowed is three months. (2) Yes, if within three months of discharge under honorable conditions. (3) USNR men discharged for immediate enlistment in the regular Navy are entitled to reenlistment allowance for each full year of continuous active service immediately preceding discharge. (4) Yes; a man held under Alnav 155-41 (NDE, cum. ed., 41-2019) is in fact serving in extension of enlistment and is entitled to full credit for time served just as though it were served in a regular enlistment or extension.—ED.

THE \$2?? QUESTION

SIR: Your May 1945 issue, p. 38, says that a man advanced from PO1c to CPO receives a clothing allowance of \$200. This must have been a typographical error, as I received \$250 when I recently made chief (or maybe I shouldn't admit it).—T. A. C., CY, USNR.

• It's okay to talk—the amount should have been \$250.—ED.

Limited space makes it impossible to print more than a small proportion of the letters received each month. Only those of widest interest, for which the answers are not readily available at ships and stations, can be selected. If your letter does not appear, it is suggested that you check back through recent issues of ALL HANDS, since many letters must be eliminated because they have been answered by previous material in the Letters column or elsewhere.

HASH MARKS

SIR: Many men seem to think that three years in the Naval Reserve are considered equivalent to four years in the regular Navy for purposes of wearing a hash mark. Is this correct?—I. S., Bkr3c, USNR.

• No, four years of active service in either the regular Navy or Naval Reserve are required for eligibility to wear a hash mark, as set forth in Uniform Regs, 8-8 and 16-8. A forthcoming change in Uniform Regs will point out that the term "active service" in the Naval Reserve is employed to distinguish from "retired service," and that it is to be considered as meaning "service on the active list of the Naval Reserve, whether performed in an active or inactive duty status, or the two combined." ALL service in the Naval Reserve (which includes all classes thereof) may therefore be counted in determining eligibility for service stripes.—Ed.

SIR: May time spent in the Army, Marine Corps, Coast Guard, National Guard or Maritime Service, prior to entering the Navy, be counted toward a hash mark?—H. C., GM3c.

• No.—Ed.

SIR: Is any permission or notification necessary from BuPers for a man to put on a hash mark?—E. W. G., CSp (X), USNR.

• No.—Ed.

SIR: Many regular Navy enlisted men, now back on active duty, are wearing hash marks according to their total time in the Navy, both on active and inactive duty. Is this correct?—R. C. W., CY (Ret), USN.

• No; as stated above, only time served on active duty may be counted by regular Navy men; however, for the Naval Reserve see answer to I. S. above.—Ed.

SIR: I have had 12 years of broken service, all with a 4.0 conduct mark and proficiency grade never below 3.5. Am I eligible to wear gold hash marks?—H. A. K., CBM, USN.

• No, as Uniform Regs, 8-8 (1), provides that gold service marks may be worn only by enlisted personnel holding three consecutive good conduct awards or with 12 years of continuous active duty service, during which time records have been maintained with marks and qualifications equivalent to those necessary for the receipt of good conduct awards. In no case, however, may a man with less than 12 years' service wear the gold stripes.—Ed.

SIR: Will enlisted Waves, upon completion of the required four years' service, be allowed to wear hash marks?—M. L., S1c, USNR.

• As yet, no decision has been made on this. Waves will not have served four years on active duty until Sept. 1946.

SIR: Would you please define "minority enlistment" and tell us: (1) does it make one eligible for a hash mark? (2) If so, does it count toward gold hash marks, even though the enlistment was for less than four years?—R. W. S., S1c, USN.

• A minority enlistment is one where a man enlists when he is under 18, his enlistment to expire one day prior to his 21st birthday.

Although a minority enlistment expires one day prior to a man's 21st birthday, in wartime all enlistments are automatically extended, and unless the war ends before a man's minority enlistment is due to expire, he remains in the Navy.

(1) The completion of a minority enlistment does entitle one to a hash mark. (2) Any time served on a minority enlistment may be counted toward gold hash marks.—Ed.

TORPEDOMAN'S MATE V

SIR: When referring to the TMV rate by name, what is it called? There is also confusion as to which arm this rating should be worn on.—J. P. K., AOM3c.

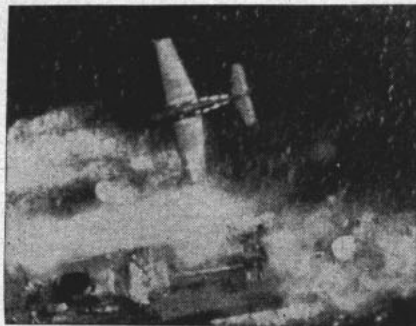
• Although often referred to as "Aviation Torpedoman's Mate," the official name for the TMV rate is "Torpedoman's Mate V" (see BuPers Manual, Art. D-5101). The "V" designates that it is an aviation branch rating.

All aviation branch ratings are worn on the left arm. Confusion may have arisen because TMV rating badges, which are now being manufactured for early distribution, have not been available, and TMV petty officers have purchased the right-armed Torpedoman's Mate (TM, seaman branch) rating badge. TMVs should, however, wear the TM rating badge on their left arm, even though it would mean that the eagle and torpedo would be facing in the wrong direction.—Ed.

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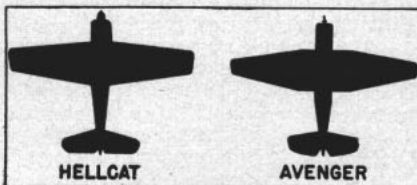
AIRCRAFT RECOGNITION

SIR: In the interest of accuracy, I should like to point out that the airplane shown in your May issue, p. 28, zooming over the smoking hull of a Jap destroyer



Official U. S. Navy photograph is an F6F Hellcat, not a TBF Avenger as identified.—W. B. R., AS (V-12), ex-ARM2c.

• You're right, of course:



—Ed.

LETTERS TO CONGRESSMEN

SIR: As a citizen I am eager to let the congressmen and senators from my home state know how I felt about certain actions which the U. S. has taken at the San Francisco Conference. May I write them without violating Navy Regulations?—L. P. C., Lt. Comdr., USNR.

• There is no regulation which prevents naval personnel from corresponding with their representatives in Congress about matters of general national interest. Officers may not, however, apply for legislation or urge appropriations or congressional action on any subject, except with the consent and knowledge of the Secretary of the Navy, as provided by Navy Regs., Art. 95.—Ed.

REHABILITATION LEAVE

SIR: BuPers Circ. Ltr. 28-45 (NDB, 15 Feb., 45-153) states that rehabilitation leave granted in any calendar year is chargeable to annual leave for the year such rehabilitation leave is granted.

Various interpretations are being placed on the word "granted." If a man were granted 30 days rehabilitation leave which started 15 Dec. 1944 and extended until 14 Jan. 1945, would any of this leave apply against his annual leave for 1945?—L. P., RM2c.

• No; rehabilitation leave is chargeable against annual leave for the year in which it was granted (i.e., authorized in this case, 1944). Even though the man had been granted 30 days leave on 31 Dec. 1944, and the leave started on 1 Jan. 1945, it would all be chargeable against his 1944 leave.—Ed.

TRANSFER TO NAN SCHOOL

SIR: Is it possible for a former aviation cadet who meets the requirements for the Naval Aviation Observer (Navigation) school, but who is at present in V-12, to transfer to the new school? The NAN School was closed when I entered V-12.—V. R. J., AS, USNR.

• Yes; all enlisted personnel regardless of classification who were flight failures in primary or intermediate flight training may submit an application to BuPers, via channels, for transfer to NAN School.—Ed.

EX-APPRENTICE

SIR: In the April 1945 issue of ALL HANDS, p. 39, you say "apprentice" was changed to "apprentice seaman" on 26 June 1906. Being an ex-apprentice boy myself, your date does not conform with mine.

On 1 Dec. 1904 my rate was changed from first class apprentice boy to seaman 1c by bureau orders which discontinued apprentice boy. It is very vivid in my mind as we went on a larger pay status.

We have an association known as the U. S. Naval Ex-Apprentice Association with headquarters at 1600 University Avenue, Bronx, N. Y., and if your information is correct we would like to know it.

We are proud of being an "ex-boy" as we call it, and there are quite a few of us back in the service doing our part.—A. G. L., CBM, USN (Ret).

SIR: . . . The rating of apprentices was abolished in 1904, when all apprentices 3c were rated to apprentices 2c, which was then changed to ordinary seaman apprentices 1c were changed to seaman. The rating corresponding with apprentice 3c was landsman. I believe it was the landsman rating which was changed to apprentice seaman in 1906 when ordinary seaman became seaman 2c, and seaman became seaman 1c.

The rating of apprentices existed in the Navy from 1797 to 1904, so any one who is entitled to wear the figure-of-eight (apprentice knot) must have enlisted in that rating over 40 years ago.—C. H., CSK, USN (Ret).

• Our source was "Laws Relating to the Navy," compiled by George Melling, which says on p. 536: "The term 'apprentice' was changed to 'apprentice seaman' by an act of 29 June 1906 (34 Stat., 553)."

The law to which Melling refers deals with naval appropriations, and, although it speaks of apprentice seaman by that name, we find nothing which specifically says that it changed the name from "apprentices."

However, further research has shown that General Order 178, dated 29 Nov. 1904, signed by President Theodore Roosevelt and Secretary of the Navy Paul Morton, says: "From and after this date, no persons will be enlisted as apprentices, third class, and all persons without sea experience who are enlisted in the seaman branch will be enlisted as 'apprentice seaman'."

"On 1 Dec. 1904 . . . all apprentices, first class, will be rated seamen; all apprentices, second class, will be rated ordinary seamen; and all apprentices, third class, and landsmen will be rated apprentice seamen."

The same order, incidentally, established the pay for apprentice seamen at \$16 monthly and provided for \$5 extra pay per month for ordinary seamen detailed as jacks-of-the-dust or as lamp-lighters.—Ed.

FAMILY ALLOWANCES

SIR: (1) Is a marriage certificate required to accompany an application to BuPers for family allowance for a wife of an enlisted man who gets married while in the service? (2) Is a birth certificate required to accompany an application to BuPers for family allowance for a child born to an enlisted man while he is in the service?—O. W. W., Y1c.

• (1) No, if the enlisted man makes the application; yes, if the wife makes the application unless page 7 of the enlisted man's service record indicates she is his wife. (2) No, if the man applies; yes, if the wife applies.—Ed.

SERVICE RECORD

SIR: What disposition is made of an enlisted man's service record upon discharge? Is it possible to obtain either the original or a copy?—H. J., SM2c.

• A man's service record is retained by the Navy as a part of his official record, and it is not possible to obtain either the original or a duplicate. However, upon discharge, the dischargee receives a Notice of Separation from the U. S. Naval Service (NavPers 553), which contains pertinent information from his jacket.

A Continuous Service Certificate is issued by BuPers to any man who is eligible under the provisions of BuPers Manual, Art. D-4005. This certificate is the property of the man and is given to him at time of any subsequent discharge.—Ed.

THE MONTH'S NEW

OKINAWA IS OURS ... U. S. PLANES HIT JAPAN HARDER ... BORNEO INVADED

PERIOD 21 MAY THROUGH 20 JUNE

Bitter Battle Won

The battle for Okinawa was over—the bitter, slogging battle that had raged for 82 days and had cost at least twice the toll of bloody Iwo. Fleet Admiral Nimitz announced on 21 June that organized enemy resistance had ended on the big island that gives us a base at Japan's front doorstep.

The final drive of the campaign began 18 June when fresh, eager marines of the 8th Regimental Combat Team, newcomers to the fight, smashed through the last Jap defense line and, by 20 June, battered their way to the town of Udo on the southern shore of the island. The maneuver, supported by the 5th Marine Regiment on the left flank, secured a 1,000-yard strip of the south coast and cut the remnants of the close to 100,000 Jap defenders of the Ryukyu bastion into two large pockets and several smaller ones.

Even the Japs realized the end was near. Hundreds of them jumped from the high cliffs into the sea or onto jagged rocks at the southern tip, while hundreds more died under a mighty barrage of heavy shells from battleships, cruisers and destroyers of the fleet standing close offshore. Enemy units by-passed by the lunging marines were being scorched and hammered by flame-throwers and tanks.

Lt. Gen. Simon Bolivar Buckner Jr., the man who directed land operations in this campaign which will give American forces ship and plane bases and an excellent staging area within

350 miles of Japan, died before he could see the final results of his work. On the day the marines jumped off on their final assault the general was hit by a large shell fragment while watching the attack from a forward observation post. He died within 10 minutes, the first Army commander to be killed in the war and the 18th general officer killed in action. Lt. Gen. Roy S. Geiger, USMC, commander of Marines on the island, was put in temporary command. Later Gen. Joseph W. Stilwell was shifted from his post as commander of Army ground forces in the U. S. to lead the 10th Army in future operations.

During the past thirty days of the campaign, infantrymen and marines smashed through three major defense lines and scores of smaller strongly defended areas. The Japs tried everything to hold their positions — suicide demolition squads pitted against U. S. tanks, heavy night attacks with Japs dressed in U. S. Marine uniforms, persistent Kamikaze air attacks on the fleet (see p. 42).

The first break came on 23 May when American infantry entered Yonabaru, eastern anchor of the main Okinawa line, then swung around the apparently abandoned ruins of the city to take high ground dominating other towns to the south. Although patrols had entered the smashed capital of Naha, it was not seriously threatened until Marines threw two bridges across the Asato River and drove into the city in force on 25 May.

Oozing mud and torrential rains

held American ground advances to the minimum while the war shifted to the air and sea for five days during which the Marines advanced slowly in Naha and fleet guns and land-based aircraft pounded Jap positions. Kamikaze planes roared over in force on two days, sinking one light naval vessel and damaging 21 others. At least 188 of the attackers were brought down by AA fire and fighters.

On 30 May hard-fighting Marines sloshed ahead over a rain-bogged battlefield to capture ancient Shuri castle, keystone of the tough Shuri line, while other forces punched through broken enemy defenses at other places below the town and castle.

From then on gains increased daily. Chinen Peninsula, on the southeast coast, was cut off by the 7th Infantry in a quick encircling maneuver which gained two miles. Other advances were made all along the line with some units pushing to within five-and-a-half miles of the southern tip of the island.

Next day the 6th Marines pulled an unscheduled, hurriedly planned amphibious operation, jumping from Naha to the north coast of the Oroku Peninsula, establishing a 1,200-yard bridgehead and taking half of Naha airfield, best in the Ryukyus. The marines then bridged the Ko Kuba estuary to Onoyama Island and, by nightfall, were pulling reinforcements across

(Continued on Page 42)

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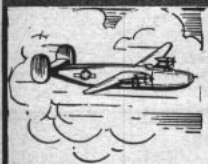
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WHAT HAPPENED & WHERE

- Two heavy incendiary attacks on Tokyo by B-29s burn out 51 square miles of the capital (24, 26 May).
- Chinese capture inland port of Nanning (27 May).
- Yokohama razed in first B-29 fire-bomb attack (29 May).
- Japs' Shuri line on Okinawa cracked as 1st Marine Division captures Shuri Castle (30 May).
- Eighty percent of Formosa's industrial capacity has been knocked out by the Far Eastern Air Force, it is announced (1 June).
- Great Britain forms new 12th Army in Burma (2 June).
- Osaka set ablaze in three great raids by B-29s (1, 7, 15 June).
- Chinen Peninsula cut off by Okinawa Yanks (3 June) and captured (6 June).
- Fast carrier task forces raid five Jap airfields on Kyushu (3, 4 June) and Kanoya air base (9 June).
- Eighth Army troops make two landings on southeasternmost tip of Mindanao (5 June).
- Five hundred Superfortresses dump 3,200 tons of incendiaries on Kobe, Japan's sixth largest city (5 June).
- Australians make four landings on Brunei Bay area of northwestern Borneo (10 June).
- Rail center of Ishan captured by Chinese (11 June) and recaptured by Japanese (13 June).
- U. S. infantry dashes 22 miles into Cagayan Valley on northeastern Luzon (14 June).
- Yaeju-dake escarpment on Okinawa outflanked on east and summit reached at many points by Americans (14 June); Okinawa falls (21 June).
- Suburbs of Liuchow reached by Chinese (15 June).
- Chinese capture second coastal port, Wenchow (18 June).

LAST AUGUST

AUGUST 1945



Allied naval forces clamped the second arm of a giant pincers on Nazis in France by landing a U. S. French army on the Riviera. In the Pacific marines and soldiers completed conquests of Guam and Tinian while U. S. planes prepared the way for future amphib strikes by bombing Iwo and Philippines.

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

What will we do this year?





Official U. S. Navy photograph

SARATOGA, oldest U. S. carrier, burns after being hit off Iwo. Her extensive damage has since been repaired.



Official U. S. Marine Corps photograph

MUD and water hamper Marine artillerymen, about to move from flooded emplacement on Okinawa.

from Naha. On the east the Army was quickly clearing Chinen Peninsula.

Relentlessly the Yanks rolled on. By 7 June nearly all Japs on Okinawa were pinned atop high ground at the southern end of the island, on and behind the Yaeju-dake escarpment. Chinen Peninsula enemy forces were penned in a limited area and the 6th Marines were slowly wiping them out. Naha airfield was captured. One day later Oroku Peninsula was cleared and guns and tanks, helped by clearing weather, were pounding at hundreds of caves burrowed into the escarpment.

As the suicide planes resumed their attack on 9 June, damaging two small vessels but losing 67 aircraft, the last Jap ground defenses were pummeled by naval, air and ground attack.

Six furious days of thundering assault finally broke Yaeju-dake on 12 June. Troops of the 96th Infantry scaled the slopes of the escarpment and clung to two small toeholds on the summit in the face of violent Jap counterattacks. To the east the 7th Division occupied a hill and to the west the 1st Marines wrested another from the Japs. Tanks roved the battle area, supporting the doughfeet. The 96th scaled another sector of the escarpment with ropes the following day, followed on 14 June by the outflanking of the eastern end of the line.

Even for Japan's Premier Suzuki it was too much. On the 15th, as Yaeju-dake hill, the highest point on Okinawa, was captured by the 96th and the encirclement of the whole line was developing at both ends, Suzuki conceded the loss of the island.

Preparations for the final breakthrough were made during the next two days with general advances achieved in all sectors until the new Marine combat team was ready to jump off on 18 June and begin its sweep down to the southern tip.

During the final days of fighting General Buckner offered unprecedented "honorable surrender" to the remaining Jap forces but it was refused. A short time later the body of Admiral Minoru Ota, commander of Jap naval forces on Okinawa, was

found dead with his staff in a cave. All had slashed their throats.

Okinawa cost the U. S. forces at least 45,000 men killed, missing and wounded. In land operations through 19 June, Fleet Admiral Nimitz announced, 4,417 soldiers and 2,573 marines were killed or missing, 17,033 soldiers and 12,565 marines wounded—a total of 36,588. Up to 23 May, date of the latest announcement at the time Okinawa fell, fleet losses totaled 4,270 dead or missing and 4,171 wounded. Jap casualties totaled 90,401 killed, and about 4,000 captured.

The invasion had begun on Easter Sunday, under the command of Admiral Raymond A. Spruance, USN, Commander 5th Fleet. On 2 June, with the campaign progressing favorably, Admiral Spruance and his staff shifted to temporary headquarters on Guam, and Admiral William F. Halsey Jr., USN, and his powerful 3d Fleet returned to action in the Western Pacific. At that time the 10th Army was placed directly under Fleet Admiral Nimitz, and Admiral Richmond K. Turner, USN, who had simultaneously commanded Amphibious Forces, Pacific Fleet, and the 5th Amphibious Force, relinquished command of the latter to Vice Admiral Harry W. Hill, USN.

Victory's Price

Death and destruction to ships and men plummeted out of the blue Pacific skies last month to bring to the U. S. fleet its greatest casualties in

any single campaign in its history. Jap suicide tactics tested in the Philippines and at Iwo achieved only partial success at Okinawa in sinking American ships and killing American fighting men. In their avowed purpose—complete destruction of the U. S. fleet—they failed miserably.

As the bitter Okinawa campaign neared its end, Vice Admiral Marc A. Mitscher, USN, commander of Task Force 58, reported that only about 1% of the Kamikaze pilots were hitting targets. He added that "we're not particularly concerned about it because daily it is being reduced, and the indications are that it will be further reduced." The admiral himself had been on two ships which had been "kamikazed."

Later Fleet Admiral Nimitz stated that 30 American vessels had been sunk and 45, including two major units, had been damaged. Some British units also have been hit but none sunk. For the damage to the American fleet, the Japs paid dearly, losing more than 4,000 aircraft in the Okinawa campaign.

In fighting off the Jap Special Attack Corps, the Navy won new honors for both its ships and men. Ships so badly battered that it seemed incredible they could remain afloat, continued to fight back and, after undergoing repairs, sallied forth again to battle.

'Sara's' Saga

Biggest vessel to sustain severe damage was the venerable *Saratoga*,

CASUALTY FIGURES

Casualty figures among naval personnel through 20 June totaled 119,412. Totals since 7 Dec. 1941:

	Dead	Wounded	Missing*	Prisoners*	Total
U. S. Navy	28,505	18,194	9,901	2,358	58,958
U. S. Marine Corps ..	16,052	40,536	878	1,873	59,339
U. S. Coast Guard ..	806	213	96	—	1,115
Total	45,363	58,943	10,875	4,231	119,412

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.



MARINE observation plane flies low over battered Naha, capital of Okinawa, while the Japs still held the city.



BAKA BOMB, Japs' one-man suicide rocket, is one of several abandoned by enemy on Okinawa airfield.

Official U. S. Marine Corps photographs

for years the Navy's largest and fastest aircraft carrier and, at one time, its only carrier in operation in the Pacific. Old "Sara" took a terrific beating—seven direct hits by bombs and suicide planes turned her into a raging inferno of flaming steel, killing 123 of her crew and wounding another 192.

The action took place off Iwo Jima as "Sara" returned from the first large carrier-plane strike on Tokyo. At 1700, while she was launching her planes, 9 or 10 Japs roared in. Four were shot down. Four others managed to crash and bomb the carrier. A fifth, after it was knocked down alongside, caromed off the water and exploded, tearing a large hole in the "Sara's" side. A bomb from another plane blew a hole in her side below the water line, rupturing fuel lines.

In spite of the damage the carrier was able to gain speed and move on. While men fought heroically to stem the blazes, another attack developed an hour and a half after the first. One Jap dropped a bomb on the *Saratoga* before crashing on the port side.

Although severely damaged again, the carrier managed to take on her planes which had been circling the ship and running low on gas. She then proceeded to a friendly base for temporary repair. Later, at Puget Sound Navy Yard she was repaired in record time—under two months.

"The *Saratoga* was the most extensively damaged vessel the yard has ever received," said the hull superintendent. "She had more varied types of damage all at once than any ship we've seen since Pearl Harbor."

The "Sara" is now back in action against the Japs.

'Gallantry, Tenacity ...'

Doughty little destroyers have suffered most damage from the Special Attack Corps. Because they maintain the picket screen which protects the major fleet units, they are often singled out for attack by suicide pilots unable to penetrate to the battleships and carriers. One DD, the *Laffey*, took

more hits than the *Saratoga*, yet survived to fight again.

Six suicide planes managed to crash on the *Laffey's* superstructure. Two others dropped bombs on the little 2,200-tonner. But, though flames shrouded her entire superstructure her blazing guns fought back, knocking down eight more Jap aircraft. The toll taken by the Japs was 31 killed or missing and 60 wounded.

Others which suffered severe damage but managed to continue afloat were USS *Hazelwood*, hit on the bridge; USS *Haraden*, also hit near the bridge; USS *Lamson*, damaged amidships; USS *Hadley* and USS *Evans*, both damaged in a bitter battle. Secretary of the Navy Forrestal, in a statement praising the "gallantry, tenacity and devotion to duty which our naval forces have exhibited" at Okinawa, told the story of the *Hadley* and *Evans*.

"Both destroyers had been at general quarters throughout the night of 10-11 May . . . due to attacks by several enemy planes which harassed their formation during darkness. Shortly before 8 o'clock on the morning of 11 May a low-flying seaplane attempted a suicide attack on the *Hadley* and was shot down; the pontoons of this plane, which were apparently filled with explosives, were seen to explode as the plane hit the water.

"Soon after, several formations of enemy planes, totaling about 150 aircraft in all, were reported to the north. They were immediately attacked by our fighters but many of them broke through and attacked the *Hadley* and *Evans*. For the next hour and a half . . . the two destroyers, maneuvering at high speed and firing all guns, were under continuous attack by suicide planes.

"In the ensuing melee, Navy fighter planes shot down about 50 enemy planes, and the two destroyers accomplished the amazing feat of destroying 42 enemy planes between them, the *Hadley* 23, the *Evans* 19. Toward the end of the battle, as our Navy fighter

planes ran out of ammunition, there were several cases in which our pilots actually 'rode' enemy planes into the water, flying closer and closer above the Jap until he was forced into the sea. In two instances a heroic Marine pilot interposed his plane between the *Hadley* and an attacking suicide plane, forcing the Jap aircraft to break off its attack."

Other ships were just as tough but were hit in more vital places and were sunk. The destroyer *Mahan* took seven hits before she went down. USS *Emmons*, a fast minesweeper, suffered five suicide hits but finally was sunk by U. S. forces 12 hours later.

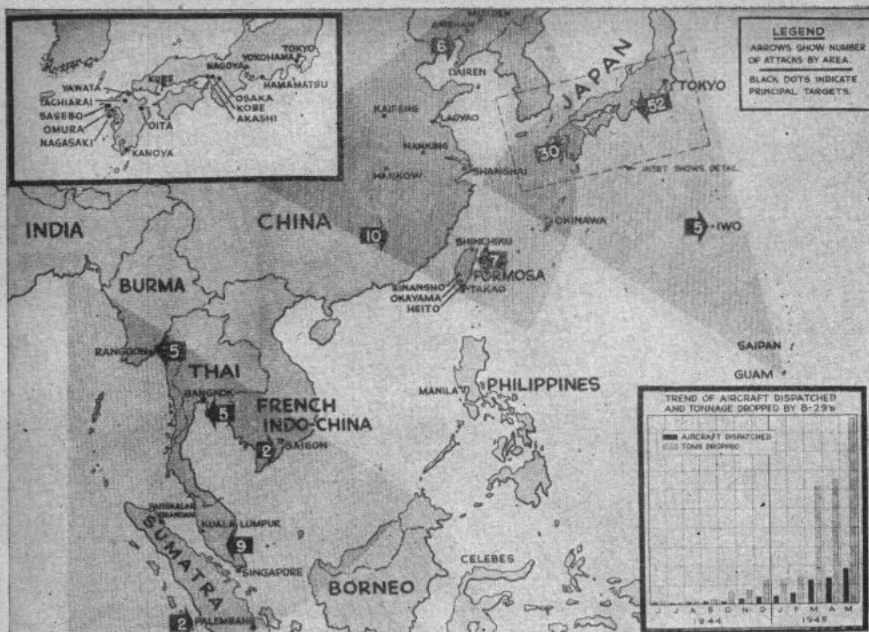
Also lost in action last month was the destroyer *Longshaw* which ran aground on a reef a mile off Naha and was shelled by enemy shore batteries until she exploded from a direct hit in her magazine. The Navy Department also announced the loss of the destroyers *Morrison*, *Luce*, *Drexler* and *Little* off Okinawa; the high-speed transport *Bates*; the minesweeper *Swallow*; the YMS 481 and the following amphibious vessels: LST 447, LSM (R) 194, LCS (L) (3) 15, LSM 190 and LSM 195.

Air War on Japan

Swiftly, methodically B-29s of the Army's 20th Air Force continued last month to reduce to ashes the once-great industrial cities of Japan, while the Navy's carrier planes added to the havoc by strafing and bomb-pocking the airfields from which Jap planes might have risen to ward off our steadily mounting aerial blows.

It took the B-29s only two flaming raids to wipe out much of the remains of Tokyo and another virtually to destroy the port city of Yokohama. Three more pretty well eliminated Osaka, and Kobe blazed furiously after one heavy attack.

The Superfortresses moved into high during the month, mounting blows with as many as 550 planes. They spilled 4,500 tons on Tokyo in a single raid and returned within 48



YEAR'S OPERATIONS of 20th (B-29) Army Air Force from bases in India, China and Marianas are summarized on this map issued by War Department.

hours to dump nearly 4,000 more on the smoldering ruins. Those two raids brought the total destruction inflicted by B-29s to more than 51 square miles of the capital. Arsenal, electric plants, engine plants and "shadow factories" were scratched from the list of Japanese industry. Tokyo was largely finished as far as any more contribution to the Nip war effort was concerned.

In Yokohama the job was repeated. It was the first and only attack on Tokyo's port city but by Tokyo radio's own admission, the 450 planes gutted the districts of Tsurumi, Hodogaya, Naka and Kanagawa, all choked with war industries. Sixty thousand homes were destroyed and 250,000 people left homeless in this daylight strike of 29 May.

Three times during the month (1, 7, 15 June) the huge planes winged over Osaka, Japan's chief industrial city. The final assault was made by 520 bombers toting 3,000 tons of incendiaries which set ablaze steel, iron and precision works in the southwestern part of the city and also plastered the adjacent industrial city of Amagasaki.

Kobe, Japan's chief seaport and sixth largest city, was turned into a sea of flame by more than 400 Superforts which attacked it from one end to the other, skipping only a three-mile area west of the shipyards which had been burned out in a previous attack.

So successful had been the assaults on large industrial cities that, by 18 June, the Marianas-based air task forces were able to turn to smaller industrial cities. On that day "excellent results" were obtained with fire raids on Kagoshima and Omuto on the island of Kyushu and Yokkaichi and Hamamatsu on Honshu.

B-29 crews were not the only busy airmen last month. Admiral William F. Halsey's 3d Fleet carrier task force hammered at Kyushu's network of airfields in a two-day raid, 3-4 June,

planned to lessen further Jap suicide attacks on the U. S. fleet off Okinawa. Later in the month, 11 June, the Halseymen made one of the great precision attacks of the war, bombing and strafing Kanoya airfield on Kyushu. Using fragmentation bombs, each pilot was assigned a single revetment on the field. The destruction of parked Jap aircraft was systematic and effective.

On other Pacific air fronts it was reported that the Far Eastern Air Force under Lt. Gen. George C. Kenney had destroyed 80% of Formosa's industrial capacity in four months of intense strategic bombing. More than 10,000 tons of bombs have been dropped on the Jap island since the capture of Philippine air bases. The same air force, combing the seas of the Pacific for enemy vessels, sank or heavily damaged 2,117,482 tons of enemy shipping between 1 January and 31 May.

Action Under the Seas

Up from under the seas and from under the necessary cloak of military secrecy which had covered many of their exploits since the start of the war came the Navy's submarines last month—to take their rightful place alongside other heroic fighting ships which first staved off, then conquered the fleets of Japan.

For the first time in this war the Navy released news of the activities of several gallant underwater killers, revealing in many cases the reasons why so many of their men have been so often decorated.

"Men of our submarines mounted America's first offensive in the Pacific," said Secretary Forrestal in announcing relaxation of some security restrictions. "They share in the honor of destroying Japan as a naval power. Most of all, their deeds have spelled the death of Japan as a maritime power. They have driven Japanese shipping and convoys either to cover or to the bottom of the Pacific. They have helped to isolate the island links

in Japan's chain of conquests, causing the lifelines of Japan to atrophy."

In many instances the tales of adventure of the undersea raiders were almost unbelievable (see p. 56).

That the long, hard-fighting careers of American submarines have produced tangible results was made evident last month by Fleet Admiral Nimitz in a speech made to 14 submarine officers and men he was about to decorate.

"A year ago, on an occasion similar to this one, I reported that our submarines had sunk 2,500,000 tons of Japanese shipping. Today I can add to that figure 2,000,000 more tons, making approximately 4,500,000 since our submarines first began to make this ocean anything but a pacific one for the Japanese Navy and the Japanese merchant marine," said Admiral Nimitz.

"Between 7 Dec. 1941 and 5 May 1945 our submarines alone have sunk a total of 126 enemy warships, including 4 carriers, 17 cruisers and 53 destroyers. They have sunk 993 non-combatant ships. The total number of Japanese vessels which have been sunk is 1,119. . . . Today no enemy warship and no enemy merchant ship can venture upon the waters of the Pacific without the well-grounded fear in the heart of its men that they will never return to home base. You have met the enemy and the enemy is yours."

Recent successes scored by American submarines in Far Eastern waters include the sinking of 25 enemy vessels, five of them combat vessels. By 19 June the Navy Department announced that 1 destroyer, 2 medium patrol vessels, 3 small patrol vessels, 1 coastal minelayer, 1 medium cargo vessel, 1 large tanker, 2 medium tankers, 6 medium merchant vessels, 2 medium freighters, 2 small cargo vessels, and 4 small merchant vessels had been destroyed by U. S. subs.

New Landings on Borneo

Bewildered and bomb-hammered, Jap defenders of the rich East Indies were beginning to feel the strength of the Allies' mighty amphibious forces. Only three weeks after the oil-rich island of Tarakan had been secured, Australian troops, supported by U. S. Navy ships and American aircraft, smashed ashore at four points on the Brunei Bay area of northwest Borneo and moved inland with amazing speed.

On the first day (10 June) men of the famed Australian 9th Division, the "Desert Rats" of the African campaign, went ashore against negligible opposition on the southwest tip of Labuan Island and quickly captured the town of Victoria and its airfield. Other landings were made at Broeketon, on the mainland, and near Brunei, capital of the Brunei sultans.

Within four days the Diggers were mopping up on Labuan and by the fifth Brunei had been captured after another landing east of the city, only 200 yards from the town. Next day they had captured their third airfield and were consolidating their gains with a view to utilizing the recaptured territory for bases of future operations.

General of the Army MacArthur, under whose command the new cam-



IN BORNEO new Allied landings at Brunei (A) followed up previous month's landings on Tarakan (B). Japs have admitted loss of Tarakan.

paign was being waged, asserted that the invasion—only 800 miles north of Singapore and 600 miles east of Indochina—gave the Allies control of the entire Asiatic coast from Singapore to Shanghai.

A few days after the landing, Rear Admiral Forrest B. Royal, USN, who had commanded the 6th Amphibious Group in the assault at Brunei Bay, died of heart attack aboard his flagship.

Back on the Philippines where major Japanese resistance remained on only two islands—Luzon and Mindanao—the infantry slogged slowly forward, pinning the enemy on Luzon at the northern end of the island and trapping more Japs on Mindanao with another landing.

The tough battle for Luzon moved slowly through the hill country until the Yanks, after a stubborn battle, captured Santa Fe. Then they began the drive for lush Cagayan Valley. On 9 June they seized Bayombong after a seven-mile advance from Bambang in the narrow Magat River Valley, 27 miles from Cagayan. Pushing slowly ahead they broke into the Cagayan Valley, where the Japs are expected to make their last stand, on 13 June and, the following day, drove 22 miles in one day, seizing the town of Santiago and Echague.

Eighth Army troops, with warship and air support, landed at Cape San Agustin, southeasternmost tip of Mindanao, and on Balut Island against light resistance on 5 June. The operation effectively sealed off Davao Gulf.

Chinese Offensive

Surging into the offensive on nearly all of their many fronts, rejuvenated Chinese armies last month recaptured another vital coastal port and swept on towards Shanghai, hacked away at the Japs' supply corridor between China and French Indochina and battered within bare miles of two former big American air bases at Liuchow and Kweilin.

Under increasing pressure from the Chinese, the Japs were making general withdrawals in Hunan and Kwangsi provinces, fighting only stiff delaying actions in order to evacuate troops without great losses. Several sharp battles delayed the Chinese drives in the vicinity of the former U. S. air bases and in Kwangtung where the Japs were making slight gains in operations designed to maintain their hold on Canton and Hong Kong.

The coastal drive began with the capture of Foochow in Fukien province. Chinese troops continued to advance, clearing out all Japs on the Min River, and then started to drive up the coast toward Wenchow. Pushing south out of their Wenchow pocket, the Japs reached Pingyang in a counteroffensive on 2 June but by 8 June the Chinese had cleared a 105-mile stretch of the Fukien coast. Three days later the Chinese liberated Futing, advanced to Pingyang in two more days and, on 19 June, recaptured the former treaty port of Wenchow.

Multi-pronged Chinese attacks along the Hunan-Kwangsi front scored important gains and seemed to assure imminent capture of Liuchow, Kweilin and Paoking. The Liuchow drive gained momentum on 22 May with the capture of Hochih. Nanning, inland port and southern end of the Jap inland transport line from Manchuria, toppled on 28 May and the Chinese moved on to take Ishan to the north. But the Japs were more stubborn there. They battered back into the town and held it until 16 June when the Chinese finally reoccupied the town and advanced toward Liuchow.

Progress was slower to the north. The Chinese were having difficulty near Kweilin although they managed to start a pincers on the former air-base city and hold on to their gains. Still farther north the Chinese pushed on Paoking, smashing the Jap defense line protecting the city on 3 June and pushing to within five miles of the outskirts.

QUOTES OF THE MONTH

- *Roy M. Brown*, labor union official, on return from Pacific tour: "We have seen, we have heard, and we have been actually overwhelmed by the unbelievable scope of our war in the Pacific with the Japs."
- *Corp. Craddock Goins Jr.*, USMC, back home from Iwo: "Marines long ago stopped thinking of them (Japs) as human beings—just nasty little things to be wiped out as conveniently as possible."
- *New York tugboat skipper*, who has berthed battleships and LSTs: "Funny how an admiral will turn his ship over to me without worrying—but the skipper of a little LST will worry and fret the whole time."
- *Bill Mauldin*, soldier cartoonist: "They (veterans) are so damned sick and tired of having their noses rubbed in a stinking war that their only ambition will be to forget it . . . They don't need pity, because you don't pity brave men."

Ocupation of Germany

A dazed, weakened German people, faced with a bleak prospect of food and labor shortages and the greatest reconstruction job in history, struggled for bare existence last month as the Allies clamped a stern military rule on the vanquished Reich.

The country was trimmed back to its limits as it was on 31 Dec. 1937, before the annexation of Austria. A joint Allied declaration announcing the assumption of control of Germany for an indefinite period of occupation and making no promises whatsoever to the German people was made simultaneously in Washington, London and Moscow. Four zones will be governed by the United States, Great Britain, Russia and France with a joint Allied Control Council, probably located in Berlin, deciding matters affecting Germany as a whole.

The ruling nations will be represented on the council by General of the Army Dwight D. Eisenhower, Field Marshal Sir Bernard Montgomery, Marshal Gregory Zhukov and Maj. Gen. Jean de Lattre de Tassigny who will be in individual charge of the four zones.

Fifteen stringent articles dealing with Germany will be put into effect. They include complete disarmament, the surrender of all armed units and forces, evacuation of all territories outside the restored borders, surrender of aircraft, ships, war materials, war plants and equipment; surrender of all Allied prisoners; surrender of all principal German leaders as specified by the Allies' representatives and all persons suspected of having committed or abetted war crimes, and forbids destruction, transfer or damage to military, naval, shipping or in-

- *Gen. Omar Bradley*, when asked how it felt to be leaving combat duty: "Well, the combat sort of ran out over there anyway."
- *Japanese radio*, on how to escape injury in B-29 air raids: "You can run quite a distance in the opposite direction after sighting the (falling) explosives."
- *Western sheriff*, who rode Jap bomb balloon for 55 minutes of hedgehopping trying to stop it: "I was plumb tuckered out. Felt like I was in the middle of a nightmare."
- *Albert Speer*, former Nazi Minister of Production, when captured by British troops: "I am glad. It was only an opera—a comic opera, anyway."
- *President Truman* to General of the Army Eisenhower the morning after a White House buffet supper in the latter's honor: "I don't know about you, but I had a good time last night."



GERMAN'S CHIEF PORT, Bremen, is under control of a Navy task force that was transported 400 miles overland by Army. Men occupy former Nazi barracks (left). Navy uniforms and jeeps are familiar sights around Bremen (above).



Official U. S. Navy photographs

dustrial material, or records or archives.

Under the declaration all state, municipal or local governments will be taken over by the Allies who will direct all railways, transport, communications and radio services.

Failure to abide by the articles of government will bring about "whatever action may be deemed appropriate under the circumstances."

Although occupation zones of the four powers were not definitely announced, it was understood that Russia would occupy an eastern zone, Britain a northwestern zone, the U. S. a southwestern zone and France a western zone between Britain and the U. S. To handle the job for the United States, three armies—the 3d, 7th and 15th—will remain in the Reich. The 9th Army, once slated as an occupation force with the 15th, was expected to return to America by the end of July while the 15th may be re-deployed to another war theater by the end of the year, depending on conditions in Germany.

Headed West

The ball-turret gunner ducked out of the open bomb-bay doors, knelt and reverently kissed the hot asphalt of the runway. "Good old U. S.," he said. "I'm home!"

On airdromes and the wooden planking of piers in several East Coast ports the scene was repeated often last month as ground and air veterans of the Battle of Europe returned from the task of whipping Germany. But for most of them it was only a temporary respite.

A comparative few were to be discharged under the Army's point system. Thousands of released PWs were guaranteed discharge or duty in the States.

But millions were scheduled for leave, retraining and embarkation for the Pacific where, Commander-in-Chief

Truman promised the Japs, more than 3,500,000 troops will be hurled into an intensified drive to conquer the Oriental enemy.

As redeployment to the Pacific began in earnest, the President, in a message to Congress, announced that a mighty army would crush Japan just as Germany had been smashed. Allied forces propose to pin down Jap forces where they now are and destroy them piece by piece; concentrate overwhelming power on each segment which we attack; use ships, aircraft, armor and artillery and all other materiel in massive concentrations to gain victory with the smallest possible loss of life, said the President.

In keeping with his report, men of the 1st Army and the 8th and 15th Air Forces were already being sent to the Japanese front. Tokyo radio reported that B-17s and B-24s were already massing on American island bases in the Pacific and even claimed that one Liberator force had raided a Jap home island.

Atlantic Boxscore

Marauding German U-boats were all set to open another phase of the Battle of the Atlantic with some 150 to 170 operational raiders when the new undersea blitz was halted by the Reich's unconditional surrender.

This and other facts about the long and costly war at sea were disclosed last month by the Allies following the fall of Germany.

The operational submarines were all new and "obviously being fitted and readied for a very intensive campaign," according to a U. S. Navy spokesman. They comprised approximately one-third of Germany's entire undersea fleet.

Throughout the 68-month campaign, the Allies sank a total of 713 U-boats. British forces scored the greatest number of kills, 462, while U. S. and other Allied forces were credited with

151 sinkings. An additional 100 U-boats were known to have been destroyed by mines and other causes. One German U-boat was sunk by USS *Herring*, an American submarine, in the Bay of Biscay, home of the U-boats in France. Challenged by an unseen vessel while on patrol, the *Herring's* skipper, Comdr. John Corbus, USN, ordered all tubes made ready and made a search for the challenger, thinking he might be closing in on an enemy blockade runner.

He finally sighted the other vessel and identified it as a U-boat, slithering along on the surface. At close range the *Herring* fired two torpedoes, both of which hit, and the *Herring* got credit for the only Nazi U-boat sunk by an American submarine.

In the destruction of some U-boats, combined U. S., British or Allied forces received joint credit, and shore-based and carrier-borne air forces cooperated, which resulted in a fractional designation in some categories. Final figures cover all submarines sunk, whether in the Atlantic, Mediterranean, Indian Ocean, Baltic, Arctic or other waters.

Sunk by:	U. S. forces and other Allied forces (except British Empire forces under U. S. control)	British Empire forces and other Allied forces (except U. S. forces) under British control	Total German U-boats assessed as sunk
Ships	30½	205½	236
Shore-based aircraft	45	179½	224½
Carrier-borne aircraft	32	18½	50½
Joint ship-shore-based aircraft	7½	21½	29
Joint ship-carrier-borne aircraft	6	4	10
Submarines	1	25	26
Bombing raids on U-boats afloat in enemy ports	29	8	37
Total	151	462	613

The U-boat war came perilously close to American coastlines in two

ALL HANDS

sectors—the Atlantic seaboard and the Gulf of Mexico. More seriously hit of the two was the Gulf sea frontier where, from February 1942 until V-E day, 111 Allied ships were attacked and 882 men killed or wounded by the enemy. Only 15 of the vessels were salvaged while 92 were sunk, many of them going down in flames. In 1942, 107 ships were attacked. Four were attacked the following year and none in 1944 or 1945. May, June and July of 1942 were high months, the Navy reported. Twenty-five ships were sent to the bottom immediately outside New Orleans and 25 off Florida between Key West and Daytona Beach during 1942. Navy officers estimated they battled at least 34 different submarines in the Gulf area.

Off the Atlantic seaboard German U-boats first became active the 43d night after Pearl Harbor. From then on, for 177 days, the enemy prowled the coastal waters, sinking 27 ships totaling 109,795 tons.

Most of the U-boats still at sea on V-E day were accounted for within two weeks after the end of the war. However, four to six were still missing from the list of those obtained by the Allies. One U-boat was reported scuttled off Portugal early in June but most were captured or turned into Allied ports.

Mine-laying German U-boats effectively bottled up shipping in five U. S. East Coast harbors at different periods throughout the war. For three days in November 1942 no ships moved in or out of New York. Five German mines were swept from the approaches. Chesapeake Bay was twice closed to traffic because of mines, first on 16-17 June 1942 and later on 12-14 Sept. of the same year. Five vessels were damaged or sunk during the first period. Jacksonville, Charleston and Wilmington were also closed briefly

because of enemy mines. German submarines also sowed 10 mines at the entrance to the Panama Canal near Colon and four more off the British West Indies.

Allied and neutral countries lost 4,770 merchant ships from direct war causes—more than half of them to enemy U-boats—between 3 Sept. 1939 and 8 May 1945, it was disclosed last month in a joint announcement by the U. S. Navy and British Admiralty. The loss amounted to 21,140,000 gross tons. At the same time the War Department reported that 3,604 American soldiers, of the 4,453,061 sent to the European-African theater, had been lost on 41 troopships sunk or damaged.

American losses were 538 ships of 3,310,000 tons, the British Empire lost 2,570 ships totaling 11,380,000 tons, other Allies 1,172 ships of 5,030,000 tons and neutrals 490 ships of 1,420,000 tons.

Of the total Allied and neutral ships lost in the war 2,770 were sunk by U-boats, 520 by mines, 330 by surface craft, 750 by aircraft and 400 by other causes.

The War Shipping Administration announced an additional 984 U. S. ships lost in wartime marine accidents and also counted in their total of ships sunk 27 merchant ships used to form a breakwater on the Normandy beachhead. A total of 1,554 merchant ships of 6,277,077 tons thus were lost by the United States from 3 Sept. 1939 to 8 May 1945.

The War Department's report on personnel casualties disclosed that only 10 vessels were lost involving the loss of 50 or more soldiers. Greatest loss of life occurred with the sinking of the *Rohna*, British troopship, by enemy air action off Algeria on 26 Nov. 1943. Less than 30 minutes after it was hit the *Rohna* went down and 1,015 Americans died.

WORLD AFFAIRS

Agreement at San Francisco

Last major problem before the United Nations conference at San Francisco was removed when Russia agreed to compromise the dispute over discussion in the proposed World General Assembly. The Russians had been insisting that the conference adhere strictly to the language of the Dumbarton Oaks proposals which gave the Assembly the right "to discuss any questions relating to the maintenance of international peace and security." Instead, they offered to accept some of the language proposed by the Australian Foreign Minister, Dr. Herbert Vere Evatt, chief exponent of unlimited discussion.

The Big Five also agreed to make it hard for Germany, Italy, Japan and other enemy states to join the new world security organization. They decided that participation in the organization by these states would have to be okayed by the Big Five. The Conference committee on membership also passed a resolution declaring that no government which came into being with the military aid of Axis powers should be admitted to the new world organization.

Big 3 to Meet

Sometime in the first half of this month the long-awaited meeting of President Truman, Prime Minister Churchill and Marshal Stalin was to take place. The exact site was not revealed, but it will be held in the Berlin area—possibly Potsdam.

Among possible subjects the Big 3 might take up were the situations in the Levant and Trieste. These two international teapots, which were boiling angrily for several weeks and threatening Europe's new-found peace, simmered down as the month came to an end. In Syria and Lebanon, where French and Levantine troops clashed, the former heeded British suggestions and withdrew its troops. In Trieste, which Marshal Tito was claiming for Yugoslavia and threatening to "fight for it," the Partisan leader accepted Allied proposals and withdrew his forces.

Another subject that had been creating international tension since V-E day was the arrest by Russia of 16 Polish underground leaders on charges of plotting against the Red Army. Last month they went on trial before the Military Collegium of the Supreme Court in Moscow. Russian officials announced that 15 had confessed total or part guilt of a long list of charges that included the alleged killing of at least 594 Russian officers and terroristic and propaganda activities behind Russian lines. One pleaded not guilty. Maj. Gen. Leopold Okulicki, Polish Home Army commander and principal defendant, testified the Government-in-exile in London ordered him to fight against the Red Army and the Moscow-sponsored Lublin Committee. Twelve of the 16 were found guilty and sentenced to prison terms ranging from 10 years to four months.



Photograph from Press Association, Inc.

WHITE HOUSE HUDDLE followed return of Harry Hopkins (right) from special mission to Moscow. Behind President are Joseph E. Davies, recently back from mission to London, and Fleet Admiral Leahy, Presidential Chief of Staff.

NEWS OF THE NAVY

• The 10th Fleet, organized 20 May 1943 to direct the Battle of the Atlantic, has been dissolved. Throughout its vital career, the 10th was under the immediate direction of Fleet Admiral King. Rear Admiral Francis S. Low, USN, Assistant Chief of Staff (Anti-Submarine), U. S. Fleet, was its first Chief of Staff. Rear Admiral A. R. McCann, USN, succeeded him in January 1945.

The 10th was a fleet without a ship; when surface or air forces were needed, it called upon Atlantic Fleet and sea frontier forces. It was directed to destroy enemy subs; protect Allied shipping in the U. S. sea frontiers, support Allied anti-sub forces in the Atlantic, control convoys and shipping that were U. S. responsibilities and correlate U. S. anti-sub research and training. It was formed into four principle divisions: operations; anti-submarine measures (materiel, training, analysis and statistics and operational research); convoy and routing; and a scientific council of civilian scientists.

Through this specialized organization, 10th Fleet headquarters made instantly available latest intelligence, developments, training and operational procedures to Admiral Royal E. Ingersoll, USN, CinCLant, and other fleet and frontier commanders who directed the actual operations at sea.

• The "allowance" system is being revived by the Navy, Alnav 113-45 (NDB, 15 June, 45-613) announced last month. "Complement" continues to mean the number of personnel needed to operate a ship or station at maximum efficiency under full steam in time of war. "Allowance" means the number of personnel who will be assigned to the ship or station as required for it to do its current job. The fact that the Navy is approaching its ceiling of authorized personnel

requires a higher degree of distribution control. The allowance system will serve this need.

• Nine former U. S. warships are sailing the seas under the red banner of the Russian Navy. This was disclosed by Prime Minister Churchill last month when he announced that the United States and Great Britain had turned over 14 fighting vessels to the Red Fleet a year ago after Russia had requested a portion of the captured Italian Fleet. Former U. S. ships loaned to the Russians included the cruiser *Milwaukee*, now known as the *Murmansk*, and eight of the over-age destroyers transferred to Britain in 1940.

Fully manned for combat, the *Milwaukee* left New York for Russia via the United Kingdom early in 1944. In the British Isles U. S. naval personnel familiar with the Russian language were embarked. On arrival in Russia, the *Milwaukee* transferred approximately half of her crew back to England aboard escort vessels to provide space for the new Russian crew.

The Russians were instructed in the operation of all departments of the ship while the *Milwaukee* was in port. Later she put to sea and instruction was given in the use of all armament and various other tests including maximum speed. "We wanted to be sure that they were familiar with the ship's guns and machinery under simulated battle conditions," said the *Milwaukee* skipper, Capt. Charles Fielding, USN.

Original names of the flush-deckers were *Cowell*, *Croninshield*, *Herndon*, *Maddox*, *Twiggs*, *Fairfax*, *Foote*, *Thomas* plus the non-operational *Yarnall*, used for spare parts. British fighting ships included in the transaction were the old battleship *Royal Sovereign* which the Russians renamed *Archangelsk*, and four modern submarines, *Sunfish*, *Unbroken*, *Union* and *Ursula*. In addition Russia received 40,000 tons of merchant shipping, 20,000 tons each from U. S. and Great Britain.

The Allied vessels were turned over to Russia instead of Italian units because the Italian ships were built for specific use in Mediterranean waters and were unsuited for operations in northern seas where the Russians intended to use them.

• Midshipmen at the U. S. Naval Academy will again take a four-year course of instruction, for the first time since 1941. The present fourth class (Class of 1948) will be divided into two halves at the end of the spring term, the upper half to continue on the three-year course and the lower half to become the third class and graduate in June 1948.

• Lt. Comdr. John McCloy, USN (Ret), one of the four Navy men ever to have won the Congressional Medal of Honor twice, died on 25 May at his home in Leonia, N. J. He was awarded his first Medal of Honor in 1900 while serving with the China Relief Expedition and his second award in April 1914 at Vera Cruz, Mexico.



Official U. S. Navy photograph

Admiral Turner

• Admiral Richmond K. Turner, USN, became the 17th four-star admiral on active duty when his promotion from vice admiral was confirmed on 24 May 1945 by the Senate.

A graduate of the Naval Academy in 1908, where he stood fifth in his class, Admiral Turner served during World War I aboard the USS *Pennsylvania*, and as gunnery officer aboard the USS *Michigan* and USS *Mississippi*. Because of his interest in the rise of naval aviation as a vital factor in warfare, he reported for flight training at Pensacola in 1927, at the age of 42, and received a designation as naval aviator.

Admiral Turner has served as commander of aircraft squadrons and large combatant ships, as well as Director of the War Plans Division, office of CNO, and as Assistant Chief of Staff to Cominch. On 18 July 1942 he became Commander, Amphibious Forces, Pacific Fleet, and participated in most of the major Pacific engagements. He holds the Navy Cross and the Distinguished Service Medal with two gold stars.

Also recently confirmed were:

To be rear admiral:

Harold B. Sallada, USN, to be Chief of the Bureau of Aeronautics. (See opposite page.)

Dixwell Ketcham, USN.

William M. Callaghan, USN.

Houston L. Maples, USN, while serving as senior naval member of the U. S. military mission to the USSR.

William N. Thomas, USN, while serving as Chief of Chaplains under the Chief of Naval Personnel. (See opposite page.)

Roscoe F. Good, USN.

To be major general in the Marine Corps:

Thomas E. Bourke, USMC.

LeRoy P. Hunt, USMC.

To be commodore:

James E. Boak, USN, while serving as Commander, U. S. Naval Repair Base, San Diego, Calif.

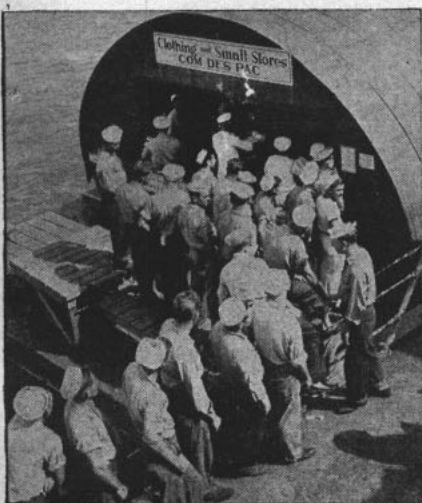
Merrill Comstock, USN, while serving in the submarine forces, U. S. Fleet.

Charles F. Martin, USN, while serving as a commander of an advance naval base.

James E. Maher, USN, while serving as commander of a transport squadron.

William S. Popham, USN, while serving as commander of a transport squadron.

Dennis L. Ryan, USN, while serving as



Official U. S. Navy photographs

CLOTHING BARGE is the latest wrinkle at Pearl Harbor. The floating haberdashery, a quonset hut on a barge, sells as much as \$7,000 of items a day.

a. Commander of a transport squadron.

Dixie Kiefer, USN, while serving as Commander, Naval Air Bases, 1st ND.

George C. Crawford, USN, while serving as chief of staff to ComSubsPac.

To be brigadier general in the Marine Corps:

Joseph T. Smith, USMC.

Andrew E. Creasy, USMC.

Evans, O. Ames, USMC.

• So that the Navy may be prepared for any possible future conflict, the Office of Research and Inventions has been established to continue and instigate experiments necessary to maintain superiority of American naval weapons.

Rear Admiral Harold G. Bowen, USN, former Director of the Office of Patents and Inventions, will be chief of the new office which incorporates the Naval Research Laboratory, Special Devices Division of BuAer, the Office of Research and Development and the Office of Patents and Inventions. Admiral Bowen's office will come under the direct supervision of the Secretary.

Capt. Luis DeFlorez, USNR, Director of the Special Devices Division of BuAer, will be Assistant Chief to the Admiral.

• New chief of BuAer is Rear Admiral Harold Sallada, USN, who succeeded Read Admiral DeWitt C. Ramsey, USN, on 1 June. Admiral Sallada was in command of a carrier division in the Pacific just prior to assuming his new billet. He served previously in BuAer from 1931 to 1933 and from 1936



Admiral Sallada

to 1939 and was director of planning in BuAer and under the Deputy Chief of Naval Operations (Air) in 1942 and 1943. Admiral Ramsey, BuAer chief since August 1943, has been given a sea assignment.

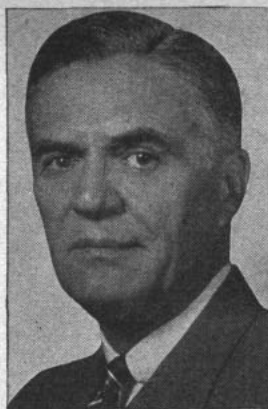
• Rear Admiral William N. Thomas (ChC) USN, on 1 July succeeded Rear Admiral Robert D. Workman (ChC) USN, as Chief of Chaplains. Chaplain Thomas had been chaplain of the Naval Academy, Annapolis, Md., since 1933. A Methodist, he was appointed to the Chaplain Corps 5 Jan. 1918 and his permanent rank of captain dates from



Chaplain Thomas

1 July 1941. Chaplain Workman, a Presbyterian, whose new assignment has not been announced, had been Director of the Chaplains Division, BuPers, since June 1937 and was promoted to rear admiral and appointed Chief of Chaplains following creation of that post by Congress in December 1944 (ALL HANDS, Feb. 1944, p. 70). He reverted to his permanent rank of captain upon being succeeded as Chief of Chaplains.

• Establishment of the U. S. Navy Photographic Institute under the di-



Mr. Bard



Mr. Gates



Mr. Sullivan

Ralph A. Bard Resigns, Succeeded by Artemus L. Gates As UnderSecNav; John L. Sullivan New AstSecNavAir

Under Secretary of the Navy Ralph A. Bard has resigned his office and has been replaced by Artemus L. Gates, Assistant Secretary for Air, effective 1 July. President Truman accepted Mr. Bard's resignation on 9 June after the latter had twice asked to be relieved.

Succeeding Mr. Gates as Assistant Secretary is John L. Sullivan, a former Assistant Secretary of the Treasury.

Mr. Bard was appointed Assistant Secretary of the Navy by the late Secretary Frank Knox and was made Under Secretary on the death of Mr. Knox. Mr. Gates came to the Navy Department in 1941 from the presidency of a New York trust company.

Secretary Forrester said of Mr. Bard's resignation:

"With deep regret I learned from Mr. Bard that he felt he must now press his resignation.

"During the past four years, he has performed a great service to the Navy and to the Nation, and we shall miss him. I am pleased that he has promised to hold himself available for any special work which we may ask him to do."

On 9 June the President sent the following letter to Mr. Bard, accepting his resignation:

Dear Ralph:

I have your letter of resignation dated May 23d and have reluctantly come to the conclusion that you are entitled to have it accepted. As you request, it will be effective on July 1, 1945.

During your period of duty as Assistant Secretary and Under Secretary of the Navy for the past four and one-half years, our Navy has been built up to become the most powerful in the world. I know that a great part of that result has been due to your energy and wisdom. Yours has been a splendid record of service for which the nation is grateful, and in which I am sure you can take great pride.

The Secretary of the Navy has informed me that he will require your services and advice on special assignments at least until the end of the war. I am very happy that you have expressed willingness to continue to serve your country in that capacity, as soon as you have taken a much needed and deserved rest.

With all best wishes to you, and hoping that you will come in to see me

from time to time when you are in Washington,

Very sincerely yours,
HARRY S. TRUMAN

Following is the text of Under Secretary Bard's letter to the President:

My Dear Mr. President:

On November 6th, 1944, I sent my resignation as Under Secretary of the Navy to President Roosevelt, asking to be relieved from my duties on or before V-E Day. On April 25th, 1945 I wrote to you, referring to my previous letter to President Roosevelt, offering my resignation to you and hoping for your favorable consideration at your early convenience.

I have, of course, discussed this matter thoroughly with Secretary Forrester, and I am sure he is now in accord and has made satisfactory arrangements which will permit me to be relieved on or about July 1st. As of that date, I shall have served as Assistant Secretary and Under Secretary of the Navy almost four and one-half years without any substantial relaxation. It is my opinion that a younger man can better carry on the type of work that remains to be done by the Under Secretary of the Navy during the balance of the war and the reconstruction period which will follow. Changes in the organization are bound to occur and for the benefit of the Navy they should be made gradually and not in too short a period of time.

I have told Secretary Forrester that after a short rest, which I assure you is necessary at this time, I shall be available to serve him for the balance of the war on special assignments, if he has further need of my services. The Navy's interests will always be paramount with me, as they are now in this request which I am making for relief from routine duties as Under Secretary of the Navy.

During these past years, under Secretary Forrester, the Navy has reached its full strength, and is going forward admirably under the able leadership of Secretary Forrester and Admiral King.

It has been a great and stimulating experience to have served both you and President Roosevelt as Commander-in-Chief, the Secretaries of the Navy, and the Navy itself. To the officers and enlisted men and my civilian associates of the Navy I bow with deep respect and in admiration of their unmatched achievements.

I would like also to express the admiration which I feel for the manner in which you are carrying on your new responsibilities as President, and I assure you of my loyal cooperation in every possible way.

Respectfully yours,
RALPH A. BARD



Official U. S. Navy photograph

Tigercat is a sleek, fast fighter that can also carry bombs or a torpedo.

New Two-Engine Fighter Packs Terrific Wallop

More powerful than any other U. S. Navy or Jap fighter, heavy and maneuverable, packing a four-ply punch with rockets, bombs, torpedoes and bullets, the Navy's F7F Grumman Tigercat is the newest threat to sweep enemy planes from the skies.

Powered by twin 2,100-hp. Pratt and Whitney Double Wasp engines, the Tigercat rates in the 425-mile-an-hour class and, with the aid of a 300-gallon drop tank, has the longest range of any carrier-based fighter or fighter-bomber yet developed. Successor to the F4F Wildcat and F6F Hellcat, the new Tigercat will go first to Marine fighter squadrons operating from advance bases.

As fighters, divebombers and torpedo planes the Tigercats eventually will fly from the decks of the new 45,000-ton super carriers of the *Midway* class. Because of their tricycle landing gear they can be handled with ease on carrier flight decks.

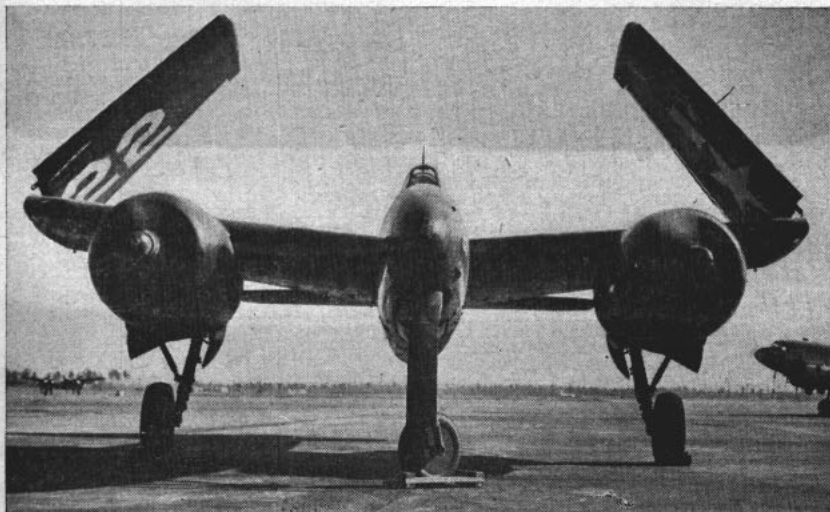
The Tigercat is the fastest-climb-

ing Navy plane, soaring into the skies to intercept the enemy at a climbing rate of a mile a minute. In addition it is faster at sea level than any Jap plane and its horsepower can be increased considerably for short periods by water injection.

Size of the Tigercat is important because of its ability to carry more armament. Heavier gunned than either the Hellcat or the gull-winged Corsair, it can carry 4,000 pounds of bombs or a full-sized marine torpedo.

The multi-purpose Tigercat is also being built as a night fighter. Modified to carry both a pilot and observer, the night-hunting model (F7F-2, N) is specially equipped to intercept enemy aircraft.

In time the Tigercats may replace the faithful Grumman Avenger torpedo bombers for they exceed the Avenger's top speed by more than 100 miles an hour. After delivering their load at an enemy ship they can then turn to fighter tactics, protecting other bombers waiting to attack. The Tigercat can come home on one engine if necessary.



Official U. S. Marine Corps photograph

Folding wings and three wheels make big plane easy to handle on carrier.

rection of Capt. Edward J. Steichen, USNR (Ret), was announced last month by SecNav. Major objectives of the institute are the constant improvement of Navy photography and increased use of photography as a medium of public information and historical records. Annual awards to Navy photographers for work afloat and ashore will be given each Navy Day for outstanding work in both still and motion-picture photography.

● The 6,000 Shore Patrolmen stationed throughout the naval districts in the continental U. S. last month were commended by David A. Crawford, president of the Pullman Co. The award was received on behalf of the entire group by 11 outstanding Shore Patrolmen from 11 districts. The scroll, which was awarded on 13 June on the Union Station Plaza in Washington, D. C., commended the service record of patrolmen for duty aboard the trains of the nation's railroads. It said in part: "Charged with the responsibility, jointly with the Army's Military Police, of safeguarding the welfare of millions of servicemen moved by the railroads in wartime travel, the Shore Patrol has maintained 'round-the-clock vigilance in cars of the Pullman Company, as well as in the coaches of the railroad companies on thousands of trains. The Shore Patrol has been the confidant and companion of these travelers, giving aid to the weary, succor to the ill, and comfort to the sad of heart."

● The use of seven experimental models enabled the Navy to put into service in what may be record time a new observation-scout plane which can fly higher, farther and twice as fast and defend itself better than any previous model. It is the Curtiss-Wright Seahawk (SC-1). Less than two years elapsed from the time the plane left the drawing board to the time it was rolling off the lines at Curtiss-Wright's Columbus, Ohio, plant.

The Seahawk, which received its baptism of fire in the pre-invasion bombardment of Borneo, is a single-place, single-float low-wing seaplane. It has nearly three times the 450 horsepower of the Chance-Vought Kingfisher. The Kingfisher's rescue record is "magnificent," but it has been limited by lack of power. For instance, the Kingfisher that rescued Capt. Eddie Rickenbacker and two companions had to taxi 40 miles to safety because the load was too great.

The Seahawk's high ceiling and long range help it to spot enemy ships. Its fast climb, maneuverability and added firepower enable it to combat enemy planes and anti-aircraft more effectively. And its extra horsepower and increased size make it better at rescue than the Kingfisher.

● W. L. Richardson, the first official Navy photographer, died of a heart attack on 7 June while making a tour of inspection of the Navy Photographic Laboratories in Washington, D. C. Mr. Richardson, as a young, unrated sailor, took the first pictures of U. S. naval vessels and aircraft during World War I.

In 1918 he established the Navy's first photographic laboratory, and in 1922 was designated Senior Scientist, the title he held at his death.



Official U. S. Coast Guard photograph

FIRST SPAR to step ashore for duty in Alaska is Margaret E. Prior, PhM3c, of Los Angeles. She and sister Spars are greeted by men they will replace.

SHIPS & STATIONS

- Old as she is—37 years on 19 May—the veteran repair ship, *USS Vestal*, is still ministering to the wounded ships of the Pacific fleet, despite a series of major face liftings and the Pearl Harbor attack which almost destroyed her. Hit by four bombs while moored alongside *USS Arizona*, the *Vestal* was almost abandoned; but the late Capt. Cassin Young, USN, who had been blown overboard, returned in time to countermand the order, get the ship under way and successfully ground her nearby. *Vestal* was repaired by her own men who also helped save men from the *Oklahoma* trapped beneath twisted steel decks. Since then the *Vestal* has made major repairs on fleet units ranging from aircraft carriers to tugs, including rigging a complete network of tubing for a warship whose main engine-room lines had been destroyed.

- From Saigon to Tokyo the rockets, bombs, bullets and torpedoes of Air Group 45 have lashed the Japs on land, sea and in the air, destroying or damaging 285 enemy planes, sinking 10,500 tons of Jap shipping and damaging an additional 134,500 tons in more than 3,000 combat sorties. Returning from five months' Pacific duty aboard an *Independence*-class carrier, the group related some of its experiences including its strike on the Ota aircraft plant, northwest of Tokyo, on 16 February. Avenger bombers and Hellcat fighters of the group destroyed key installations in the attack while the fighters knocked down 28 enemy fighters. Other land targets included Jap airfields on Kyushu and military and naval installations in Indochina, China, the Philippines, Formosa, Iwo and Okinawa. At Saigon the group's planes destroyed 70% of three major oil-tank farms. At Okinawa, 16 of its Hellcats downed 21½ enemy planes

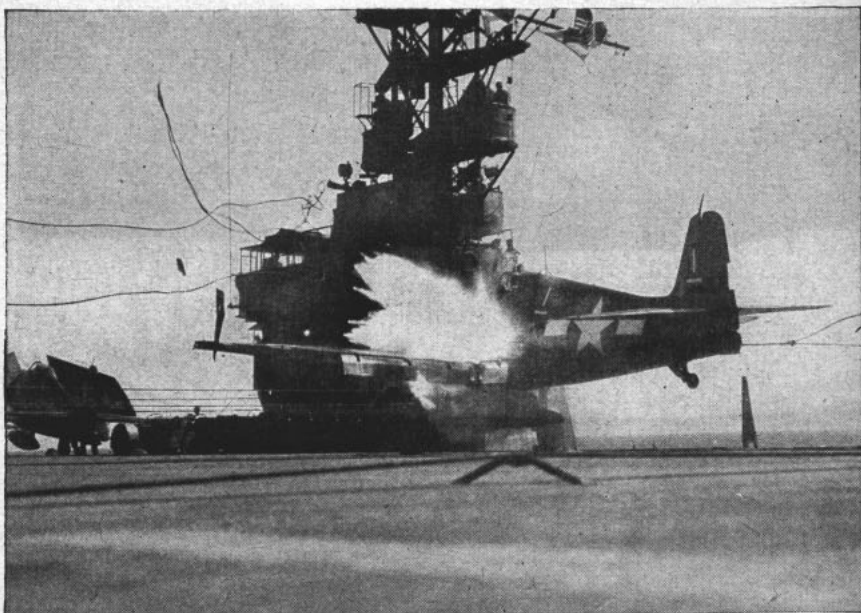
in one hour. Top scorer in the group is Lt. James B. "Killer" Cain, who destroyed eight Jap planes, in one case by chewing off the enemy's tail assembly with his Hellcat propeller.

- The 7,890 Philippine islands now have their own airline network, operated by NATS. Within 12 weeks after the recapture of Manila, Navy Skymasters, Skytrains and Coronados were shuttling war cargoes, mail and personnel to all important captured islands and posts. Linked with the NATS mainline from the U. S., the Philippine network starts at Samar and runs 600 miles west to Palawan and extends from Manila 600 miles south to Zamboanga.

- Maintaining the gallant reputation

of her ill-fated namesake and predecessor, the fleet oiler *USS Pecos* carries three Jap planes on her bridge scoreboard and has three "firsts" to her credit after a long tour of duty in the Pacific. The former *Pecos*, also an oiler, was sunk after rescuing survivors from the carrier *USS Langley*, which went down on 27 Feb. 1942. The new *Pecos* (AO 65) earned the name "Task Force 65" during a Jap aircraft attack while steaming between Leyte Gulf and Mindoro Island. Her AA guns hurled so much fire into the sky that another tanker so christened her out of respect for her valiant defense. In action from the Aleutians to the Philippines, the *Pecos* was in the first group of oilers to participate in a sustained fleet operation when combat vessels remained on patrol for 90 days in Alaskan waters; one of the first fleet oilers to enter Jap-held territory when she steamed into Majuro atoll in the Marshalls two days after the island fell, and the first oiler to anchor in Mangarin Bay off Mindoro for refueling operations.

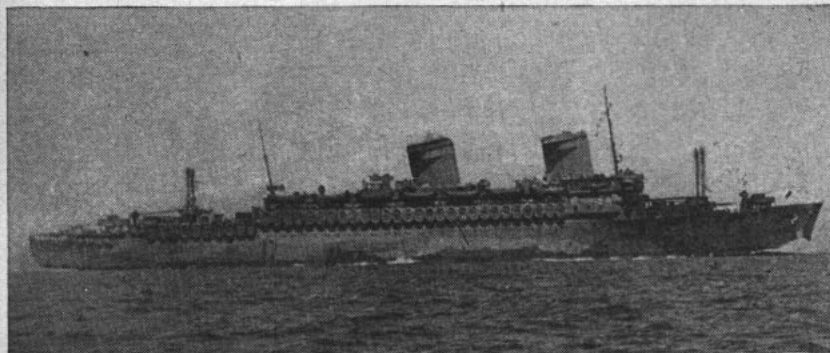
- One of the world's mightiest fighting ships, the *USS Wisconsin*, has been roaming the Pacific since last December, the Navy disclosed last month. She has been serving as part of a fast carrier task force striking at the Japs on Luzon, Formosa, the China Coast, Iwo Jima, Okinawa and the Jap homeland. Third of the 45,000-tonners to be completed, the *Wisconsin* was ordered in 1940, laid down in January 1941, launched on 7 Dec. 1943 and commissioned 16 April 1944. Commodore (then Capt.) Earl E. Stone, USN, commanded the mighty vessel during her first months of battle until he was relieved by Capt. John W. Roper, USN, on 6 Mar. 1945. Shortly after the *Wisconsin* joined the carrier force, she rode out one of the worst typhoons on record in Philippine waters and suffered only trifling damage. In rapid succession the new battlewagon as-



Official U. S. Navy photograph

FLAMES burst from Hellcat's gas tank after it caught arresting gear too late and crashed into island of carrier. The pilot stepped from the inferno unhurt.

The Navy's Biggest Transport



USS WEST POINT'S sleek lines suggest speed which protects her from subs.

Through seas streaked with torpedo wakes, torn by storms and ripped by bombs the *USS West Point*, the Navy's largest troop transport, has carried more than 350,000 soldiers, sailors and marines to and from the battlefronts of the world in unescorted dashes covering more than 350,000 miles and equal to 14 trips around the globe.

Like most large transports—she's only 27 feet shorter than a 750-foot *Washington*-class battleship—all her wartime voyages have been made without the protection of convoying warships. On speed alone has her safety depended and never once has she lost a passenger.

Details of her operations came last month as security was partially lifted on her career. Converted from the luxury liner *SS America*, largest merchant vessel ever built in the United States, the *West Point* began her war life in Singapore harbor when Jap artillery and planes scattered shrapnel on her weather decks and dropped bombs within 50 yards of her giant hull.

Since then her escapes have been numerous. Off Rio de Janeiro a Nazi torpedo streaked across her bow. In Milne Bay men of the *West Point* stood at battle stations for hours

against Jap air raiders. In the Red Sea and at Suez her guns were alerted and barrage balloons were lifted against surprise Nazi torpedo planes. Submarines have been sunk not far from her track.

Last winter, during raging storms which produced waves 50 feet high, the *West Point* suffered some damage, according to her skipper, Capt. Webb C. Hayes, USNR. One wave struck the forward gun platform, 50 feet above the waterline, and demolished it.

In continuous service since the outbreak of the war, the *West Point* has made as many as 24 crossings of the Atlantic in a single year. Her ports of call include Bombay, Marseilles, Capetown, Guadalcanal, Canal Zone, Liverpool, Noumea, Merzel-Kebir.

With a crew of more than 800 men, the *West Point* can carry upward of 7,700 passengers but only half of them can crowd at one time on open weather decks. Besides serving as a troop transport she also carries casualties. In a recent trip—after V-E day—she brought 191 litter cases and 400 wounded home from Europe. She has transported thousands of Axis prisoners destined for prison camps in the States.



Official U. S. Navy photographs

GI PASSENGERS sun themselves on deck. *West Point* ferried 350,000.

sisted in attacks on Luzon's airfields, strikes at Formosa, a return trip to Luzon and into the South China Sea. Following these operations, which covered the landings of the Army on the beaches of Lingayen Gulf, the *Wisconsin* steamed out of tropic seas to take part in the first great carrier raids on Tokyo. Next assignment was a visit to Iwo to cover Marine landings. This was quickly followed by more air strikes on Japan. Mounting nine 16-inch, 50-cal. guns in her main batteries, and 20 five-inch, 38-cal. dual-purpose guns in dual mounts, the *Wisconsin* also carries approximately 148 AA guns from 20 mm. to five inch.

- Oldest of the 45,000-ton battleships, *USS Iowa*, has completed more than two years of active fleet service during which she has pounded the Japs with her 16-inch rifles as well as served on diplomatic missions for the late President Roosevelt. CincPac announced last month in releasing a review of her combat record through 1 March 1945. Before seeing any action the *Iowa* carried the late Commander-in-Chief to North Africa for his conference with Prime Minister Churchill and French leaders in the Fall of 1943. Her guns first roared their salvos of death in the Marshalls, at Kwajalein and Eniwetok, early in 1944. From then until her return to the States for a yard overhaul a year later, she constantly smashed at Jap-held shores and islands—Truk, Hollandia, Palau, Ponape, Saipan, Tinian, the Philippines—and took part in the Battle for Leyte Gulf.

- Officers and men of *USS Stephen Potter*, a fleet destroyer, responded to the War Bond drive by purchasing \$36,100 worth in a six-day 7th War Loan campaign. The crew averaged \$114.24 per man and subscribed 100%. The men even bought a \$100 bond for the ship's dog.

- *USS Lake Champlain*, 27,000-ton *Essex*-class carrier, was christened and commissioned on 3 June in the first joint ceremony of its kind for a carrier in the history of the Navy. Mrs. Warren R. Austin, wife of Senator Austin, Burlington, Vt., sponsored the new vessel named after the Battle of Lake Champlain in the War of 1812. First Navy vessel to bear the name was a mine carrier of 4,300 tons which operated as a fleet auxiliary in World War I.

- First U. S. naval vessel in 30 years to visit the Black Sea port of Odessa, Russia, was the fleet tug *USS Moreno*, which recently chugged into the harbor towing astern a salvage freighter—*USS Tackle*—with food, clothing and medicine for American soldiers released from German PW camps. Because the *Tackle* was slow, the *Moreno* towed her the entire 1,500 miles from somewhere in the Mediterranean to Odessa in order that the liberated Yanks, at the time in a U. S. transit camp, could receive the needed supplies more quickly. In Odessa the *Moreno's* crew visited the opera, ballet, shopped for souvenirs and sought out the Americans they had come to help.



Photograph from Press Association, Inc.

DISTINGUISHED Service Medal is awarded to General Eisenhower by President Truman on White House grounds. Mrs. Eisenhower watches at left.

REPORT FROM HOME

Hello . . . and Goodby

They started coming home from beaten Germany last month—the GIs by shiploads, the generals by plane-loads. From no-stripes to five-stars, they agreed that (1) it was great to be back and (2) it's only half over. A few were home to stay, but for most it was just a stopover before Tokyo.

No. 1 homecoming was General of the Army Dwight D. Eisenhower's. The Supreme Commander of Allied Expeditionary Forces in Europe stepped out of a big cargo plane from Paris into the wildest welcome in the national Capital's history.

In his address to Congress, Gen. Eisenhower paid tribute to all the armed forces of all the Allies. Of the Navy, he said: "In all the brilliant achievements of the American Navy, and of her sister service in Great Britain, there is none to excel the record that was written in the great and successful invasions of Africa, Sicily, Italy and France."

From Washington, Gen. Eisenhower was swept to New York where old Gotham went all-out for him . . . some 4,000,000 artillery-voiced citizens lining a 38-mile parade route.

- First to hit Normandy's beaches, first to smash across the Rhine, first to link up with the Russians, it was quite fitting that Gen. Courtney H. Hodges, 1st Army commander, be the first top-level general to return after V-E day. The Georgia-born general's reception in Atlanta was so tumultuous that, at first, he missed his wife in the throngs. Of his riotous homecoming, Gen. Hodges said: "This is wonderful, but it's just a pause for men of the 1st Army. There can be no real rest until we give the final blow to Japan."

- Upon his Boston arrival, Gen.

George S. Patton, 3d Army commander, sported an ivory-handled pistol which he called his social gun.

- Gen. Mark W. Clark, Allied commander in Italy, arrived from Europe in time to see his son graduate from West Point; then hurried back to Rome.

- Lt. Gen. A. M. Patch Jr., 7th Army commander, and Lt. Gen. L. K. Truscott, 5th Army commander, presented President Truman with a diamond-studded baton which No. 2 Nazi Hermann Goering had surrendered upon capture.

- Lt. Gen. James H. Doolittle, in the process of moving his 8th Air Force to the Pacific, paused long enough to promise even greater devastation to Japan than Germany suffered.

- Gen. Omar N. Bradley, commander of the 12th Army Group which included the 1st, 3d and 7th armies, summed it all up during a Philadelphia reception in his honor when he said: "We have before us what may be the hardest phase of the war. Until every Japanese surrenders or is killed, the war effort on the home front must be maintained."

New Faces

President Truman made many changes in his official family in late May and early June, beginning with a major reorganization of his Cabinet.

He accepted the resignations of Attorney General Francis Biddle, Secretary of Labor Frances Perkins and Secretary of Agriculture Claude R. Wickard.

Immediately, he appointed Thomas C. Clark, of Dallas, Tex., who had been an Assistant Attorney General, to be Mr. Biddle's successor; Judge Lewis B. Schwollenbach, of Spokane, Wash., member of the Federal District

bench and former U. S. Senator, to be Secretary of Labor; and Rep. Clinton P. Anderson, (D., N. Mex.), to the Agriculture post.

Other changes, resignations and appointments announced by Mr. Truman:

- Resignation of Marvin Jones as War Food Administrator to return to the Federal Court of Claims bench. The WFA, upon Judge Jones' recommendation, will be merged with the Agriculture Department.

- Nomination of Mr. Wickard, the former Agriculture Secretary, to be director of the Rural Electrification Administration.

- Appointment of Lt. Paul M. Herzog, USNR, as chairman of the National Labor Relations Board. Lt. Herzog, former member of the New York State Labor Relations Board, will be released from the Naval service to accept the Federal post.

- Appointment of W. Stuart Symington, president of the Emerson Electric Co. of St. Louis, to be chairman of the Surplus Property Board, succeeding former Sen. Guy M. Gillette of Iowa, who resigned.

- Selection of John B. Hutson, of Kentucky, who has been assistant to Fred M. Vinson, Director of War Mobilization and Reconversion, to be Under Secretary of Agriculture, succeeding Grover B. Hill, who has resigned.

Japs 'Bomb' U. S.

In puny, fantastic retaliation for destruction of their greatest cities by our sky fleets, the Japs have been using long-range, bomb-carrying free balloons in sporadic attacks on the western part of the North American mainland.

According to a joint announcement by the War and Navy Departments, "the attacks are so scattered and aimless that they constitute no military threat." It is believed their main purpose is to set brush and forest fires.

No property damage has been caused, but a woman and five children were killed near Lakeview, Oreg., by a high-explosive bomb which was part of a fallen Jap balloon. The bomb victims were strolling through the mountains on a fishing expedition when an 11-year-old girl spied "a white object" in the woods. She called the others over, one of them tugged on the balloon and a tremendous explosion followed.

Service Photogs Honored

The 119 officers and men of the Navy, Marine Corps and Coast Guard who filed the Iwo Jima operation were awarded a special citation by the National Headliners' Club at its 12th annual meeting in Atlantic City 16 June for providing the outstanding newsreel coverage of the year. From this footage came the stirring technicolor film, "To the Shores of Iwo Jima," now playing in theaters throughout the U. S. Three of the photographers were killed while recording Iwo battle scenes and 12 were wounded. Capt. Edward J. Steichen, USNR, of Navy Photographic Services, received the Headliners' award in behalf of the photographers, each of whom will receive an individual citation.



Photographs from Press Association, Inc.

WINNER of 71st Kentucky Derby was F. W. Hooper's Hoop Jr. He ran second in the Preakness. Veteran Eddie Arcaro rode him in the Kentucky classic.

SPORTS

Horse racing, which returned to the sports scene in May following a war-enforced "holiday" of almost half a year, stole the show last month with the running of turfdom's triple crown—the Kentucky Derby, Preakness and Belmont Stakes, three of America's richest and oldest stakes.

At Churchill Downs, Ky., Hoop Jr., owned by F. W. Hooper of Jacksonville, Fla., led all the way under Jockey Eddie Arcaro to win the record \$86,875 Derby by six lengths. Pot o' Luck and Darby Dieppe were second and third, respectively, in the field of 16 three-year-olds. The Hoop's victory was worth \$64,850 to his owner and \$9.40, \$5.20 and \$4 to his mutual backers. Time for the muddy mile-and-a-quarter was 2:07—slowest since Gallant Fox needed 2:07 3/5 in 1930. It was Arcaro's third Derby triumph, putting him in a class with Isaac Murphy and Earl Sande, only other jockeys ever to win three times in the "Run for the Roses."

At Pimlico, Md., a week later, Arcaro wasn't aboard Hoop Jr. and a long shot, Polynesian, beat the Derby winner by 2½ lengths in the record \$87,670 Preakness. Although managing to finish second, Hoop Jr. pulled up lame. Again Darby Dieppe was third in a nine-colt field. Like Hoop Jr. in the Derby, Polynesian led all the way in running the mile and three-sixteenths in 1:58 4/5. Ridden by Wayne Wright, Polynesian returned \$66.170 to owner Mrs. Peter A. B. Widener and \$26, \$6.70 and \$3.80 to his backers.

At New York the following week, the Belmont Stakes became just an-

other horse race because neither the Derby nor Preakness winners were entered. Polynesian wasn't eligible and Hoop Jr. was sidelined by the bowed tendon suffered in the Preakness.

Note: While Hoop Jr. was sniffing Polynesian's dust at Pimlico, his Derby rider, Arcaro, under contract to Greentree Stable, was riding the stable's old campaigner, Devil Diver, to victory in the \$50,000-added Suburban Handicap at Belmont.

Capt. Hank Greenberg, first big major league star inducted into the armed forces, was released from the Army and prepared to join the league-leading Tigers which he left in May, 1941 . . . Comdr. James H. Crowley, USNR, the Sleepy Jim of Four Horsemen fame, retired to inactive duty after two tours in the Pacific and immediately assumed his new post as commissioner of the All-America Conference, newly formed pro football league . . . Catcher Mickey (Dodgers) Owen was drafted into the Navy and centerfielder Johnny (Yanks) Lindell into the Army . . . Big baseball deals saw pitcher Mort Cooper go from the Cards to the Braves in exchange for \$60,000 and pitcher Red Barrett; outfielder Joe Medwick and pitcher Ewald Pyle leave the Giants for Braves' catcher Clyde Kluttz; and pitcher Ben Chapman depart from Brooklyn in a deal that brought catcher Johnny Peacock from Philadelphia . . . Both major league races were closer and hotter'n two machine-gun slugs.

ENTERTAINMENT

GI Oscars: Silver plaques were presented by wounded veterans at Walter Reed Hospital in Washington, D. C., to Bing Crosby, Rita Hayworth, Jennifer Jones, Eddie Bracken and Leo McCarey for being selected as Hollywood's top entertainers by soldiers in all theaters—of war, that is. . . Gypsy Rose Lee refused to ride in an upper from Detroit to New York because "I can't get undressed lying down." . . . Abbott and Costello, who had spatted a bit, are back together again. . . Broadway's biggest event during the past month was Bill (Bojangles) Robinson's return to the Main Stem in an all-Negro musical, "Memphis Bound." The famed tap-dancer is 67. . .

Vital Statistics: Hedy Lamarr is mother of a baby girl. . . Connie Bennett shed her fourth husband, Gilbert Roland. . . Judy Garland, 23, divorced her first and right away married Ben Vincente Minelli, 32, who directed her in "Meet Me in St. Louis" and "The Clock." . . Deanna Durbin, also 23, took her second husband, Felix Jackson, 43, her producer. It is Felix's fourth marriage. . .

Hit Tunes: The top 10 seem to be Sentimental Journey, Bell Bottom Trousers, All My Life, Laura, Dream, Just a Prayer Away, I Should Care, Candy, Ev'ry Time and The More I See You.



Photographs from Press Association, Inc.

ALIVE AND WELL, Nubbins Hoffman, who had his Christmas on 19 November because he wasn't expected to live until 25 December, romps with his dog. No longer in danger, Nubbins will celebrate his fourth birthday July 11 in Cheyenne, Wyo.



Photographs from Press Association, Inc.

LOOK FAMILIAR? "Psycho-analysts" in the pay of a movie studio say these are girls men dream about: Virginia Cruzon, Phyllis Forbes, Tyra Vaughn, Diane Mumby, Eve Whitney, Pat Farrell, Gloria Anderson, Ruth Valmy.

VETERANS

• Big news for World War II veterans, present and future, was the appointment of a World War II hero as new head of the Veterans Administration. On 7 June President Truman designated Gen. Omar N. Bradley, victorious commanding general of the 12th Army Group under Gen. Eisenhower, to succeed Brig. Gen. Frank T. Hines as Administrator of Veterans Affairs.



Gen. Bradley

In announcing that Gen. Bradley would take over as soon as he wound up his work in Europe, the President said that the change would be marked by a modernization of the Veterans Administration to meet the needs of the veterans of this war.

"I am accepting your resignation," he wrote Gen. Hines, "only because of a feeling which I have long held that the veterans of this war should have as the administrator of their affairs another veteran of this war." He pointed out at his press conference that he himself was a veteran of World War I and would not have wished to see the Veterans Administration operated by a veteran of the Spanish-American War.

Gen. Bradley, 52-year-old native of Missouri, is known as the "doughboys' general," and is rated one of the best-liked commanders among GIs. The four-starrer will serve in the VA job on loan from the Army, retaining his active status. The President said that he intended to find another post for Gen. Hines, who has been Veterans

Administrator for the past 22 years.

• *Education or training* under laws administered by the Veterans Administration was entered into by 5,250 veterans during the month of April: 1,716 were disabled veterans being rehabilitated under Public Law 16, and 3,534 were enrolled under the GI Bill of Rights. This brings the total number of veterans now enrolled in education or training under these laws to 38,030. Breakdown shows that of those under Public Law 16, 10,224 are in educational institutions and 4,254 being taught on the job. Proportion favoring education under the GI Bill is even higher, with 22,547 in schools and only 1,005 receiving on-the-job training.

• *"Postwar jobs for veterans"* is the program of a new group in Illinois called Industry for Veterans, Inc. This nonprofit organization has as its purpose the obtaining of pledges from Illinois industry that a minimum of 25% of all postwar jobs will go to discharged servicemen and women. The statewide group of prominent industrialists is headed by an ex-Marine captain, recently returned from 22 months' service in the South Pacific. So far, concerns now employing more than 300,000 persons have signed the organization's pledge. On the 25% basis, this would indicate some 75,000 postwar jobs lined up for veterans in Illinois. Many national concerns have also signed the job-preference pledge, and inquiries have been received from other states.

• *Expansion plans:* (1) Veterans Administration now has 393 offices of all types in operation to give veterans information on rights and benefits, and regional office managers have been instructed to resurvey their territories and recommend establishment of new units wherever required to give services to veterans. . . . (2) WMC has announced immediate expansion of

full-time local United States Employment Service offices from 1,507 to 2,103 to carry out their placement and counseling obligations under the GI Bill.

• To make more jobs available to qualified veterans, the War Manpower Commission is relaxing some of its rules on "interoffice recruitment" by the United States Employment Service. This is the system whereby, if there are more job openings in a community than there are applicants to fill them, USES offices in other communities will recruit workers for them. Similarly, if a local USES office has more applicants for jobs than there are jobs open in that community, it will inform its applicants of jobs open in other communities.

Previously, employers seeking the advantages of this interoffice plan had to be in essential industries and have a manpower priority. But under the new procedure, USES offices will now accept and process job orders from employers who wish to employ veterans, even though the employer is engaged in work of a less essential nature than was formerly required.

The procedure will, USES believes, make more jobs available to veterans in case they do not find suitable opportunities in their own communities, and it will reduce needless travel by veterans seeking jobs in other areas.

• Because of increasing interest in jobs abroad, U. S. Employment Service offices are now being supplied with a new booklet, "Guide to Foreign Employment Opportunities." The booklet lists Federal agencies and private companies recruiting workers for jobs in Alaska, Hawaii, Puerto Rico, Bermuda, South America, Europe, China, Africa, Arabia and other countries.

Included are a list of occupations, description of work in which employers are engaged, skills required to fill specific jobs, working conditions, housing facilities and other pertinent data. Job opportunities are for professional, semi-skilled and unskilled workers. Current list includes "supply inspectors; cooks, guards, machinists, watchmakers and watch repairmen, telegraphers, riveters, boilermakers, clerks, typists" and others.

Copies of the guide, which is not available for general distribution, will be furnished to interviewers in USES offices and also to USES counselors stationed at the Army's separation centers and the Navy's personnel redistribution centers.

• *Civilian occupations* into which U. S. Navy enlisted men and women—including Seabees, Waves, Spars and Coastguardsmen—can shift after their discharge have been listed in a new publication of the War Manpower Commission. The 400-page volume, called "Special Aids for Placing Naval Enlisted Personnel in Civilian Jobs," lists approximately 130 naval ratings and shows the civilian jobs to which each one is most closely related. Some 5,000 typical civilian occupations are listed. The volume, not available for general distribution, will be used by all U. S. Employment Service offices and in the Navy's personnel redistribution centers.

DECORATIONS AND CITATIONS

For reasons of security, the deed for which a man receives a decoration often cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

SUBMARINES WIN UNIT CITATIONS

Barb, Salmon and Parche Battled Enemy on Surface

PRESIDENTIAL Unit Citations have been awarded to three submarines—the USS *Barb*, the USS *Salmon* and the USS *Parche*—for extraordinary heroism in action against enemy Japanese surface vessels in restricted waters of the Pacific.

The *Barb* tracked down a number of Japanese auxiliaries at night, hit and then ran for safety through shallow mine-infested waters. For this exploit her commanding officer, Comdr. Eugene B. Fluckey, USN, previously had received the Medal of Honor at a personal presentation by the Secretary of the Navy (ALL HANDS, May 1945, p. 61), but details were withheld for security reasons at that time. The *Salmon* tangled with a large hostile tanker and her four escorts and, seriously damaged, surfaced and fought off the enemy warships in point-blank runs as close as 50 yards.

The *Parche*, too, tangled on the surface with a heavily escorted Jap convoy in restricted Pacific waters and, in 46 minutes of violent action, sank four enemy ships, severely damaged another and escaped unscathed after missing by less than 50 feet being rammed by a fast Jap transport. Her skipper, Comdr. Lawson P. Ramage, USN, also had previously received the Medal of Honor (ALL HANDS, Feb. 1945, p. 56).

Barb Penetrates Harbor

From the bridge of the *Barb*, Comdr. Fluckey saw so many Japanese ships at anchor that he was filled with anxiety whether he could spread his torpedoes so that too many would not be wasted on a single target. It was night. Visibility was poor. The Japanese auxiliaries—freighters, tankers, munitions ships—were in an anchorage behind a screen of escorts blocking every logical approach. The water was so shallow that the attacking submarine would have to remain surfaced during its approach and for at least an hour after the attack.

Despite the odds, Comdr. Fluckey decided to dart into the harbor, make his strike and try to escape through the rocky uncharted waters, which, he noticed, were filled with fishing junks. The *Barb* moved in to the planned attack position. She let fly with everything she had, and moved toward the rocks at flank speed with right full rudder.

Fire spurted from several vessels. The first target settled in the water. Some ships that were hit were hidden by others burning in the line of vision. Smoke poured skyward. The side of

one vessel blew out. Two ships exploded, scattering a shower of tracers in all directions.

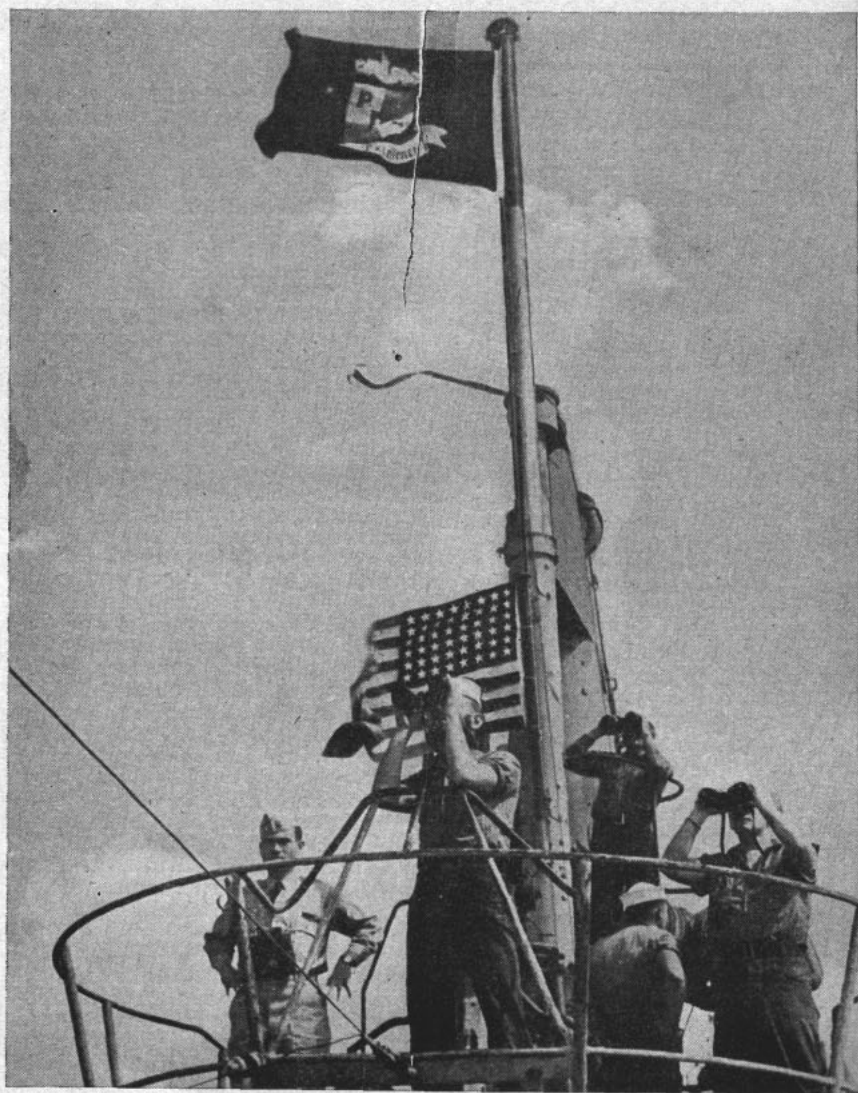
Searchlights spotted the fleeing *Barb* for an instant, then blacked out. As the *Barb* streaked for open water the scene of the attack was covered by a smoke pall. Some of the Japanese escorts, in hot pursuit, were throwing a hail of shells, some of which were near misses. As Comdr. Fluckey had figured, the junks confused the enemy, some of them being mistaken for the *Barb*. Another of his calculations also worked out—the Japanese escorts were discouraged by

the rocks. Dawn was breaking as the *Barb* reached open water, but even here she was not safe. A Japanese plane was spotted and the *Barb* was forced to submerge for the first time since she spotted the Japanese approach to the anchorage.

Salmon Defies Escorts

The *Salmon*, commanded by Comdr. Harley K. Nauman, USN, had a narrow squeak in her tussle with the enemy and was saved by hiding in a rain squall.

She contacted a large hostile tanker



Official U. S. Navy photograph

PARCHE'S own unofficial flag, designed by her crewmen, flies above conning tower as she returns to Pearl Harbor after fruitful war patrol.

and approached boldly in defiance of the four escort ships cruising within 1,000 yards of the target. She cut loose her torpedoes and scored direct and damaging hits. She was then damaged by terrific depth-charging and had to surface and fight off the Japanese warships in point-blank runs as close as 50 yards. Two of the four escorts were put to flight.

When the *Salmon* surfaced to fight off her pursuers the Japanese escorts were visible despite the darkness. The nearest, 5,000 yards off, picked out the *Salmon* with her searchlight and opened fire but missed. Here luck broke in. The other three escorts opened fire on the first escort as it fired on the *Salmon*. In the confusion the *Salmon* was able to hold off the first escort with her guns.

The Japanese then discovered their error and the first escort began to make runs on the *Salmon*, firing shells which burst so close aboard they splashed water on the submarine's deck. At this point the other three escorts now approached. Off to the southwest lookouts on the *Salmon* spotted a rain squall. As the first escort closed in to within 50 yards, the *Salmon's* gunfire raked her decks, destroying most of the Japanese topside. She fled. Then the *Salmon* cut into the rain squall and the escorts, discouraged, stopped the chase.

Parche Nearly Rammed

To pick her fight, the *Parche* had stalked the ships of a huge convoy for some time in dark and squally weather. When she opened fire, she found herself boxed by the convoy's escorts. The first target was so close that the *Parche* had to pull away to avoid being rammed. After a time the relative position improved and she put a torpedo into the ship which touched off a loud explosion.

The next target under fire was a tanker. Her bow was blown off by the *Parche's* torpedoes, and she sank immediately. Another tanker took a hit from the submarine, but remained afloat at reduced speed. Escorts sent up flares and began to lay down intense machine-gun fire on the submarine, which then turned and shot torpedoes at a new target with a sizable superstructure. Two torpedoes hit amidships and sank the ship in a couple of minutes.

The fire from the escorting vessels nearby forced the *Parche* to turn on her course. As she turned she spotted the tanker which she had hit earlier and slowed. Lights were now showing on the tanker's stern, indicating the Japanese were manning their guns. The *Parche* moved in to within 500 yards, and the tanker opened up with everything it had.

The gunfire was so hot Comdr. Ramage ordered all lookouts and spare hands below. The skipper and a quartermaster stayed on the bridge. Presently another torpedo hit the tanker, sending her to the bottom.

As the *Parche* headed for the largest ship in the convoy, two Japanese escorts rained machine-gun fire on her. Meanwhile a smaller ship loomed on the submarine's starboard bow and came head on, apparently set to ram.

Flank speed was rung up, and when the *Parche* was half way across the on-coming ship's bow the commander ordered full right rudder, bringing the *Parche* and the ship almost alongside on opposite courses. The ship and the submarine cleared by less than 50 feet.

Now, boxed in by several small enemy ships, the *Parche* found the largest ship of the convoy dead ahead. The *Parche* fired, hitting the ship end on and stopping her. Then the submarine swung out and let fly at the target's side, sinking her.

Dawn was breaking, so the *Parche* left the hornet's nest.

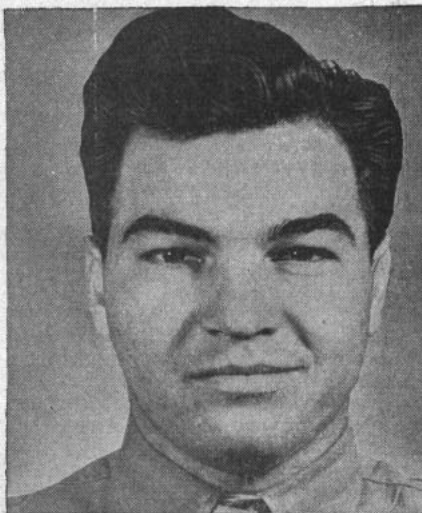
Medal of Honor Awarded to Marine Killed on Guam

For risking his life twice to save his platoon when they were pinned down by Jap fire during the Battle of Finegayan on Guam, Pfc. Frank P. Witek, USMCR, has been posthumously awarded the Congressional Medal of Honor. The medal was presented to Mrs. Nora Witek, the marine's mother, by Gen. Alexander A. Vandegrift, Commandant of the Marine Corps, at Chicago last month.

While serving with the 1st Btn., 9th Marines, 3d Marine Div., his platoon was suddenly halted by heavy fire from well-camouflaged gun positions. Witek remained standing to fire a full magazine from his automatic at point-blank range into a depression housing Jap troops. He killed eight and enabled the greater part of his platoon to take cover.

During his platoon's withdrawal, he remained to safeguard a severely wounded comrade, courageously returning the enemy's fire until the arrival of stretcher bearers. He then covered the evacuation by sustained fire as he moved backward toward his own lines.

When his platoon was again pinned down by a hostile machine gun, Witek, on his own initiative, moved forward



Official U. S. Marine Corps photograph
Pfc. Frank P. Witek

boldly, ahead of the reinforcing tanks and infantry, alternately throwing hand grenades and firing as he advanced to within five to 10 yards of the enemy position. He destroyed the machine-gun emplacement and an additional eight Japs before he himself was struck down by an enemy rifleman.

His valiant and inspiring action effectively reduced the enemy's fire power, enabling his platoon to attain its objective.



NAVY CROSS

Gold star in lieu of second award:

★ HUTCHINSON, Edward S., Capt., USN, Philadelphia, Pa.: As commanding officer of the USS *Rasher* during the first war patrol of that vessel he relentlessly sought out the enemy during a prolonged period of hazardous undersea operations. He took advantage of every favorable attack opportunity and, fighting his ship with determined aggressiveness, succeeded in sinking and damaging an important amount of vital hostile shipping.

★ THOMPSON, William C. Jr., Comdr., USN, Waterford, Conn.: As commanding officer of a submarine, he skillfully delivered intelligently planned and well-executed attacks against enemy shipping. His conduct throughout was an inspiration to his officers and men.

First award:

★ ALEXANDER, Ralph C., Capt., USN, Washington, D. C.: While serving as CO of a cruiser 14-24 Oct. 1944, he distinguished himself by extraordinary heroism. On 14 Oct., during a heavy enemy torpedo plane attack on our forces, he fought his ship so effectively that she shot down six torpedo planes. During another operation he maneuvered his ship so as to repel attacking enemy aircraft and destroyed at least two. During both actions his calm determination and courage were a source of great inspiration to his men.

★ ANDREWS, Thomas L. Jr., Lt., USNR, Amarillo, Tex.: While serving aboard an escort carrier in action against a large enemy fleet, he organized and pressed home a coordinated air attack on an enemy warship in spite of intense antiaircraft fire. By his courage, skill and determination in attack he inspired confidence and courage in his group in their attack. He, along with others in his flight, scored a hit amidships, causing the ship to sink a few hours later.

★ ASHLEY, James H. Jr., Comdr., USN, Melbourne, Fla.: As CO of a submarine during a war patrol in the Pacific, through his daring, outstanding aggressiveness and tenacity, he launched well-planned and smartly executed attacks which resulted in the sinking of enemy ships totaling over 12,000 tons and in damaging enemy combatant ships totaling over 27,500 tons. His conduct throughout was an inspiration to his officers and men and in keeping with the highest traditions of the naval service.

WINNERS OF THE NAVY CROSS



Thomas L. Andrews Jr.
Lt., USNR



Marshall D. Barnett Jr.
Lt. (jg), USNR



Robert W. Bass
GM2c, USNR



LeRoy Brandon
PhM1c, USNR



Patsy Capano
Lt., USNR



Ernest H. Cochran
Lt. (jg), USNR



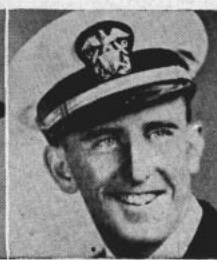
Vincent H. Harris
Lt. (jg) USNR



Edward S. Hutchinson
Capt., USN



Joseph L. Kane
Capt., USN



Robert C. Kerr
Ens., USNR



Royce P. Lodholz
Lt. (jg), USNR



David H. McClintock
Comdr., USN



Donald A. McPhie
Lt. (jg), USNR



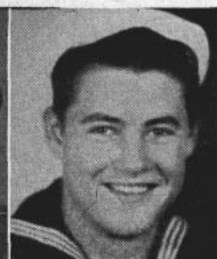
Joseph N. Murphy
Capt., USN



Chester W. Nimitz Jr.
Comdr., USN



Terrell A. Nisewander
Comdr., USN



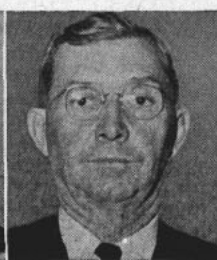
Raymond M. Roberts
S1c, USN



Eugene B. Sawyer
Lt. (jg), USNR



Hartman A. Soli
Lt., USNR



Jerry A. Steward
Capt., (CEC) USNR



Eugene J. Streeter
Lt. (jg), USNR



Cecil R. Tolley
Pfc., USMCR



Phillip L. West
Fic, USNR



Lloyd N. Wood
Lt., USNR

Photographs not available of Capt. Ralph C. Alexander, USN, Comdr. James H. Ashley Jr., USN, and Comdr. William C. Thompson Jr., USN.

★ **BARNETT**, Marshall D. Jr., Lt. (jg), USNR, Dallas, Tex. (missing in action): As pilot of a scout divebomber attached to a carrier air group during the Battle for Leyte Gulf, he fought his plane boldly and with relentless determination despite accurate and intense anti-aircraft fire during a brilliantly executed attack on a Jap light cruiser. With his plane badly damaged by a burst of hostile fire in the execution of his dive, he continued his same daring tactics and released his bomb load at perilously low altitude to score a direct hit on the enemy craft. By his superb flying ability, in-

domitable fighting spirit and cool courage, maintained at great personal risk, he contributed immeasurably to the extensive and costly damage inflicted on the Japanese fleet in this vital war area.

★ **BASS**, Robert W., GM2c, USNR, Durham, N. C.: As a member of a naval combat demolition unit in the 7th Beach Battalion during the Normandy invasion, he fearlessly proceeded in the face of heavy German artillery, machinegun and rifle fire and worked tirelessly with his crew to clear a section of the beach. Although seven of the 12-man unit were killed

or wounded, they succeeded in blasting a 50-yard gap through the treacherous and formidable beach obstacles. After completing the mission, Bass again braved the enemy barrage to render aid to his men and was himself wounded while carrying injured crewmates to safety. He contributed materially to the success of the Allied offensive in that area.

★ **BRANDON**, LeRoy, PhM1c, USNR, Durant, Okla.: During operations against the enemy at Leyte on 20 Oct. 1944, when his ship received 11 direct hits from enemy artillery fire, igniting

two trucks loaded with ammunition, he left his station and proceeded to the vicinity of the fire in an endeavor to reach the wounded, thereby exposing himself to bursting ammunition and hand grenades. While carrying one of the casualties from the fire, he was severely wounded. In spite of his injury he continued to carry the casualty to the dressing station until he collapsed from loss of blood.

★ **CAPANO, Patsy, Lt., USNR, Fall River, Mass. (missing in action):** As pilot of a torpedo plane attached to the USS *Kalinin Bay* during the Battle for Leyte Gulf when his task force was in imminent danger of being destroyed by heavy gunfire from an overwhelming force of hostile warships, he piloted one of the first planes launched, immediately maneuvering to attack the leading heavy cruiser. In bold defiance of the enemy's devastating anti-aircraft fire, he scored three direct hits. Promptly joining a group of fighting planes when his bomb load was expended, Lt. Capano fought gallantly in the face of terrific opposition, making four determined strafing runs which resulted in considerable damage to the cruiser and effectively diverted hostile fire from our bombers and torpedo planes.

★ **COCHRAN, Ernest H., Lt. (jg), USNR, Kosciusko, Miss.:** As pilot of a carrier-based plane he pursued and attacked a Jap ship in the Southwest Pacific Area. The strike was made in the face of an intense barrage of fire including projectiles from the main batteries of the enemy ship. With bold determination and utter disregard for his personal safety he drove home his attack which resulted in serious damage to a major enemy ship.

★ **HARRIS, Vincent H., Lt. (jg), USNR, New York, N.Y.:** As pilot of a plane in the Southwest Pacific Area he pursued and attacked a Jap ship. In the face of an intense barrage of fire he made his attack with bold determination and utter disregard for his own safety. The strike in which he participated so valiantly resulted in serious damage to a major ship of the enemy.

★ **KANE, Joseph L., Capt., USN, Brooklyn, N. Y.:** As commanding officer of an escort carrier he furnished air support to amphibious attack groups landing on enemy-held shores. While his ship was under repeated air attacks he maneuvered it skillfully, directing its air groups effectively against an enemy fleet. His actions contributed directly to turning away the Jap forces from the battle. His conduct was exemplary and gave encouragement to the personnel of his ship and its attached squadrons.

★ **KERR, Robert C., Ens., USNR, Charleston, S. C. (posthumously):** While serving on board the USS *Birmingham* when a hostile bomb struck the USS *Princeton* during the Battle for Leyte Gulf, he was seriously wounded when a terrific explosion in the magazine section of the *Princeton* hurled him from his position on the starboard catapult onto the steel hangar deck. The explosion killed or wounded half of the *Birmingham's*

crew. Ensign Kerr steadfastly refused medical attention, insisting that others in the area be cared for first. Although still conscious and suffering intense pain, he obtained materials for a tourniquet and after applying it to his injured leg, injected himself and two other casualties with morphine syrettes. Again refusing assistance, he requested that the others be evacuated below decks and, remaining in the danger area for more than an hour while his ship was under constant aerial attack, bravely instructed others in the administration of first aid and comforted the wounded and the dying. He succumbed to his wounds on the following day.

★ **LODHOLZ, Royce P., Lt. (jg), USNR, Negaunee, Mich.:** As a pilot in the Southwest Pacific Area he boldly attacked a large task force of the Jap navy. The strike was made in the face of an intense barrage of fire and with the knowledge that his fuel supply was insufficient to carry him safely back to base. He drove his attack home with such determination and utter disregard for his personal safety that it resulted in severe damage to Jap ships and contributed to the retreat of the enemy fleet.

★ **MCCLEINTOCK, David H., Comdr., USN, New London, Conn.:** As commanding officer of a vessel in a war patrol in enemy-controlled waters of the Southwest Pacific Area, he led his ship in a series of daring attacks against enemy units of considerable size. Despite the efforts of alerted escorts and the hazards of dangerous waters, he succeeded in severely damaging enemy ships. In his last effort, he sank a large enemy ship with direct hits. His operations were

all conducted in close proximity to strong Japanese forces.

★ **MCPHIE, Donald A., Lt. (jg), USNR, Provo, Utah (missing in action):** As pilot of a carrier-based scout bomber during the Battle for Leyte Gulf he was an aggressive and intrepid airman, experienced in combat flying, and fought his plane boldly despite strong aerial opposition and withering, intense anti-aircraft fire. He pressed home a determined divebombing attack on a hostile carrier. With his plane badly damaged by a burst of hostile fire in the execution of his dive, he continued his same daring tactics and, accurately releasing his bomb load at perilously low altitude, scored a direct hit on the enemy craft which contributed to her sinking. His superb flying ability, indomitable fighting spirit and cool courage were essential factors in the extensive and costly damage inflicted on the Jap fleet.

★ **MURPHY, Joseph N., Capt. (then Comdr.), USN, Washington, D.C.:** As executive officer of the USS *Princeton* when that vessel was attacked by Jap aircraft during the Battle for Leyte Gulf and blazing furiously and rocked by explosions, he gallantly remained aboard for a period of seven hazardous hours. He directed heroic efforts toward saving the *Princeton*, despite the terrific damage, and personally led fire-fighting parties into areas of great danger.

★ **NIMITZ, Chester W. Jr., Comdr., USN, Wellfleet, Mass.:** As commanding officer of a submarine on its 7th war patrol in enemy-controlled waters he skillfully directed his vessel in a series of successful torpedo attacks and a gun attack on Jap men-of-war and escorted merchant shipping. With outstanding aggressiveness and determination to inflict the maximum damage on enemy forces he engaged and sank several enemy warships. In further attacks on heavily escorted convoys he accounted for a total of 17,100 tons of shipping sunk and 1,300 tons damaged. He displayed sound tactical judgment in his decisions on all attacks and maneuvered his ship expertly.

★ **NISEWANER, Terrell A., Comdr., USN, Coronado, Calif.:** As CO of a destroyer in an attack against an advancing column of warships in the Southwest Pacific area he directed his ship against prolonged and heavy enemy gunfire to a position where he launched an accurate attack. He directed repair and damage-control operations in a cool, efficient manner, and by example inspired his men to such an extent that leaks were brought under control, enabling the ship to proceed under its own power. He personally entered the flooded, oil-soaked, burning engine room to rescue several of his own men trapped below and too badly hurt to help themselves.

★ **ROBERTS, Raymond M., S1c, USN, San Francisco, Calif. (posthumously):** While serving as acting gun captain aboard a warship during the invasion of Tinian, he was steadfast and alert at his new station, bringing his weapon into action against a pound-

U. S. Naval Aviator Honored by Britain

Comdr. Joseph C. Clifton, USN, Paducah, Ky., has been made an Honorary Companion of the Distinguished Service Order of Great Britain for valor displayed on 19 April 1944 while he was serving aboard the USS *Saratoga*. Admiral of the Fleet Sir James Somerville made the presentation recently at Washington, D.C.



Comdr. Clifton

Comdr. Clifton, former Naval Academy fullback, was cited for his great courage, leadership and skill as the air commander of two carrier-borne air groups in the successful attack on the Japanese base at Sabang. He aided in saving his wingman, shot down two miles from the Sabang shore batteries, by driving off a Jap torpedo boat which threatened the destroyer making the rescue.

NAVY CROSS cont.

ing barrage from hostile shore batteries. Although seriously wounded in the face by a hail of shell fragments early in the engagement, he courageously remained at his post and fired his gun with fierce determination until a second shower of fragments caused him to fall to the deck, mortally wounded. Even then, he stoically refused help for himself and ordered his men to keep firing. By his unwavering devotion to duty and great personal valor, Roberts was an example and inspiration to his comrades.

★ **SAWYER, Eugene B., Lt. (jg), USNR, Plain City, Ohio:** As a pilot during an attack on a Jap task force in the Southwest Pacific Area he made a strike in the face of an intense barrage of fire. In spite of the fire and with the knowledge that his fuel supply was insufficient to carry him safely back to his base, he drove home his attack with determination and utter disregard for his own safety. The strike resulted in severe damage to Jap ships and materially contributed to the retreat of the enemy fleet.

★ **SOLI, Hartman A., Lt., USNR, Bay City, Tex.:** While serving as the leader of a four-plane division of carrier-based fighter planes assigned to an escort strike mission against the Jap fleet in the Philippine Sea area, he led his division in a courageous and de-

termined attack, scoring two hits and strafing the decks of an enemy cruiser. His audacious attack, pressed home to low altitude in the face of vicious and heavy antiaircraft fire from numerous other units of the enemy fleet, so diverted fire to himself that the planes following him in the attack were able to complete their mission effectively.

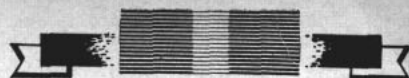
★ **STEWART, Jerry A., Capt. (then Lt.), (CEC) USNR, Fairfield Tex.:** During the bombardment and occupation of the Philippine Islands beginning on 10 Dec. 1941, he was courageous and untiring under repeated and sustained hostile bombing and strafing attacks. He rendered valiant service during the gallant stand by our forces against a prolonged and determined siege by the Japanese.

★ **STREETER, Eugene J., Lt. (jg), USNR, Fresno, Calif. (missing in action):** While serving as a fighter pilot in a squadron attached to the USS *Wasp* during action off Mindoro on 26 Oct. 1944, he suddenly found himself as the only protection for eight torpedo bombers which were making a strike against large units of the Jap fleet. When three hostile fighters came in from above he pressed home an accurate, daring attack which destroyed one of the planes and courageously employed evasive maneuvers with the remaining fighters, vainly attempting to lose them. Although his plane was so severely damaged that he was forced to effect a water landing, he succeeded in diverting the enemy aircraft from the torpedo bombers until assistance arrived, thereby enabling our planes to carry out their highly important mission.

★ **TOLLEY, Cecil R., Pfc., USMCR, Calhoun City, Miss.:** During the invasion of Tinian, on 25 July 1944, while he was serving with a Marine rifle company, the enemy succeeded in throwing hand grenades into the machine-gun position he occupied. The grenades seriously wounded two marines, rendering one unconscious and incapacitating the other, and wounded Tolley in the right arm and leg. Without orders he dragged himself to the machine gun, loaded it with one hand and fired four boxes of ammunition before becoming unconscious. His machine gun accounted for a large number of the enemy and aided greatly in repulsing the counterattack. His initiative and heroic actions were an inspiration to all.

★ **WEST, Philip L., F1c, USNR, Long Beach, Calif. (posthumously):** While attached to the USS *Johnston* during the Battle off Samar, when that vessel was severely damaged by enemy gunfire he reentered a steam-filled compartment to rescue a trapped shipmate, although he had been seriously burned. While carrying out his voluntary mission he lost his own life.

★ **WOOD, Lloyd N., Lt., USNR, Villa Ridge, Mo.:** While attached to Bombing Squadron 13 aboard an *Essex*-class carrier he scored a direct bomb hit on a large Jap carrier in the face of intense antiaircraft and airborne opposition. The hit resulted in the sinking of the enemy vessel.



DISTINGUISHED SERVICE MEDAL

Gold star in lieu of second award:

★ **SMITH, Julian C., Maj. Gen., USMC, Washington, D.C.:** As Commanding General, Expeditionary Troops, 3d



Gen. Smith

Fleet, from July to October 1944, he was meticulous in the preparation of over-all plans for a determined offensive against Peleliu and Angaur in the Palaus and Yap in the Carolines. He consistently displayed brilliant leadership and keen initiative in welding the

troops under his command into a powerful fighting unit. Conducting the operations of his command in the Peleliu-Angaur campaigns boldly and with superb tactical ability he hurled the full strength of his force against a fanatical enemy deeply entrenched in strong fortifications, pressing forward in a relentless drive against each objective. Distinguishing himself by his superb generalship and decisive valor, he contributed materially to the success of our sustained drive toward the enemy in the Pacific.

First award:

★ **DAVIS, Milton S., Commodore, USN (Ret), San Francisco, Calif.:** As port director, San Francisco, from 1 Oct. 1939 to March 1943 and as regional shipping director from 13 Dec. 1943



Commodore Davis

to March 1945, he performed exceptionally meritorious service. By his expert appraisal of shipping conditions and his efficient reorganization and expansion of the office of the port director, Commodore Davis made possible the effective handling of a tremendously increased load of shipping activities attendant upon the opening of hostilities in the Pacific area. Skillfully obtaining the support and cooperation of the many civilian agencies and organizations necessary for the smooth functioning of cargo movement and water-borne shipping, he was able to surmount the many and varied problems of this vital phase of our successful prosecution of the war against Japan.



LEGION OF MERIT

Gold star in lieu of third award:

★ **CATER, Charles J., Capt., USN, Aniston, Ala.:** Commander of a destroyer squadron and a gunfire sup-

Veteran Explorers Given Polar Expedition Medals

Two veteran Polar explorers, Capt. Robert A. Bartlett and Comdr. Donald B. MacMillan, USNR (Ret), were presented with Peary Polar Expedition Medals for the part they played 36 years ago in Admiral Peary's voyage, at ceremonies at the Boston Army Base last month.

The awards were made by Rear Admiral Felix X. Gygax, USN, Commandant of the 1st Naval District, aboard Capt. Bartlett's schooner, the *Effie J. Morrissey*, which is being fitted out at the base for another trip to the Arctic. The explorers were cited for their "exceptional fortitude, superb seamanship and fearless determination" which contributed materially to the success of the expedition in the discovery of the North Pole in 1908-09.

Capt. Bartlett and Comdr. MacMillan headed supporting parties when Admiral Peary made his dash for the pole. Capt. Bartlett, who was master of the *Roosevelt*, reached the 88th parallel before turning back, while Comdr. MacMillan was carried back from the 85th parallel with frozen feet. Both men have made frequent trips to the Arctic since. Capt. Bartlett retired from the Naval Reserve with the rank of lieutenant commander in 1939. Comdr. MacMillan was recalled to active duty early in this war.

port unit, invasion of southern France.
 ★ WILSON, Ralph E., Capt., USN, Salem, Oreg.: Assistant chief of staff, operations, staff of Commander 3d Fleet, Central and Southwest Pacific operations, 15 June to 22 Oct. 1944, 27 Oct. 1944 to 26 Jan. 1945.

Gold star in lieu of second award:

★ CATER, Charles J., Capt., USN, An-niston, Ala.: Commander of a de-
 stroyer squadron, Italy, 15 May to 5 Aug. 1944.
 ★ DEL VALLE, Pedro A., Maj. Gen., USMC, Alexandria, Va.: Commanding General, 3d Amphibious Corps Artil-
 lery, Guam, 21 July-10 Aug. 1944.
 ★ GEHRES, Leslie E., Capt. (then Com-
 modore), USN, Coronado, Calif.: Com-
 mander, Fleet Air Wing 4, commander
 of a task group, September 1943 to
 August 1944.
 ★ LANING, Caleb B., Capt. (then Comdr.), USN, Kansas City, Mo.: CO
 of a destroyer, New Guinea, Molucca
 and Philippine areas, 25 Dec. 1943 to
 24 Oct. 1944.
 ★ MCGOVERN, John B., Commodore,
 USN, New York, N.Y.: Transport
 group commander in south and cen-
 tral Pacific waters, June and July
 1944.

First award:

★ CUSHMAN, Thomas J., Brig. Gen.,
 USMC, San Diego, Calif.: Air Defense
 Commander, Marianas, 1 Nov. 1944 to
 4 April 1945.
 ★ FROST, Lawrence H., Capt., USN,
 Washington, D. C.: Communications
 officer, Ellice, Gilbert, Marshall, Mari-
 anas, Western Caroline islands.
 ★ HERSEY, Mark L. Jr., Capt. USN,
 Newport, R. I.: CO of an advance
 naval base, 5 Jan. 1944 to 5 April
 1945; Commander, Naval Bases, South
 Solomons Sub-area, 19 July 1944 to
 5 April 1945.
 ★ LITCH, Ernest W., Capt., USN, South
 Weymouth, Mass.: CO of the USS
Lexington, western Pacific.
 ★ MACDONALD, Philip N., Lt., USN,
 Pasco, Wash.: Attached to USS *Lex-
 ington*, Pacific area.
 ★ MAGUIRE, Charles J., Capt., USN,
 Coronado, Calif.: Staff of Commander,
 7th Fleet, 24 June 1944 to 11 April
 1945.
 ★ MERRITT, Clinton J., Lt., USN, Pied-
 mont, S. C.: OOD of an escort car-
 rier, Battle for Leyte Gulf.
 ★ MOORE, Robert B., Comdr., USN,
 Charlotte, N. C.: Executive officer of
 an escort carrier, Battle for Leyte
 Gulf.
 ★ MURRAY, George D., Vice Admiral
 (then Rear Admiral), USN, Washing-
 ton, D. C.: Chief of Naval Air In-
 termediate Training and Commandant,
 Naval Air Training Center, Pensacola,
 26 Nov. 1942 to 20 Jan. 1944, Chief
 of Naval Air Training, 20 Jan. to 4
 Aug. 1944.
 ★ NIELSON, Joseph L., Capt., USNR,
 Pocatello, Idaho: CO of an advance
 naval base, British Solomon Islands
 area, 23 Sept. 1943 to 15 March 1945.
 ★ ROBBINS, Reginald C. Jr., Lt. Comdr.,
 USNR, Houlton, Maine: CO of a de-
 stroyer escort, Anzio-Nettuno, Janu-
 ary 1944.
 ★ SHERMAN, Edwin F., Lt., USNR,
 Providence, R. I.: Commander of a

Submarine CPO Wins Fourth Silver Star

For gallantry on war patrols of
 a submarine during which he con-
 tributed to the sinking of more than
 70,000 tons of enemy shipping,
 Ralph N. Shaver, CRT, USN, Le-
 noir, N.C., has been awarded gold
 stars in lieu of second, third and
 fourth Silver Star Medals. In
 making the awards at New London
 last month, Capt. W. B. Thorp,
 USN, chief of staff to Commander
 Submarines, Atlantic Fleet, pointed
 out that Shaver is the first sub-
 marine enlisted man to receive a
 fourth Silver Star.

The gold star in lieu of a second
 Silver Star was awarded for his
 work as chief radioman of his sub-
 marine. Under the most difficult
 conditions he skillfully furnished
 his commanding officer vital infor-
 mation, enabling him to sink over
 39,000 tons of enemy shipping and
 damage over 4,000.

During another war patrol, Sha-
 ver's ability in transmitting infor-
 mation to his CO contributed
 directly to the sinking of an im-
 portant amount of enemy shipping
 and the damaging of an enemy
 warship. For this he was awarded
 his third Silver Star.

His fourth award came for con-
 tributing materially to the sinking
 of more than 30,000 tons of enemy
 shipping. His calm manner and de-
 votion to duty were of valuable as-
 sistance and his conduct an inspi-
 ration to all with whom he served.

minesweeping unit, invasion of south-
 ern France.

★ SOULE, Rufus A. 3d, Lt. Comdr.,
 USNR, West Newton, Mass.: CO of a
 destroyer escort, Anzio-Nettuno, Janu-
 ary 1944.
 ★ THOMAS, Frank P., Capt., USN, An-
 napolis, Md.: CO of the USS *North
 Carolina*, 27 May 1943 to 6 Oct. 1944,
 Pacific area.
 ★ TREGALIA, Joseph L. V., Lt. Comdr.,
 USNR, Staten Island, N. Y.: Harbor-
 master, pilot, and salvage-master,
 Southwest Pacific Area.



SILVER STAR MEDAL

Gold star in lieu of third award:

★ MANDEL, Herbert I., Lt. Comdr.,
 USN, Brooklyn, N. Y.: Assistant ap-
 proach officer, submarine.

Gold star in lieu of second award:

★ SMILEY, Clare B., Comdr., USN,
 Birmingham, Ala.: CO of the USS
Eberle, invasion of southern France.

First award:

★ ALVIS, Frank R., Lt., USNR, Rich-
 mond, Va.: Officer aboard a submarine.
 ★ ASHTON, Robert K., Comdr. (then
 Lt. Comdr.), USNR, Rhinelander, Wis.:

Assistant first lieutenant of the USS
Lexington, Pacific area, 4 Dec. 1943.

★ BALL, Joe F., Lt. (jg), USNR, Ful-
 lerton, Calif.: Commander of an air-
 craft.

★ BARRICKMAN, Carlisle Jr., PhM2c,
 USN, Bagdad, Ky. (posthumously):
 Hospital corpsman attached to a rifle
 company, 3d Bn., 21st Marines, 3d
 Marine Div., Guam, 21-31 July 1944.

★ BELL, James H., HA1c, USN, Wash-
 ington, D. C., (posthumously): Served
 with a rifle company, 1st Bn., 2d Ma-
 rines, 2d Marine Div., Saipan, 24
 June 1944.

★ BENNETT, John T., Capt. (MC)
 USN, Hattiesburg, Miss.: Senior medi-
 cal officer on a ship, August 1943 to
 December 1944.

★ BLEWETT, Kenneth L., HA1c, USNR,
 Oklahoma City, Okla. (posthumously):
 Served with the 2d Bn., 5th Marines,
 1st Marine Div., Peleliu, 12 Oct. 1944.

★ BOBCZYNSKI, Sigmund A., Lt.
 Comdr., USN, Portsmouth, N. H.: As-
 sistant approach officer on a sub-
 marine.

★ BROWN, John Mason, Lt., USNR (in-
 active duty), New York, N. Y.: Force
 public relations officer, staff of the
 naval commander, Western Task
 Force, invasion of Normandy.

★ BRUCE, Charles A., CPhM, USN,
 Avondale, Md. (missing in action):
 Member of the crew of a ship.

★ CALLIHAN, Clyde Jr., HA1c, USN,
 Walbridge, Ohio (posthumously): Ac-
 tion on Saipan, 25 June 1944.

★ CHELEW, Homer W., Lt. (jg), USN,
 Kansas City, Mo.: Plotting officer
 aboard a submarine.

★ COPP, LeRoy F., PhM1c, USNR, Sum-
 mit, Ill. (posthumously): Attached to
 the 3d Bn., 21st Marines, 3d Marine
 Div., Guam, 26 July 1944.

★ CRANE, John F., Lt. (jg), USNR,
 Wood-Ridge, N. J.: Control officer in
 charge of antiaircraft guns, USS *Lex-
 ington*, Pacific area, 4 Dec. 1943.

★ DAVIS, Ezra A. A., CEM, USN,
 Sioux City, Iowa: Electrician's mate
 in charge aboard a submarine.

★ ELLIOTT, William L., PhM3c, USN,
 Colorado Springs, Colo. (posthumous-
 ly): Served with the 2d Bn., 20th Ma-
 rines, 4th Marine Div., Saipan, 14-19
 June 1944.

★ FESHOH, William E., PhM3c, USNR,
 Elmira Heights, N. Y. (posthumous-
 ly): Attached to the 3d Bn. of a regi-
 ment of the 1st Provisional Marine
 Brigade, Guam, 27 July, 1944.

★ FLETCHER, William B. Jr., Capt.
 (then Comdr.), USN, Washington,
 D. C.: CO of the USS *Libra*, Solomons
 area, 7-9 Aug. 1942, Funafuti, Ellice
 Islands, 2-3 Oct. 1942.

★ GLOVER, Cato D., Capt., USN, Cam-
 den, S. C.: CO of the USS *Enterprise*,
 Battle for Leyte Gulf, 25 Oct. 1944.

★ GROOM, Eugene, PhM2c, USNR,
 Odessa, Mo. (posthumously): Senior
 medical corpsman of his rifle company,
 attached to the 2d Bn., 3d Marines, 3d
 Marine Div., Guam, 25 July 1944.

★ HENDRICKS, William F., PhM3c,
 USNR, Detroit, Mich. (posthumously):
 Attached to a Marine division, Saipan,
 15 June 1944.

★ HILLER, Fred J., Lt., USNR, Mem-
 phis, Tenn.: Battery officer on an
 escort carrier, Battle for Leyte Gulf.

★ HODGES, Samuel Jr., PhM1c, USNR,
 Petersburg, Tex. (posthumously):

SILVER STAR MEDAL cont.

Medical collecting section, Saipan, 15 June 1944.

★ **HOLMES**, Calvin D., S1c, USNR, Chicago, Ill.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

★ **JOHNSON**, Wilford A., S1c, USN, Oakland, Calif.: Member of the crew of an escort carrier, southwest Pacific area.

★ **KEETCH**, Jim M., PhM2c, USN, Waco, Tex. (posthumously): Attached to Co. C, 2d Medical Bn., 2d Marine Div., Saipan, 15 June to 9 July 1944, Tinian, 24-31 July 1944.

★ **KELLY**, James L., Lt. (jg), USNR, Peoria, Ill.: Member of the crew aboard an escort carrier, Southwest Pacific Area.

★ **KENTER**, William V., S1c, USN, Omaha, Neb.: Member of the crew of an escort carrier, Battle for Leyte Gulf.

★ **KRUPINSKI**, Sylvester F., HA1c, USNR, West Allis, Wis. (posthumously): Attached to Co. C; 1st Bn., 1st Marines, 1st Marine Div., Peleliu, 18 Sept. 1944.

★ **LEE**, Jack R., S2c, USNR, Sanger, Calif.: Member of the crew of an escort carrier, Battle for Leyte Gulf.

★ **LEIBIK**, Albert J., PhM2c, USNR, Chicago, Ill. (posthumously): Attached to the 3d Bn., 24th Marines, 4th Marine Div., Saipan, 16-19 June 1944.

★ **LINDSEY**, James H., PhM3c, USNR, Tuscaloosa, Ala.: Attached to a Marine Battalion, Battle of Piva Forks, Bougainville, 23 Nov. 1943.

★ **LOCKLEAR**, Melvin L., CCS, USN, Oklahoma City, Okla. (posthumously): Aboard the USS *LST 531*, England, 28 April 1944.

★ **MANESS**, Lloyd B., CEM, USN, Greensboro, N. C. (missing in action): Hydraulic manifold operator, chief of the boat, USS *Growler*, 11 Aug.-26 Sept. 1944.

★ **MCGURL**, Daniel M., Capt., USN, Minersville, Pa.: Commander of a supporting unit of cruisers of a fast carrier task group, 13 Oct. 1944.

★ **MCKINNEY**, Joseph D., Comdr., USN, San Anselmo, Calif.: In command of a destroyer, Saipan, Battle of the Philippine Sea, Guam, Palau-Yap-Ulithi raids, Palau, Mindanao, Visayas, Luzon, Nansei Shoto, Formosa, Battle for Leyte Gulf.

★ **MCKNIGHT**, Carl H., PhM2c, USNR, Nashville, Tenn. (posthumously): Attached to the 1st Provisional Marine Brigade, Guam, 21 July-10 Aug. 1944.

★ **MILLER**, Robert L., S1c, USNR, Chilton, Wis.: Member of the crew of an escort carrier, Battle for Leyte Gulf.

★ **MOR**, Melvin A., Lt. (jg), USNR, Toledo, Ohio (missing in action): Pilot of a fighter bomber plane, Air Group 14, Philippines, 12 Sept. 1944.

★ **PITTINGTON**, Ira F., PhM2c, USNR, Peetz, Colo. (posthumously): Served with assault rifle company, Headquarters Co., 3d Bn., 6th Marines, Saipan, 15-16 June 1944.

★ **RASHIO**, Vincent P., S1c, USNR, Portland, Oreg.: Member of the crew, escort carrier, Battle for Leyte Gulf.

★ **RIORDAN**, William J., HA1c, USNR, Odell, Ill. (posthumously): Company aid man, Marine division, Saipan, 15 June-4 July 1944.

★ **ROBINSON**, Dunlap R., Lt. Comdr., USNR, Auburn, Calif.: Navigator of a destroyer, Southwest Pacific Area.

★ **ROBINSON**, Paul, PhM1c, USN, San Rafael, Calif.: Aboard an aircraft carrier, Philippines, 24 Oct. 1944.

★ **ROBY**, Raymond K., HA1c, USNR, Racine, Wis. (posthumously): Aid man with a Marine division, Saipan, 17 June 1944.

★ **SAGANIEC**, Stanley A., SC2c, USNR, Garfield, N. J. (posthumously): Aboard *PT 129*, New Guinea, 7 May 1944.

★ **SHARP**, William W., S1c, USN, Lewistown, Mont.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

★ **SHOEMAKER**, John A., S1c, USNR, Delaware, Ark.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

★ **SIECKMANN**, William A., S1c, USNR, San Bernardino, Calif.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

★ **SIMPSON**, Daniel W., Lt. (jg), USNR, Warwick, Ga.: Officer of the deck of a submarine.

★ **SMITH**, Robert M., Lt., USNR, Wheaton, Ill.: Battery officer on an escort carrier, Battle for Leyte Gulf.

★ **SNYDER**, Richard T., BM1c, USCG, Fremont, Ohio: Action on Biak Island, 27 May 1944.

★ **STOLZ**, David J., Lt. (jg), USNR, Syracuse, N. Y.: Battery officer on an escort carrier, Battle for Leyte Gulf.

★ **THOMAS**, George E., S1c, USNR, San Jose, Calif.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

★ **TREVVETT**, Walter R., BM1c, USN, Laurel, Va.: Aboard a vessel, Battle for Leyte Gulf.

★ **TRIPLETT**, Donald A., S1c, USNR, Howard Lake, Minn.: Member of the

crew aboard an escort carrier, Battle for Leyte Gulf.

★ **ULBERG**, Merle S., S1c, USN, Anderson, Calif.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

★ **WASHER**, John H., S1c, USNR, Anchorage, Ky.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

★ **WELCH**, William R., StM1c, USNR, Toledo, Ohio: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

★ **WESSON**, Joseph H., Comdr., USN, Pasadena, Calif.: In command of a destroyer, Saipan, Battle of the Philippine Sea, Guam, Palau-Yap-Ulithi, Mindanao, Visayas, Luzon, Nansei Shoto, Formosa, Battle for Leyte Gulf.

★ **WHETSTONE**, Joe R., S1c, USNR, Titus, Ala.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

★ **WIANT**, Thomas S., MM2c, USN, Golconda, Ill. (missing in action): Battle off Samar.

★ **WILKINSON**, Joseph M. Jr., S1c, USNR, Baton Rouge, La.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.



DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ **WEYMOUTH**, Ralph, Lt. Comdr., USN, Detroit, Mich.: Pilot of a divebomber, Tarawa and Wake, 18 Sept. and 5 Oct. 1943.

First award:

★ **ALLEN**, Harry R., Lt. (jg), USNR, Bement, Ill.: Bombing Squadron 13, Marianas, Philippines, Formosa, Bonins.

★ **BAKER**, Howard J., Lt., USN, North Seattle, Wash.: Pilot of a patrol plane, Patrol Squadron 63, Gibraltar, February 1944.

★ **BARRUCH**, Herbert R., Lt. (jg), USNR, Brooklyn, N. Y.: Bombing Squadron 13, Marianas, Philippines, Formosa, Bonins, Ryukyus.

★ **BLACKWELL**, Frank H., Lt. (jg), USNR, Petersburg, Va.: Action in the Southwest Pacific.

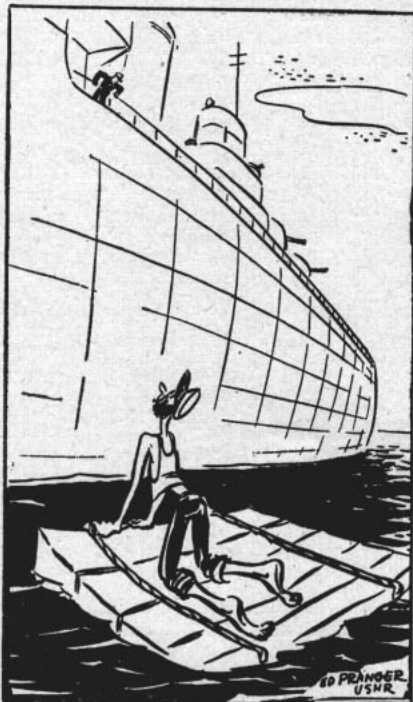
★ **BLAIR**, Frederick J. C., Ens., USNR, Seattle, Wash. (missing in action): Pilot in a fighting squadron, USS *Hornet*, Formosa and Philippine areas, 14 Oct. 1944.

★ **CALDWELL**, David C., Lt. Comdr., USN, Lanikai, Oahu, T. H.: Flight leader, carrier-based bombing squadron, 29 Oct. 1944.

★ **CHASE**, Kenneth C. Jr., Lt. (jg), USNR, Dayton, Ohio (posthumously): Pilot in a fighting squadron, USS *Hornet*, Nansei Shoto, 10 Oct. 1944.

★ **DAYHOFF**, Nelson W., Lt., USNR, Abilene, Kans. (missing in action): Pilot in a fighting squadron, USS *Hornet*, Formosa and Philippine areas, 14 Oct. 1944.

★ **DIBB**, Robert A. M., Lt., USN, Burbank, Calif. (posthumously): Leader of a division of fighter planes, Truk and Tinian, 16-22 Feb. 1944.



Hoist (NTC, San Diego)

"Sorry, I can't take you aboard. We're two men over ship's company allowance now."



Navy Yard News (Boston)

★ **DOBBIE**, William C. Jr., ARM2c, USNR, Fairmont, W. Va.: Combat aircrewman of a carrier-based divebomber, Philippine Sea, 25 Oct. 1944.

★ **EMRICK**, Paul E., Comdr. (then Lt. Comdr.), USN, Butler, Pa.: Commander of a torpedo squadron, Marcus Island, 31 Aug. 1943.

★ **FISCHER**, William F. Jr., Lt. (jg), USNR, Bronx, N. Y.: Pilot of a plane, Philippines, 21 Sept. 1944.

★ **GOLDBERG**, Samuel E., Lt. (jg), USNR, Oakland, Calif. (missing in action): Pilot in a fighting squadron, USS *Hornet*, Formosa and Philippines, 14 Oct. 1944.

★ **GRUBIN**, Seaman, Lt. (jg.), USNR, New York, N. Y. (missing in action): Pilot of a fighter-bomber, Air Group 14, Philippines area, 12 Sept. 1944.

★ **HARRISON**, James C., Lt. (jg), USNR, Lawrence, Kans.: Carrier pilot, Bombing Squadron 13.

★ **HAYWARD**, John T., Comdr., USN, Pensacola, Fla.: Commander of a heavy bombing squadron, Wake Island 5 Oct. 1943.

★ **HEATH**, John H., Lt. (jg), USNR, New Orleans, La.: Pilot in a dive-bombing squadron, Philippine area, 12 Sept. 1944.

★ **HEIZER**, Donald, Lt. (jg), USNR, Rocky Ford, Colo.: Pilot of a bomber, Battle for Leyte Gulf.

★ **HOPFNER**, Paul, Ens., USNR, Detroit, Mich. (posthumously): Pilot of a fighter plane, USS *Kalinin Bay* air group, Battle for Leyte Gulf.

★ **HOWARD**, Robert E., Lt. (jg), USNR, Laurel, Miss.: Bombing squadron 13, Marianas, Philippines, Formosa, Bonins, Ryukyus.

★ **HUNT**, Richard L. Jr., Lt. (jg), USNR, Kansas City, Mo. (missing in action): Pilot of a torpedo bomber, Luzon, 15 Dec. 1944.

★ **LANGDON**, Ned W., Lt., USNR, Sherwood, Ohio: Leader of a fighter division, Truk and Tinian, 16-24 Feb. 1944.

★ **LUCAS**, James C., Ens., USNR, Wilton, Ala. (missing in action): Pilot of torpedo bomber, USS *Kitkun Bay*, Marianas, Palaus, Philippines, Battle for Leyte Gulf.

★ **MADDEN**, Walter J. D., Lt., USNR,

Champaign, Ill. (missing in action): Pilot of a bombing plane, Philippines, 24 Sept. 1944.

★ **MATTHEWS**, Harold E., Lt. (jg), USNR, Roxbury, Mass. (missing in action): Pilot in Fighting Squadron 51, USS *San Jacinto*, Luzon, Battle for Leyte Gulf.

★ **MAYHEW**, Ralph A., Ens., USNR, Salt Lake City, Utah (posthumously): Pilot of a fighter plane, Leyte, 17-24 Oct. 1944.

★ **MCNEILL**, Wilson C., Lt., USNR, Carterville, Ill. (missing in action): Pilot of a bombing plane, Philippines, 24 Sept. 1944.

★ **MURPHY**, Henry L., Lt. (jg), USNR, Burgaw, N. C. (missing in action): Pilot of a torpedo bomber, USS *Enterprise*, Bonins, Palaus, Okinawa, Formosa.

★ **NELSON**, Luther O. Jr., Lt. (jg) USNR, Wichita Falls, Tex.: Pilot of a carrier-based plane, southwest Pacific area.

★ **NORMAN**, Geoffrey P., Lt. Comdr., USN, South Pittsburg, Tenn.: CO of a bombing squadron, Truk, 16-17 Feb. 1944.

★ **OWENS**, Gordon N., Lt. Comdr., USN, Lawton, Okla.: CO of a torpedo squadron, Truk, 16-17 Feb. 1944.

★ **PENZA**, Louis J., ARM2c, USNR, Philadelphia, Pa.: Combat aircrewman of a divebomber, Philippine Sea, 25 Oct. 1944.

★ **PETERS**, James M., Comdr., USN, Alexandria, La.: Commander of a composite squadron, Marcus Island, 31 Aug. 1943.

★ **PHILLIPS**, John P., Lt., USNR, Cleveland, Ohio (missing in action): Executive officer of carrier-based Dive-Bombing Squadron 6, Gilbert, Marshall and Caroline Islands, 19 Nov. 1943-16 Feb. 1944.

★ **POLLARD**, Allen A., Ens., USNR, Waskom, Tex. (missing in action): Pilot of a fighter plane, USS *Kitkun Bay*, Marianas, Palau and Philippine Islands areas.

★ **RABY**, John, Comdr., USN, Pensacola, Fla.: Commander of a carrier-based air group, Marcus Island, 31 Aug. 1943.

★ **ROHLEDER**, Andrew H. 3d, Lt. (jg), USNR, Rockingham, N. C. (missing in action): Pilot of a bombing plane, Philippines, 24 Sept. 1944.

★ **ROONEY**, Paul C., Lt. Comdr., USN, Haddam, Kans.: Pilot of a fighter plane, commander of a carrier-based fighting squadron, Attu.

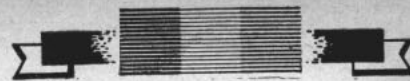
★ **ROSS**, Robert C., Lt., USNR, Los Angeles, Calif.: Pilot of a fighter plane, Tarawa and Wake, 18 Sept. and 5 Oct. 1943.

★ **SCHRADER**, Frederick R., Comdr., USN, Long Beach, Calif. (posthumously): Flight leader of escorting fighter planes, Tinian, Heito, Formosa, 13 Oct. 1944.

★ **SILBER**, Sam L., Comdr., USNR, Baltimore, Md.: CO of a fighter squadron, Truk, 16-17 Feb. 1944, Guam and Tinian, 22 Feb. 1944.

★ **SOUTHERLAND**, Leonard B., Comdr., USN, Fort Payne, Ala.: Air group commander, Tarawa and Wake, 18 Sept. and 5 Oct. 1943.

★ **WILLIAMS**, MacPherson B., Comdr., USN, Augusta, Ga.: Commander of a bombing squadron, Marcus Island, 31 Aug. 1943.



NAVY AND MARINE CORPS MEDAL

★ **BANKS**, George I., SC2c, USCG, Auburn, Nebr.: Member of the crew of USCG cutter 16, coast of France, June 1944.

★ **BENZ**, George W., PhM2c, USNR, Hollis, N. Y.: Philippines, 24 Oct. 1944.

★ **BERRY**, H. P., SM2c, USNR, East Bridgewater, Mass.: Rescue, Tamar River, 22 July 1944.

★ **BOYETTE**, James, S1c, USCG, Pinellas Park, Fla.: Member of the crew of USCG cutter 16, coast of France, June 1944.

★ **CHEEVER**, William A., CBM, USCG, Nahant, Mass.: Member of the crew of USCG cutter 16, coast of France, June 1944.

★ **DAVIS**, Nathaniel B. Jr., Lt. Comdr., USN, Hingham, Mass.: Mindoro, Philippine Islands.

★ **DODD**, Neal D., SoM3c, USCG, Peoria, Ill.: Member of the crew of USCG cutter 16, coast of France, June 1944.

★ **DUSSEAU**, Joseph W., BM1c, USNR, Taunton, Mass.: Aboard a destroyer escort, Atlantic area, 18 Oct. 1944.

★ **EVERSFIELD**, William, S1c, USCG, West Palm Beach, Fla.: Member of the crew of USCG cutter 16, coast of France, June 1944.

★ **FRANK**, David, QM3c, USNR, New York, N. Y.: Rescue, 27 Jan. 1945.

CBM Decorated; Saved Boy's Life 32 Years Ago

John E. Ames, CBM, USN, Richmond Hill, N.Y., has been awarded the Navy and Marine Corps Medal for an act of heroism performed 32 years ago. On 15 Jan. 1913, Ames leaped into the ice-choked North River in New York City to rescue



Official U. S. Navy photograph

John E. Ames and his medal.

a 10-year-old boy who had fallen off Pier 96. After a struggle with ice and current, he kept the boy from sinking until they were both hauled to safety. Ames, who entered the Navy in 1902, is now an instructor in seamanship at Pier 11, East River, New York.

NAVY & MARINE CORPS MEDAL cont.

- ★ GOODRICH, Frank S., Lt. (jg), USNR, Iron Mountain, Mich.: Aircraft carrier, Philippines, 24 Oct. 1944.
- ★ GRIGSBY, John E., HA1c, USNR, Miami, Okla. (posthumously): Hospital corpsman, medical section, 3d Bn., 21st Marines, 3d Marine Div., Guam, 21 July 1944.
- ★ HOFFMANN, Paul E., Comdr., (MC) USNR, San Francisco, Calif.: USS *Lexington*, Pacific area, 4 Dec. 1943.
- ★ IVY, Charles B., MoMM1c, USCG, Goldthwaite, Tex.: Member of the crew of USCG cutter 16, coast of France, June 1944.
- ★ KASHINKAS, Jerome F., MoMM1c, USCG, Scranton, Pa.: Member of the crew of USCG cutter 16, coast of France, June 1944.
- ★ KUCK, Henry T., CM3c, USNR, Charleston, S. C.: Salvage operations, Pearl Harbor, 7 Dec. 1941.
- ★ LANG, Ernest H. Jr., GM3c, USNR, San Diego, Calif.: Aboard the USS *Kidd*, New Britain, 11 Nov. 1943.
- ★ LOVELLE, David A., PhM1c, USN, Dillon, S. C. (posthumously): Cape Gloucester, New Britain, 11 Jan. 1944.
- ★ MCCARTHY, Arthur J. F., Lt. (jg), USN, Brooklyn, N. Y.: Atlantic area, 18 Oct. 1944.
- ★ MOSCHETTI, George A., MoMM1c, USCGR, Greensburg, Pa.: Crew member of a CG cutter, 30 June 1944, coast of France.
- ★ MOSES, Raymond, Cox., USNR, Nespeken, Wash.: Philippines, 24 Oct. 1944.
- ★ NORTH, James B., BM2c, USCG, West Palm Beach, Fla.: Member of the crew of USCG cutter 16, coast of France, June 1944.
- ★ PRAUSE, Robert H., Lt., USCG, Astoria, Oreg. (posthumously): Executive officer of the USS *Escanaba*, 3 Feb. 1943.
- ★ RACANELLI, Vito N., SoM2c, USCGR, San Francisco, Calif.: Crew member of a CG cutter, 30 June 1944, coast of France.
- ★ SEAMON, Max T., S1c, USCGR, Sherburne, N. Y.: Aboard a cutter, 7 Aug. 1944, coast of France.
- ★ SHANK, Harold D., GM1c, USCGR, Dayton, Ohio: Crew member of a CG cutter, 30 June 1944, coast of France.

- ★ SHEA, John J., QM3c, USNR, Cleveland, Ohio: Crewman on the USS *YMS 351*, English Channel, 26 Dec. 1944.
- ★ SPADER, Ernest, HA1c, USNR, Topeka, Kans. (posthumously): Served with a Marine division, Guam, 21 July 1944.
- ★ STETKAR, Emil, BM1c, USCG, Detroit, Mich.: Attached to a CG cutter, Alaska, 30 Oct. 1944.
- ★ STRUBE, William E., Lt., (MC) USNR, Fort Worth, Tex.: USS *Hazelwood*, Pacific area, 26 Oct. 1943.
- ★ SUGGS, James R., Ens., USNR, Whiteville, N. C. (posthumously): Attached to a patrol bombing squadron, Alameda, Calif., 22 Nov. 1944.
- ★ SWEENEY, William F., GM3c, USCG, Seekonk, Mass.: Member of the crew of USCG cutter 16, coast of France, June 1944.
- ★ SWIERC, Michael J., MoMM2c, USCG, Falls City, Tex.: Member of the crew of USCG cutter 16, coast of France, June 1944.



BRONZE STAR MEDAL

Gold star in lieu of second award:

- ★ DOHERTY, Augustine J., Lt., USNR Winsted, Conn.: Aide, flag lieutenant signal officer on the staff of a task force commander, August 1944 to January 1945.
- ★ FLANAGAN, Henry C., Commodore, USN, Philadelphia, Pa.: Commander of a transport division, Saipan, June 1944.
- ★ LEE, John M., Comdr., USN, Washington, D. C.: CO of a destroyer, Marianas, Battle of the Philippine Sea, June and July 1944.
- ★ MARZANO, James P. Jr., Lt. (jg), USNR, Chicago, Ill.: CO of an LCI, Palau, 23 Sept. 1944.
- ★ RYAN, John J. P., Lt. (jg), USNR, Hibbing, Minn.: CO of an LCI, Palau, 23 Sept. 1944.
- ★ STEVENSON, William A., Comdr., USN, Eugene, Oreg.: CO of a submarine.
- ★ WALSH, John F., Capt. (then Comdr.), USN, Washington, D. C.: Commander, Destroyer Division, Task Force 58, Battle of the Philippine Sea.

First award:

- ★ ABRADI, Francis J., GSgt., USMC, Jersey City, N. J.: In charge of a gun crew, Marine artillery battalion, Peleliu, 13-14 Oct. 1944.
- ★ ATKESON, John C., Comdr., USN, Columbia, Ala.: CO of a destroyer, Palau and Philippine landing operations.
- ★ AULT, Frank M., Lt., USNR, New Tazewell, Tenn.: Diving officer of a submarine.
- ★ BAKER, Reginald J., GM3c, USNR, Mattapan, Mass.: Member of an Armed Guard gun crew aboard a merchant ship, Italy, December 1943.
- ★ BENNETT, David E., S1c, USCGR, Fort Montgomery, N. Y.: Member of an assault transport beach party, Leyte, 20 Oct. 1944.
- ★ BLACK, Arthur P., Comdr., (MC) USNR, El Paso, Tex.: Senior medical officer in charge of a field hospital, northeastern China, 15 Aug. 1943 to 6 Dec. 1944.

- ★ BRUBACKER, Charles E., Lt., (ChC) USNR, Birmingham, Ala.: Regimental chaplain, Marine infantry regiment, Saipan, Tinian, 15 June-3 Aug. 1944.
- ★ CATE, James S., Lt., (DC) USNR, Baker, Oreg. (posthumously): Attached to 23d Marines, 4th Marine Div., Saipan and Tinian, 15 June-25 July 1944.
- ★ CAVERLY, Floyd M., RT1c, USNR, Grove City, Minn. (missing in action): Sound operator on a submarine, Pacific area.
- ★ CLAGGETT, Bladen D., Comdr., USN, Baltimore, Md.: CO of a vessel, Southwest Pacific Area.
- ★ COLGAN, William W., PhM2c, USNR, Carteret, N. J. (posthumously): Attached to 3d Bn., 7th Marines, 1st Marine Division, Cape Gloucester, 2 Jan. 1944.
- ★ CORD, George E., GM3c, USN, Leavenworth, Kans.: Member of an Armed Guard crew aboard the SS *Lincoln Steffens*, coast of Algeria, 11 Nov. 1943.
- ★ COSTELLO, James W., Lt. (jg), USNR, Malden, Mass.: Executive officer of PT 194, CO of PTs 192 and 195, New Britain, New Guinea, August 1943 to July 1944.
- ★ CULP, James H., CEM, USN, Oak Creek, Colo. (missing in action): CEM in charge of the electrical plant of a submarine.
- ★ DAVIDSON, William O., Lt. (jg), USN, Long Beach, Calif.: Battery officer, USS *Kitkun Bay*, Battle off Samar.
- ★ DOZIER, Henry R., Comdr., USN, Omaha, Nebr. (posthumously): Chief of staff and operations officer on the staff of the commander of a carrier division, Marianas, June 1944.
- ★ EDGE, Lawrence L., Lt. Comdr., USN, Atlanta, Ga.: CO of a vessel on a war patrol.
- ★ FLANAGAN, Henry C., Commodore, USN, Philadelphia, Pa.: Commander of a transport division, Leyte, 20 Oct. 1944.
- ★ FREEMAN, Frank W., MoMM2c, USCG, Hastings, Okla.: Aboard the USS *Samuel Chase*, invasion of Normandy.
- ★ GASSER, Roland R., Capt., (MC) USN, Brooklyn, N. Y.: Medical officer in command of a fleet hospital, South Pacific Area, 31 March 1944 to 7 April 1945.
- ★ GILTNER, William F., Cox., USCGR, Chicago, Ill.: Member of Navy Beach Party 6, Biak, 22 May 1944.
- ★ GOLDMAN, Robert, PhM2c, USCGR, Stamford, Conn.: Aboard a small warship, Leyte, 12 Nov. 1944.
- ★ GROSSCUP, Paul B. Jr., Lt. Comdr., USNR, Pittsburgh, Pa.: Officer on the staff of a carrier-division commander, Leyte.
- ★ GUZIK, Raymond R., MoMM2c, USCG, Chicago, Ill.: Aboard the USS *LCI(L) 84*, invasion of Normandy.
- ★ HARVEY, Joe M., MM2c, USN, Morristown, Tenn.: Member of the crew of a landing boat, Pacific area.
- ★ HEINTZ, Charles A., CRT, USNR, Philadelphia, Pa.: Leading radio technician aboard a submarine.
- ★ HEWINS, John S., Lt. (jg), USCGR, Hampton, Va.: Sound officer aboard a warship.
- ★ HOFFMAN, Jesse W., MoMM1c, USN, Wilkes-Barre, Pa.: Member of the crew of a submarine.



Wheelwatch (NAS, Cape May, N. J.)

"No spring hats in the Waves, Irene!"

★ **HOLLADAY**, Darwin A., PhM2c, USN, Chattanooga, Tenn. (posthumously): Collecting section, 4th Medical Bn., 4th Marine Div., Saipan, 15 June-9 July 1944.

★ **HOMESLEY**, Gerald, Cpl., USMC, Lawton, Okla.: Operator of an amphibian tractor, Saipan, 15 June 1944.

★ **HUDSON**, Albert L., CMM, USN, Seattle, Wash. (missing in action): Hydraulic manifold operator aboard a submarine.

★ **HUGHES**, John F. Jr., Lt. (jg), USNR, Lansdowne, Pa.: OinC of a craft engaged in resupplying a base.

★ **HUNTER**, Ira O., CRT, USN, New London, Conn.: Member of the crew aboard a submarine.

★ **HUTCHINSON**, Myron W. Jr., Capt., USN, Norfolk, Va.: OinC and senior member of all inspection boards of the Atlantic Fleet Amphibious Training Command.

★ **HUTTON**, William E., Lt. Comdr., USNR, Detroit, Mich.: Assistant to the air officer and V-4 division officer from 24 Nov. 1943 to 4 Aug. 1944, ship's secretary and awards officer, 4 Aug.-29 Oct. 1944.

★ **JEFFERY**, Eugene C., CPhM, USNR, Kansas City, Kans.: Attached to a boat pool, Solomons, 2-4 July 1943.

★ **JENKINS**, Robert P., Lt., USNR, Carrollton, Ga.: CO of a minesweeper, Anzio-Nettuno area, January 1944.

★ **JESTER**, H. M., CTM, USN, San Francisco, Calif.: Member of the crew aboard a submarine.

★ **JOHNSON**, Carl F., Lt. (jg), USNR, Springfield, Mass.: Control officer of a gun battery aboard a destroyer, 13-14 Oct. 1944.

★ **JUNKER**, Alexander F., Capt., USN, McKeesport, Pa.: CO of a transport, Pacific area.

★ **KEYES**, Charles M., Comdr., USN, Greeley, Colo.: CO of a destroyer, Kurils, June 1944.

★ **KNOPS**, Harry T., CEM, USN, Oakland, Calif. (missing in action): CEM in charge of interior communications, USS *Grayback*.

★ **LASSITER**, Herbert C., Capt. (SC) USN, Norfolk, Va.: Supply officer on the staff of Commander Alaskan Sector, 1 July 1942 to September 1943.

★ **LEARY**, Leo H. Jr., Lt. (jg), USNR, Rumford, R. I.: Pacific operations.

★ **LEDBETTER**, Edward H., PhM3c, USNR, Edneyville, N. C. (posthumously): Member of the collecting section, Co. A, 4th Medical Bn., 4th Marine Div., Tinian, 24 July-1 Aug. 1944.

★ **LEONG** Jin Chun, RT2c, USNR, Providence, R. I.: Aboard ship, Philippine Islands, 24 Oct. 1944.

★ **LESLIE**, Maxwell F., Capt., USN, Spokane, Wash.: Operations officer, staff of Commander, Garrison Air Force, Western Carolines, 25 July-15 Dec. 1944.

★ **LINDHE**, Leslie J., Pharmacist, USN, Highland, N. Y.: Member of the crew aboard a submarine.

★ **LoCASCO**, Angelo, PhM1c, USNR, Los Angeles, Calif. (missing in action): Aboard the USS *Harder*.

★ **LOWERY**, George A., CBM, USCG, San Leandro, Calif.: Aboard an Army tug, 5 Dec. 1944.

★ **LYNCH**, Richard B., Comdr., USN, Citronella, Ala.: CO, submarine, Pacific area.



Plane Shooter (AGS, Shelton, Va.)

"I had the second dog watch last night."

★ **MACGILPIN**, Harold H. Jr., Lt. (jg), USNR, Worcester, Mass.: Aboard destroyer, Aleutians to Philippines.

★ **MACKLIN**, Edward E., F1c, USCG, Spokane, Wash.: Crew member of an Army tug, 5-6 Dec. 1944.

★ **MAKER**, Lyon E., CPhM, USN, San Diego, Calif. (posthumously): Battle of Roi-Namur, Kwajalein Atoll, 1-5 Feb. 1944; Saipan, 15 June-9 July 1944.

★ **MAKI**, Edward A., Lt. (jg), USNR, Franklin Mine, Mich.: Assistant engineering officer, destroyer escort, Algerian coast.

★ **MANNING**, Ralph E., EM2c, USNR, Sacramento, Calif. (missing in action): Stern planesman, USS *Harder*.

★ **MARZANO**, James P. Jr., Lt. (jg), USNR, Chicago, Ill.: CO of a fire-support ship, Pacific area, June and July 1944.

★ **MCCALLUM**, Angus, CMM, USN, Walton, Ontario: Member of the crew on a submarine.

★ **MCCANN**, Allan R., Rear Admiral, USN, North Adams, Mass.: CO of the USS *Iowa*, western Pacific area.

★ **McCOOL**, William K. Jr., S1c, USNR, Detroit, Mich.: Member landing craft crew.

★ **McGILLICUDDY**, Leo X., Cox., USCG, Boston, Mass.: Coxswain of a landing boat, Kwajalein, January and February 1944; Guam, July 1944; Peleliu, September 1944; Leyte, 20 Oct. 1944.

★ **McNAMARA**, Carl T., Capt., USNR, Verona, N. J.: OinC, convoy and routing section, Operations Division, staff of ComSoPac and SoPacFor, 2 July 1943-25 March 1944.

★ **MEDLEY**, Benjamin R., RM2c, USNR, Marfa, Tex. (missing in action): Sound operator, USS *Harder*.

★ **MEEKINS**, George T., Ens., USCGR, Cambridge, Md.: CO, Coast Guard cutter, Normandy invasion.

★ **MEYER**, Bernard H., Comdr., USN, St. Petersburg, Fla.: CO of the USS *Erickson*, Italy.

★ **MICHELS**, John H., Lt., USCGR, Rockville Center, N.Y.: Executive officer of a Coast Guard cutter, Atlantic Fleet, summer and fall of 1943.

★ **MILLER**, Paul, CEM, USN, Groton, Conn.: Chief of the boat on a submarine.

★ **MILLICAN**, Robert I., PhM3c, USNR, Cordova, Ala.: Normandy invasion.

★ **MITCHELL**, Eugene V., BM1c, USN, Glamorgan, Va.: Aboard ship, Philippine Islands, 24 Oct. 1944.

★ **MITCHELL**, John W., Lt., USNR, Natick, Mass.: Aboard a destroyer, Aleutians to Philippines, strikes against Haiphong and Camranh Bay.

★ **MONROE**, Paul H. Jr., Lt., USNR, Los Angeles, Calif.: Diving officer of a submarine.

★ **MOORE**, Thomas H., CMM, USN, Evanston, Ill.: USS *Phelps*, Pacific area.

★ **MOREY**, David N. Jr., Lt., USNR, Milwaukie, Oreg.: Executive officer, evaluation officer and navigator of USS *Buchanan*, Solomon Islands area, 5 Oct. 1943-27 Feb. 1944.

★ **MORGAN**, Arthur B., EM2c, USNR, Butte, Mont. (missing in action): Aboard the USS *Harder*.

★ **MOULTON**, Horace D., Comdr., USNR, Huntington Park, Calif.: Air operations officer, staff of ComSoPac and SoPacFor, 3 Aug. 1943-25 March 1944.

★ **MUNGER**, Malcolm T., Comdr., USN, Stoneham, Mass.: CO of a close-in fire support ship, Pacific area, 15 June to 2 Aug. 1944.

★ **NAZRO**, Thomas W., Lt., USNR, Concord, N. H.: Executive officer, destroyer escort, Algerian coast.

★ **NELSON**, Edward C., HA1c, USNR, St. Paul, Minn.: Corpsman with a Marine infantry battalion, Peleliu, 16 Sept. 1944.

★ **NEWBERG**, Merle O., Pfc., USMC, Milwaukee, Wis.: Guadalcanal, British Solomon Islands, Tarawa, Saipan actions, August 1942-July 1944.

★ **NISEWANER**, Terrell A., Comdr., USN, Coronado, Calif.: CO of a close-in fire support ship, Pacific area, 15 June to 2 Aug. 1944.

★ **OVERBEY**, Gilbert L., MM3c, USN, St. Louis, Mo.: Member of the crew of a landing boat.

★ **OWEN**, Robert W., S1c, USCG, Encino, Calif.: Crew member of an Army tug, 5-6 Dec. 1944.

★ **PADGETT**, Joseph L., Lt. (jg), (CEC) USNR, Marion, N. C.: OinC, naval combat demolition unit, invasion of southern France.

★ **PARRISH**, Lloyd W., Comdr., USN, Virginia Beach, Va.: CO, Photographic Squadron 2, photographic officer on staff of Commander, Air Force, Atlantic Fleet, October 1943-March 1945.

★ **PARSONS**, Edward J., S1c, USNR, Revere, Mass. (posthumously): Member of a landing boat crew, invasion of Saipan, 14 June 1944.

★ **PATTERSON**, Donald H., Lt., USNR, Baltimore, Md.: Executive officer, USS *Somers*, invasion of southern France.

★ **PATTERSON**, John P., BM2c, USNR, Townsend, Mont.: Coxswain of a landing boat, New Georgia, 14 July 1943.

★ **PATTERSON**, Robert H., S2c, USNR, Burbank, Calif.: Aboard ship, Philippine Islands, 24 Oct. 1944.

BRONZE STAR MEDAL cont.

★ **PATTYSON**, Brewster G., Ens., USCGR, Rochester, N. Y.: CO, Coast Guard cutter, invasion of Normandy.

★ **PECK**, Irving H. Jr., Lt. Comdr., USNR, Derby, Conn.: Officer aboard an escort carrier, Battle for Leyte Gulf.

★ **PELLETIER**, Lucien E., AMM2c, USNR, Salem, Mass.: USS *Princeton*, Battle for Leyte Gulf.

★ **PETTINGILL**, Albert C., CEM, USN, Haverhill, Mass.: Chief of the boat, submarine.

★ **PHILLIPS**, Frederick N., Comdr., USN, Wheeling, W. Va.: Officer of a ship, Battle for Leyte Gulf.

★ **PIKE**, Clarence H., Capt., USN, Marblehead, Mass.: CO, USS *Vulcan*, invasion of southern France.

★ **POOLE**, Thornton B., Lt., USNR, Plandome, N.Y.: CO of a control vessel, Normandy invasion.

★ **POSTON**, G. C., ACMM, USN, Mooresville, N. C.: In charge of repair and maintenance, fighting squadron, Solomon Islands, 13 Sept.-16 Oct. 1942.

★ **POWERS**, Burke L., Lt. (jg), USCGR, Oskaloosa, Iowa: CO, Coast Guard cutter, 7 Aug. 1944.

★ **POWERS**, James A., S1c, USCGR, Ozone Park, N. Y.: Aboard an LCM, Bay of Seine, 9 June 1944.

★ **PRATT**, William V. 2nd, Comdr., USN, Washington, D. C.: Executive officer and navigator of a destroyer, Bougainville, November 1943.

★ **PUC**, Adam M., Cox, USN, Chicago, Ill.: Aboard a cruiser, went aboard *Princeton*, 24 Oct. 1944.

★ **RAGAN**, Thomas C., Capt. (then Comdr.) USN, Washington, D. C.: CO, destroyer, Kolombangara, Shortland and Bougainville, British Solomon Islands, 29 June 1943.

★ **REITER**, Harry L., Comdr., USN, Santa Barbara, Calif.: Gunnery officer aboard USS *Quincy*.

★ **REXROAD**, Wilford A., Ens., USN, Gage, Okla.: Computer operator, OinC of plotting room, USS *Buchanan*, Solomon Islands area.

★ **REYNOLDS**, William L., Lt., USNR, Midland, Pa. (missing in action): While officer of the deck, USS *Flier*.

★ **RIGGS**, Walter H., TM3c, USNR, Jacksboro, Tex.: In the torpedo overhaul shop of a submarine base, October 1943 to 1 Sept. 1944.

★ **RILEY**, Francis X., Lt. (jg), USCG, Brooklyn, N. Y.: CO of a landing craft, invasion of Normandy.

★ **ROACH**, John P., Comdr., USN, Dallas, Tex.: CO, submarine, Pacific area.

★ **ROBB**, W. S., Lt. Comdr., USNR, Philadelphia, Pa.: Operations officer, fighting squadron, Solomon Islands, 15 Sept.-16 Oct. 1942.

★ **ROBERTS**, Samuel R., FCM2c, USNR, Chicopee Falls, Mass.: Member of the crew of a submarine.

★ **RUA**, Louis, F1c, USCG, Philadelphia, Pa.: Crew member of an Army tug, 5-6 Dec. 1944.

★ **RUSSILLO**, Michael P., Comdr., USN, West Newton, Mass.: CO of a submarine.

★ **RUTGERS**, Russell J., Pfc., USMC, Holland, Mich.: Saipan, 20 June 1944.

★ **RYAN**, John J. P., Lt. (jg), USNR, Hibbing, Minn.: CO of a fire-support ship, Pacific area, June and July 1944.

★ **SARAZIN**, Raymond P., Pfc., USMC, Cloquet, Minn.: Marine artillery battalion, Saipan, 7 July 1944.

★ **SCHEU**, Robert S., Lt. (jg), USCGR, Buffalo, N. Y.: CO, Coast Guard cutter, Normandy invasion.

★ **SCHIEKE**, Herman E., Capt., USN, Edgewater, Md.: CO of a transport, Pacific area.

★ **SCHNEIDER**, Albert M., Chief Machinist, USNR, Bronx, N.Y.: OinC of a repair party, Atlantic area.

★ **SCHUH**, Charles J. Jr., Lt., USNR, St. Petersburg, Fla.: CO of a YMS, Anzio-Nettuno area, January 1944.

★ **SCOLES**, William V., PhM3c, USNR, Warsaw, Ind.: Marine division, Marianas.

★ **SHEPARD**, Andrew G., Capt., USN, Rochester, N. Y.: CO, cruiser, Kolombangara, Shortland and Bougainville, Solomon Islands, 29 June 1943.

★ **SHERIDAN**, William J., Ens., USN, Paterson, N.J.: OinC of salvage and boarding parties, Atlantic area.

★ **SHERWOOD**, Charles G., Lt., USN, Norfolk, Va.: CO, ATR 54, Normandy invasion.

★ **SHIPP**, Elvin E., MoMM1c, USN, Houston, Tex.: In charge auxiliary machinery, submarine.

★ **SISK**, Jesse L., BM1c, USN, Winchester, Tenn.: Mount captain, aircraft carrier, Philippine Islands.

★ **SMART**, Ned E., S1c, USCG, Gideon, Mo.: Crew member of an Army tug, 5-6 Dec. 1944.

★ **SMITH**, David B., Lt., USNR, Bridgeport, Conn.: Division officer and beachmaster, boat pool, Rendova-New Georgia area, Solomon Islands, 30 June-5 Aug. 1943.

★ **SMITH**, Edwin E., Lt. (jg), USCGR, Westfield, Mass.: CO, Coast Guard cutter, Normandy invasion.

★ **SMITH**, James P., Lt. (jg), USCGR, Blackwood, N. J.: CO of a Coast Guard cutter, invasion of Normandy.

★ **SOUTHARD**, James W., MoMM3c, USN, Mansfield, Ohio (posthumously): Member of a crew on *LSVP 377-6*, Normandy invasion.

★ **SPEERLING**, William E. 3rd, Maj., USMCR, Highland Park, N. J.: Regimental shore party commander, Guam, 21 July to 10 Aug. 1944.

★ **STARRETT**, William J., Lt. (jg),

USCGR, Boyertown, Pa.: CO of a Coast Guard cutter, invasion of Normandy.

★ **STECHER**, Robert W., Lt., USN, Assistant approach officer, submarine.

★ **STENT**, Ernest, Lt., USNR, Atherton, Calif.: Naval gunfire liaison officer, Biak, New Guinea, 27 May 1944.

★ **STEVENS**, Roy L., Chief Machinist, USN, Folsom, Pa.: Aboard the USS *ATR 1*, Anzio-Nettuno, 29 Jan. 1944.

★ **STRAUGH**, William D. Jr., Lt., USCGR, Philadelphia, Pa.: CO of the USS *LST 331*, coast of France, 15 June 1944.

★ **STRAUSBAUGH**, Lee E., CPhoM, USN, Port Royal, S. C.: Naval combat photographic unit, invasion of southern France.

★ **STURGESS**, Jay A., MM3c, USNR, Sioux City, Iowa: Action on Saipan, June 1944.

★ **SYMONDS**, Jack E., Bkr2c, USNR, Rochester, N. Y.: Gunnery-director operator aboard a destroyer, 14 Oct. 1944.

★ **THOMAS**, William P., PhM2c, USNR, Franklinton, La.: Attached to a Marine rifle company, Piva Forks, Bougainville, 24 Nov. 1943.

★ **THOMPSON**, Roy E., WT3c, USN, Bremerton, Wash.: Aboard USS *Phelps*, Pacific area.

★ **THOMPSON**, William H., PhM1c, USN, Seattle, Wash.: Marine infantry division, Saipan invasion.

★ **TOBIN**, Robert G., Capt., USN, Danville, Va.: CO, cruiser, Kolombangara, Shortland and Bougainville, British Solomon Islands, 29 June 1943.

★ **TURNER**, Vernon C., Comdr., USN, Brownwood, Tex.: CO, submarine, Pacific area.

★ **WAGONER**, Howard D., Sgt., USMCR, Rainsboro, Ohio: Acting rifle platoon leader, Guam, 22-23 July 1944.

★ **WALLACE**, Lawrence A., Lt. (jg), USNR, Wichita, Kans.: Executive officer and CO of motor torpedo boats, December 1943 to October 1944.

★ **WALSER**, Richard G., Lt., USNR, Lexington, N.C.: Communications watch officer, 7th Amphibious Force, Southwest Pacific area.

★ **WATKINS**, Frank T., Capt., USN, Hollywood, Calif.: CO, submarine, Pacific area.

★ **WEBBER**, Jerome E., Lt. Comdr., (MC) USNR, Grand Rapids, Mich.: Assistant surgeon, Marine regiment, Saipan, 15 June 1944.

★ **WESTON**, Kenneth R., Comdr., (MC) USNR, Allentown, Pa.: Senior medical officer, southern England, November 1943 to Normandy invasion.

★ **WILKINSON**, Thomas W., GM3c, USNR, Philadelphia, Pa. (posthumously): Gun captain aboard USS *LCI(G) 365*, Guam, 21 July 1944.

★ **WILSON**, Harold C., SoM2c, USNR, Lynn, Mass.: Pacific area.

★ **WILSON**, Ralph E., Capt., USN, Salem, Ore.: Senior assistant operations officer, staff of ComSoPac, SoPacFor, 31 Aug. 1943-25 March 1944.

★ **WOODHOUSE**, Ernest W., Lt. Comdr., USNR, St. Paul, Minn.: Commander of a minesweeper division, Leyte Island, 17-23 Oct. 1944.

★ **WRIGHT**, Clarence C., Lt., USN, Newton Center, Mass.: Aboard a destroyer, engineering plant, Aleutians to the Philippines.

★ **YOUNG**, George G., CFCM, USN, Roslindale, Mass.: Operated the main battery computer in a destroyer, maintained all fire-control equipment.



Seabag (NTS, Norfolk)

"I just know I've seen him somewhere before!"

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

Change in Rules Limits Sea, Foreign Pay; Here's a Summary of the New Regulations

Changes in regulations governing sea and foreign-duty pay have been issued by the Secretary of the Navy, under which personnel who have been receiving sea pay for duty in inland waters and on vessels *not in commission* are due to lose the 10 or 20% extra compensation for which they have been eligible in the past.

For pay purposes sea duty is defined by the directive (NDB, 31 May, 45-530) as follows:

- Service while assigned to duty with Armed Guard crews, communication or convoy groups, amphibious or Fleet Marine Forces, and mobile hospital units, for all periods when actually serving aboard vessels, and for a period not to exceed 30 days of shore duty immediately following and while still assigned to the same duty.

- Service performed by instructors and students at surface-ship or submarine schools for those days actually under way outside of inland waters, as defined in detail by Navy Regs., Chap. 55, Sec. 3.

- Service performed in an eligible vessel following issuance of orders by a competent authority (including temporary additional duty even though the primary duty is shore duty).

- Service as temporary additional duty ashore for a period not to exceed 30 consecutive days while the man is still attached to the vessel or assigned to duty as a regular or relief crew member, except as provided below.

- Service performed by all personnel attached to ship-based aviation units, including periods temporarily based ashore. (The term "ship-based aviation unit" is used to describe an aviation unit attached to and serving on board a vessel in full commission. The term "temporarily based ashore" is used to describe a unit landed ashore with intent to return to the same vessel from which it was landed, as for example, during a navy yard overhaul period.)

- Service performed by personnel under flight orders attached to fleet, sea-frontier or local defense units.

- Service performed by personnel under flight orders attached to NATS for periods of flight beyond the continental limits of the U. S.

Personnel are NOT considered to be on sea duty for pay purposes:

- While assigned to or serving with shore-based administrative or maintenance organizations of any unit (except for service actually performed in a vessel).

- While attached to receiving ships or station ships.

- While attached to or serving in a vessel which is *not in commission*, or

one that is restricted to service within the inland waters of the U. S., or in a non-self-propelled vessel, except for those days during which the vessel, by order of competent authority, actually operates outside of inland waters.

Personnel are, likewise, not eligible to receive sea-duty or foreign-service pay:

- While suspended or otherwise removed from duty by reason of an offense which results in conviction by court-martial.

- While confined in a brig or prison following a court-martial sentence. (COs are to notify disbursing officers in writing at the time of suspension or removal from duty and upon restoration to duty. Where trial does not result in conviction, retroactive sea or foreign-service pay is credited.)

How Sea Pay is Computed

The Pay Readjustment Act of 1942 provides additional pay for personnel of the Army, Navy, Marine Corps and Coast Guard, including the reserve components on active duty, while serving on sea duty, as defined by the head of the service concerned, or while on duty at any place beyond the continental limits of the U. S. or in Alaska, effective as of 7 Dec. 1941.

Enlisted personnel and warrant officers are eligible to receive 20% of their base pay as additional compensation. Commissioned officers, including commissioned (chief) warrant officers, receive 10% of base pay as additional compensation.

Enlisted men serving at sea on submarines receive 50% additional of base pay for their submarine service, plus 20% of their combined base pay and submarine-duty pay as sea-duty pay. Submarine officers receive 50% additional compensation, plus 10% of their combined base pay and submarine-duty pay for their sea service. Personnel on flight duty receive flight pay and sea-duty pay, figured on the same basis as for those serving in submarines.

Members of the Insular Force (such as the Chamorros on Guam) are entitled to 20% increase on the base-pay rates which are applicable to such personnel.

Midshipmen, aviation cadets, and Coast Guard cadets are not entitled to sea-duty or foreign-service pay.

Period of Sea-Duty Pay

When ordered to sea duty, personnel are entitled to sea-duty pay from the date of reporting to duty and including the date of detachment from duty, as stated in the orders. Personnel are entitled to continue receiving

their sea-duty pay while on authorized leave (not in excess of the statutory limit) or while sick in a hospital, provided they are not detached from sea duty.

Foreign-Service Pay

Although the percentages for figuring sea-duty pay are the same as for foreign-service pay, the two are considered separately in that they do not apply in the same manner to officers without dependents. Such officers receive no rental allowance while on sea duty, but continue to receive their rental allowance when on foreign-service duty. Officers with dependents receive rental allowance in both instances.

Period of Foreign-Service Pay

Enlisted personnel and officers are entitled to receive foreign-service pay from the date of departure from U. S. continental limits to the date of return. Personnel en route to join a vessel or to report for sea duty beyond U. S. continental limits, those en route between duty stations afloat and ashore beyond the continental U. S., and those en route to the U. S. after detachment from sea duty beyond U. S. continental limits are not eligible to receive sea-duty pay during these periods, but are entitled to foreign-service pay.

Personnel who are on duty in the U. S. and who are ordered to temporary duty beyond the continental limits or in Alaska, are not eligible for foreign-service pay, if the temporary duty is for less than seven days' duration and if such temporary duty is incident to or in direct connection with the paramount or primary duty in the U. S. Personnel on duty overseas or in Alaska are not eligible to receive foreign-service pay for periods of leave or temporary duty which they spend within U. S. continental limits.

The letter provides that all communications relative to sea duty for pay purposes are to be directed, via official channels, to the Chief of Naval Personnel, and are to contain a full statement of facts pertinent to the case.

Subsistence Allowance Raised 45 Cents a Day

Effective 1 June, enlisted men of the Navy, Marine Corps and Coast Guard received a 45-cent increase in the daily subsistence allowance authorized where no Government messing facilities are furnished. Executive Order No. 9561, which raised the total subsistence allowance to \$2.25 a day, is effective until 30 June 1946 and was announced in Alnav 126-45 (NDB, 15 June, 45-626). The order also extended a similar increase to Army personnel.

Officers to be Recruited from Ranks In 18 Specialized BuPers Programs

Eighteen specialized officer-recruiting programs were announced by BuPers last month for which a limited number of candidates are being sought from the enlisted ranks for appointment as commissioned and warrant officers. Although no minimum period of service is required, candidates must meet the following general qualifications as stated in BuPers Circ. Ltr. 159-45 (NDB, 15 June, 45-649):

Applicants must possess officerlike qualities and be U. S. citizens, free from physical defects which are organic and likely to become disabling or to interfere with their performance of duty. Ordinarily, visual acuity of 15/20 in each eye will be required for line-officer billets, and 12/20 for staff-officer billets, both correctible to 20/20 with glasses, and normal color perception. Exceptions to these general qualifications are stated in the individual programs which follow:

• **Medical officers:** Graduate of accredited medical school with at least one year of internship. For general medical officers, internship waived provided candidate applies immediately upon graduation. For specialist medical officers, recent practical experience in a particular specialty, or one year in general practice, required; membership on a Specialty Board desirable. Physical waivers. Age, 21-35 for general; 27-50 for specialists.

• **Dental officers:** Graduate of accredited school of dentistry, duly licensed to practice, and member in good standing of the American Dental Association. Two or three years of active practice immediately prior to entry into service desirable. Physical waivers. Age, 21-38.

• **Chaplains:** Must have successfully completed four years of college or university with minimum of 120 hours completed, and must be graduate of accredited theological seminary with minimum of 90 hours' work completed. Must be ordained, and receive ecclesiastical endorsement from their denomination before being commissioned. Visual waivers to 6/20 given to applicants having eyesight fully correctible to 20/20. Age, 22-45.

• **Stevedore officers:** Must have extensive experience in supervision and administration of the loading and unloading of general cargo ships, plus a thorough knowledge of rigging, stowing, accident prevention and maintenance of gear. Years of experience acceptable in lieu of formal education. Waivers: visual to 8/20 fully correctible to 20/20; 65½ inches tall; false teeth upper and lower; and defective hearing 15/20. Age, 25-50.

• **Malariologist or entomologist officers:** Must have degree, with major in medical entomology or biology desirable, and at least two years' recent experience in actual field work in mosquito control or similar fields. Physical waivers. Age, 21-44.

• **Physiologists:** Same as above, with

major in physiology desirable, and field work in physiology.

• **Radar officers:** Must have a degree in electrical or radio engineering or physics, with specialized study in the applications of electricity. College courses taken should include calculus and physics. Scholastic record above average. No waivers. Age, 19-31.

• **Supply officers, general service:** Must have degree; courses in business administration and economics desirable. College record and personality must be above average. Consideration will be given to applicants with eyesight 12/20 correctible to 20/20, and with defective color perception. Age, 19-29.

• **Supply officers, administrative:** Must have a college degree, preferably in business administration or allied fields, plus at least five years of practical business experience. Must have had successful experience in connection with organization management in an executive capacity, including the handling of groups of people, the planning of operations, and the determination of plans and policy. Must have experience in one or more of the following: general business, corporation law, procurement, inventory control, storage or movement of supplies and materials. Consideration will be given to applicants with eyesight 8/20 correctible to 20/20, and with defective color perception. Age, 27-38.

• **Port director officers:** Must have at least five years' experience as one of the following: marine, port terminal, pier, or stevedore superintendent; stevedore, port captain, export manager, marine engineer (maintenance), traffic manager, shipping agent. College education desirable, but extensive experience will be accepted in lieu of formal education. Physical waivers. Age, 30-50.

• **Procurement expeditors:** Must have a degree in mechanical engineering, electrical engineering, or business administration (specializing in business or industrial organization and management); in lieu of degree, eight or more years' experience in one of the above categories. At least four years' experience in industrial expediting desirable, and two years of such experience are essential. Physical waivers. Age, 29-40.

• **Petroleum inspectors:** Should have a degree in petroleum or chemical engineering; in lieu of degree, at least 10 years' experience in a responsible position in the oil refinery field, or laboratory experience in connection with fuel oil and its derivatives. Should have at least two years' actual refinery and laboratory experience in analysis of petroleum products. Physical waivers. Age, 23-38.

• **Materials-handling supervisors:** Must have at least three years' experience in a responsible supervisory capacity in large quantity stock handling, including analysis of materials-handling problems and application or use of the fork-truck pallet system; plus experi-

ence in the use of fork truck, pallets, tractors, trailers, conveyors, cranes and other handling equipment. Careful screening will be required to segregate stock clerks from the expert material handlers required for this program. Physical waivers. Age, 27-38.

• **Packaging officers:** Must have degree, preferably in engineering, plus at least three years' experience in the packaging or packing field; this should include production experience in manufacturing in one of the following box fields: corrugated, solid fiber, folding, set-up, nailed wood, wirebound, cleated plywood, cleated fiber board, or crating. Physical waivers. Age, 27-38.

• **V. D. control officers:** Must have a degree, and at least one year of recent practical experience in V. D. control work with the U. S. Public Health Service, state or local health department, the Division of Social Protection (Federal Security Agency), the American Social Hygiene Association and affiliates, or the National Tuberculosis Association and affiliates. Consideration will be given to applicants having a degree and having completed two years of satisfactory work in medical school. Physical waivers. Age, 30-45.

• **Patent solicitors:** Must hold a technical or engineering degree with a background of electronic experience, or the equivalent in technical and electronic education and experience. Must have at least two years' experience in either the Patent Office, a patent law firm, or the patent division of a corporation. A law degree desirable but not essential, and will not be accepted in lieu of practical experience. Physical waivers. Age, 25-45.

• **Radar material officers:** Candidates for temporary appointment must be either RT1c, CRM or CRT. Those for permanent appointment must have a college degree and be RT2c or RM2c or higher. Candidates for both temporary and permanent appointment must be graduates in the upper 10% of the class of the Radio Material School at the Naval Research Laboratory or Treasure Island or Navy Pier, Chicago, or have had equivalent experience in the naval service. No waivers. Age, 18-35.

• **Motion-picture distribution officers:** Must possess a thorough knowledge of release schedules, availabilities, and play dates; the booking, shipping, and circulation of motion pictures and other problems peculiar to theaters and motion picture exchanges, gained from a minimum of five years' actual experience in the booking of entertainment motion pictures. Physical waivers. Age, 25-41.

As stated by the directive, the mere fact that an applicant meets the minimum qualifications listed above does not guarantee appointment. Applicants must have their CO's recommendation, and applications are to be submitted to BuPers, via official channels, in accordance with provisions of BuPers. Ltr. 126-45 (NDB, 15 May, 45-504), details of which were published in ALL HANDS, June 1945, p. 72-73.

New Naval Aviation Preparatory Program Set Up for Younger Enlisted Men

A Naval Aviation Preparatory Program, designed for younger and less experienced enlisted men who wish to become naval aviators, has been established to provide appropriate college training for prospective aviation cadets prior to their assignment to the standard flight training program and was announced by Alnav 127-45 (NDB, 15 June 1945, 45-627). Eligible are unmarried men who will not have reached their 20th birthday by 1 Nov. 1945, and who have not advanced beyond the 5th pay grade (S1c or equivalent).

Candidates selected for the program will be assigned on or about 1 Nov. 1945 to certain colleges participating in the Navy V-12 Program. It is not expected that the length of the college training will be more than three terms of four months each prior to transfer to Navy pre-flight schools. Each trainee must continue to demonstrate satisfactory scholarship, physical fitness, conduct and aptitude for officer-candidate training. Any student who falls below required standards at any time will be returned to general duty.

Men selected will be transferred to the rating of apprentice seaman (Class V-5, USNR or USN, as appropriate) and will retain such status until transfer to aviation cadet and upon completion of college training and transfer to the next stage of training. Each applicant must understand that his assignment to the Naval Aviation Preparatory Program does not imply any commitment that he will be considered for or assigned to the Naval Reserve Officers' Training Corps at a later date.

Applicants must meet the following requirements and no waivers of any kind will be considered.

General:

Be a male citizen of the U. S.; be less than 20 years of age on 1 Nov. 1945; be unmarried and agree to remain unmarried until commissioned, unless separated from the program; be rated not higher than S1c, or equivalent, and agree to change his rating to apprentice seaman.

Academic:

Be a high school graduate (war diplomas from accredited high schools are acceptable) or have been accepted for or in attendance at an accredited college or university. He must have completed successfully courses in elementary algebra and/or plane geometry in school or college; other courses in mathematics or physics are highly desirable. He must have passed the O'Rourke General Classification Test (given prior to 15 June 1943) with a score of 88 or above; or the New General Classification Test, Forms 1, 2, 3 or 1s (given subsequent to 15 June 1943) with a score of 60 or above. In the case of an applicant for whom no GCT score is available, an appropriate written or oral examination is to be given to determine whether he is properly qualified to pursue suc-

cessfully a college curriculum generally considered to be more exacting and more difficult than a normal course at a liberal arts college, and to obviate the selection of men who would subsequently have to be returned to general duty for failure to meet minimum education requirements.

Aptitude:

Attain the following minimum acceptable grades on the Aviation Aptitude Tests: Aviation Classification Test, C; Mechanical Comprehension Test, C; Flight Aptitude Rating, D-minus. These tests may not be given a second time to applicants who have previously been processed for the flight training program.

Physical:

Be physically qualified and aeronautically adapted for the actual control of aircraft in accordance with Chapter XI of BuMed Manual for commission (aviation) except: height—minimum 64 inches; weight—for 17-year-old applicants, a minimum of 115 pounds if weight is in proportion to height; for applicants who have reached their 18th birthday, a minimum of 120 pounds, if otherwise healthy and well-developed. Teeth—18 sound, vital teeth, with at least two molars in functional occlusion and not more than 4 incisors missing which are satisfactorily replaced.

Men who have been separated from the flight training program of the Army or Navy by reason of flight failure are not eligible. Those who have been separated from any officer-candidate program of the Army, Navy, Marine Corps or Coast Guard by reasons other than flight failure must complete six months' sea duty before applying for this program, according to sea-duty provisions contained in BuPers Circ. Ltr. 297-44 (NDB, July-Dec., 44-1145).

Since recommendations for this training must be considered essentially as nominations for commissioned status, they take precedence over any current enlisted employment, rating or training not leading specifically to commissioned status. When applicants become aviation cadets they must agree to remain on active duty for four years, including period undergoing training as aviation cadets, unless separated from the program or sooner released by the Navy.

Individual applications are to be submitted to the CO, who is to consider all applications and is to select those men best qualified in all respects for transfer to the Naval Aviation Preparatory Program and for training as officer-candidates. Recommendations are to be forwarded to appropriate selecting commands so as to arrive not later than 20 Aug. 1945.

(For complete details, see BuPers Circ. Ltr. 179-45 (NDB, 30 June 1945).

Time Limit on Income Tax Extended for Servicemen Now Returning to U. S.

The time limit within which servicemen returning to the United States must file or pay income taxes has been extended by a recent ruling of the Treasury Department (T.D. 5456, approved 9 June 1945).

Where the date for filing Federal income tax returns or making any payment of income tax fell due while a member of the armed forces was on sea duty or serving outside the continental U. S., and the man did not return to the U. S. until on or after 1 Jan. 1945, such obligation is automatically postponed, without penalty or interest, until the 15th day of the sixth month following the month of his return.

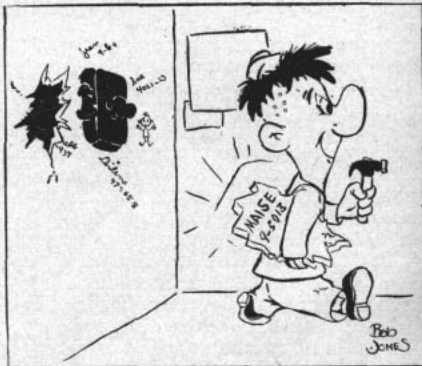
In the event the date of any return or payment falls due following his return to the U. S., the postponement is also applicable, providing payment or return falls due prior to the 15th day of the sixth month following the month in which falls the last day of a period of 91 days or more of continuous service at sea or outside the continental U. S. and providing the last day of that period of service occurs on or after 1 Jan. 1945.

This amendment of Treasury Regulations has no application to the postponed due date for filing Federal income tax returns and making payments by members of the armed forces who returned to the U. S. prior to 1 Jan. 1945. That date remains the 15th day of the fourth month following the month in which the individual returned to the U. S.

OK to Collect Tobacco Ration for a Dependent

Holders of military tobacco-ration cards may make purchases for one adult dependent, using that dependent's card, if they do so at the same time that they are making purchases of tobacco allowed by their own ration cards.

This ruling was issued to all stations in the continental U. S. on 2 June 1945 by SecNav in an all-station communication. For details on the tobacco-rationing system, for service personnel in the U. S., see ALL HANDS, June 1945, p. 75.



Bluejacket (NATTC, Memphis)

Rules Issued on Leave or Release For Waves Married to Servicemen

General policies providing for extended leave, discharge and separation from the service for Waves married to servicemen returned from overseas, or separated from the service, as determined by the Joint Army-Navy Agreement, have been interpreted for the Navy in Women's Reserve Circ. Ltr. 4-45, dated 20 June 1945.

In brief the policies provide that:

- Waves on duty in the continental U. S. who are married to servicemen who return from overseas may be granted leave by their COs at the same time their husbands get leave. For enlisted women such leave may include earned annual leave and advanced unearned annual leave up to a total of 45 days exclusive of travel time. For officers this leave is chargeable against annual leave; in cases where their accumulated leave amounts to less than 45 days, the balance is to be taken without pay. In unusual cases, such as when the Wave's husband is a returned prisoner-of-war or a survivor, she may submit to BuPers a request for a leave extension.

- Wives of disabled veterans, servicemen and members of the merchant marine of World War II may be discharged or separated from the service upon request. Applications from Waves for inactive duty will be considered by BuPers and action taken in accordance with the needs of the service. The term "disabled" applies to veterans who have been medically surveyed and separated from the service, to members medically surveyed for limited duty or who are hospitalized and awaiting survey for limited duty or separation from the service, and to merchantmen who have been separated from their service because of physical disqualification. Satisfactory proof will be a photostat of the husband's discharge certificate or release orders, or a letter from his CO stating that he has been medically surveyed for limited duty or separation from the service or is hospitalized awaiting such action. In the case of a disabled member of the merchant marine a certified copy of his medical record from a U. S. Marine hospital or from the office of the port medical representative of the WSA is required, together with a photostat of his release signed by the WSA.

- Waves with at least one year's active service and whose husbands have been separated from the service or placed on inactive duty for reasons other than disability (World War II) may request discharge or separation from the service. This would include husbands released under the Army point system. A photostat of the husband's discharge certificate or orders to inactive duty is required and, if the Wave's married name does not show on her record, a photostat of the marriage certificate must also be enclosed. COs are authorized to effect such discharges for the woman's own convenience without reference to BuPers.

If the Wave is hospitalized or in a disciplinary status, discharge may not be effected until she has been fully restored to duty or is no longer in a disciplinary or probationary status. If the Wave is on duty in an activity not authorized to effect discharge, the CO is to designate her for discharge and transfer her to an activity which has this authority.

- Waves with at least one year's active duty and who are married to servicemen returned from overseas for duty in the States may submit requests to BuPers for transfer, discharge or separation from the service.

Needs of the service will be the deciding factor. The application is to be accompanied by a letter from the man's CO verifying that he has had overseas service and is assigned to duty in the States and indicating the probable period of his Stateside assignment. If the records do not show the Wave's married name, a photostat of the marriage certificate is to be submitted. In case of a request for transfer or reassignment, the Wave's application is to be forwarded to BuPers, via the activity and command to which the transfer is requested for endorsement and recommendation.

Subsequent recall, reenlistment or reappointment of those who have been released to inactive duty, discharged or separated from the service will depend on the needs of the service.

New Rules for Ship and Station Papers

Publication of ship and station newspapers is now governed by a new directive from the Secretary of the Navy dated 28 May (NDB, 31 May, 45-526). The directive supersedes BuPers Manual, Art. E-7601-4.

Following is a brief summary of the main provisions:

Who may publish papers: Recognizing that ship and station newspapers are a positive factor in the problem of morale with which all commanding officers are concerned, the directive delegates authority to establish and maintain papers to the commanding officers without further reference to the Navy Department, on the basis of definitions in the directive.

To avoid duplication: No more than one newspaper may be published by any station except as specifically authorized.

Contents: Should be consistent with general function of promotion of the efficiency, welfare and contentment of personnel, and in conformance with generally accepted standards of good taste. No paid advertising matter. All printing to be in one color (but see exception 3, below).

How costs are met. Papers for naval personnel: by regular allotments under appropriation, "Welfare and Recreation, Navy," or from "Ship's Stores Profits" or from non-appropriated funds, as determined by CO. Papers for civilian personnel, or for civilian and naval personnel jointly: from non-appropriated funds, provided civilians contribute in some way; otherwise, by such funds as may be authorized.

Size: is determined by on-board count of personnel for whom publication is maintained. Allowance per week:

- Class 1 (complement under 1,000)—4 pages or 2 sheets, 8" x 10½".
- Class 2 (1,000-3,000)—8 pages or 4 sheets, 8" x 10½".
- Class 3 (3,000-5,000)—8 pages or 4 sheets, 9" x 12¼".
- Class 4 (5,000-10,000)—12 pages or 6 sheets, 9" x 12¼".

Class 5 (10,000-15,000)—12 pages or 6 sheets, 10½" x 16".

Class 6 (over 15,000)—12 pages or 6 sheets, 16" x 21".

Exceptions:

1. Class 1 papers may use legal-size paper, 8½" x 14", for mimeographing.

2. To meet local printing and paper problems, publications may use other sizes than those above, so long as they remain within the maximum authorized limits of total square inches of paper.

3. CO may authorize three special editions a year, each to use not more than double normal paper and not more than two colors.

4. Ships and stations outside U. S. continental limits may publish daily papers as deemed necessary by local COs, using average of not more than 8 pages, not over 8½" x 14". These may be published in addition to any other publication authorized by this directive.

5. Provisions as to size and color remain in force as long as national paper and manpower shortage exists, and are applicable at all times to papers published at Government expense. When shortage does not exist, papers may be any size and colors determined by CO, provided entire cost is met from non-appropriated funds.

6. Requests for special exceptions may be addressed to SecNav, via BuPers or SECP, whichever is cognizant, and Administrative Office, Navy Dept.

Production. Insofar as practicable, papers shall be produced on Government equipment.

Distribution is limited to the minimum quantity needed for personnel of the activity and for exchanges. Exchanges are encouraged. Copies are not to be mailed in penalty envelopes except for exchanges and other official purposes. Two copies of every issue are to be mailed immediately upon publication to the Chief of Naval Personnel or to the Director, SECP, whichever is cognizant (if both, two to each).

New Policies Favor Okay On Requests for Sea Duty From Enlisted Men in U. S.

BuPers policies governing action to be taken on individual requests from shore-based enlisted men within U. S. continental limits who desire sea duty have been announced by the Chief of Naval Personnel in a letter dated 24 March 1945 to the commandants of all continental naval districts and river commands, and the chiefs of all naval air training commands (Pers-6303-DW-7-P16-3/MM).

The following policies are in effect.

- All requests for sea duty which have favorable endorsements are to be granted.

- All requests from non-rated men are to be granted, regardless of endorsement, when the total number of men on board any station exceeds 80% of the authorized allowance.

- All requests from petty officers, class "A" graduates and men in the stewards' branch are to be granted, regardless of endorsement, when the total number of men on board the station exceeds 80% of the allowance permitted for the various ratings authorized for that station. (Graduates of class "A" schools are to be counted in their respective rating groups when figuring the number of rated men within any rating aboard the station.)

- All requests which have unfavorable forwarding endorsements, and which do not fall in any of the above categories, are to be *disapproved*, including all requests received from enlisted men assigned to special programs.

The directive states that consideration is, however, to be given to any man who desires sea duty, and invites the attention of COs to the following programs under which men may be made available for transfer to sea: fleet interchange, recruit replacement, Wave replacement, shore-duty survey, and transfer to general detail.

BuPers desires, wherever practicable, that when enlisted men who have served a minimum of three months ashore personally request transfer to sea duty, their wishes be complied with, and states that they may be transferred without reference to BuPers or to administrative commands, within the limits of the policies established by the directive.

Personnel transferred to sea are to be given their choice of being sent to the nearest receiving station for assignment to general detail, or to the Naval Training and Distribution Center, Shoemaker, Calif., for assignment by ComWesSeaFron.

Requests for transfers to sea duty which cannot be accomplished within the scope of the directive are to be forwarded to the administrative command, which is to effect a redistribution within the command so that necessary replacements may be provided, thus enabling the man to go to sea, or to forward such requests to BuPers in the event that the percent-



Beachhead (ATB, Oceanside, Calif.)

"That sailor called again and left a message for you."

ages in the district as a whole do not permit approval of a man's request for duty afloat. BuPers will endeavor to provide reliefs in individual cases, but if no reliefs can be made available, then the request will be disapproved.

Enlisted Men Invited To Apply for Sub Duty

The Navy has a continuing need for enlisted men in certain ratings to volunteer for submarine duty, and those who meet the particular mental, psychological and physical requirements may submit requests to BuPers via COs.

Requests are desired from enlisted men in the following ratings:

CM, TM, TME, QM, SM, FC, S, EM, RM, RT, MoMM, Y, PhM (except third class), SC, Bkr, Ck (except first class) and STM.

MMs also are desired and their requests should state whether they have had any previous experience with internal-combustion engines and whether they desire to have their rates changed to MoMM when qualified. Only those who desire to have the change made should apply.

In addition, all men qualified in submarines who have had actual "war patrol" experience (except CGM, CQM, CSM, CFC, CRT, and CCS) and who indicate in writing their desire to return to submarine duty will be transferred to the nearest submarine base without reference to BuPers, for further assignment to submarine duty.

Volunteers accepted for initial training will be transferred to the Submarine School and, after training, will be assigned to fleet submarines.

BuPers does not desire requests from CPOs for initial training in submarines nor from recruits undergoing recruit training, personnel in class A schools, personnel serving in ships and stations who have not completed at least 12 months duty therein at the time of submission of requests or from CB personnel.

For details see BuPers Circ. Ltr. 145-45: NDB, 31 May, 45-570).

Enlisted Promotion Rules Tightened; Time-in-Rate Waivers Further Limited

A general tightening of rules governing the advancement of enlisted personnel is provided by two recent directives.

The basic promotional directive, BuPers Circ. Ltr. 297-44 (NDB, July-Dec., 44-1145), has been modified by Alnav 114-45 (NDB, 15 June, 45-614) in the following respects:

- It is no longer possible to waive, for outstanding personnel, one-half of the time in rate required for advancement to pay grades 3 (PO2c) and above.

- At least three months' sea duty is now required in pay grade 3 and/or 4 (PO2c and/or PO3c) for advancement to pay grade 2 (PO1c) except for V-10 personnel, aviation branch ratings (other than SKV, TMV and PtrV rates), male specialists, BMA, cable censor personnel, those classified permanently by BuPers as "Mobilization ashore" or "Limited duty," and SAD and SAD(MG) ratings.

- ACRT, ART1c, Cox, and QM3c may no longer be advanced in excess of allowance.

In addition, COs are directed by BuPers Circ. Ltr. 152-45 (NDB, 31 May, 45-576) to ascertain that men advanced to petty-officer ratings are fully qualified. They must have received the required marks on written examinations, be thoroughly indoctrinated in all practical factors, and be of petty-officer caliber in that they demonstrate leadership, good judgment and ability to assume responsibility.

As the Navy is now nearing its maximum allowed enlisted strength, it is necessary that only qualified men be rated as petty officers. In this way the promotion of outstanding men will not be hindered and petty-officer jobs will be available for those who are best qualified to fill them.

Instances have come to the attention of BuPers, the letter states, where men have been advanced who were not fully qualified. While this situation has been attributable primarily to the rapid expansion of the service, with the corresponding advancement of inexperienced personnel who were not given the opportunity to qualify fully due to the urgent need of petty officers, it is also felt that some promotions have been effected mainly as a reward for faithful service or because the minimum service in rating requirements have been met and without regard to the actual qualifications of the individual.

Reenlistment Allowance Based on Discharge Rating

Men discharged from the Naval Reserve for reenlistment in the regular Navy are paid reenlistment allowance based on the rating they hold at time of discharge even though such rating is a temporary one. An article in last month's ALL HANDS (p. 78) incorrectly stated that the permanent rating determined the amount of the allowance.

New Weekly Shortwave Radio Program Answers Questions of Men Overseas

Last month the Navy Department launched a new 15-minute radio program, "The Navy Reporter," designed to bring pertinent news and information to all hands in the Navy, Marine Corps and Coast Guard serving outside of the U. S. The program, which was conceived and planned by Secretary of the Navy Forrestal, is being broadcast each week over the shortwave facilities of the Armed Forces' Radio Service.

In inaugurating the broadcast on 5 June 1945 Mr. Forrestal invited all hands overseas to submit questions, the answers to which will be the basis of future broadcasts. "We're not going to put any limit on the questions," Mr. Forrestal said. "The men can ask all the questions they want, on any subject they want. But I know they will understand that with the time limit on the program, it can deal with only the questions most important to the greatest number of men."

As the program is intended primarily for enlisted personnel, George T. Wendell, MoMM1c, USNR, has been designated as the Washington representative for enlisted men overseas. He will interview top-ranking officers of the naval service and other Government agencies on those questions which seem to have the most widespread interest or application to enlisted men's problems.

Wendell, a veteran of Guadalcanal and wearer of the Purple Heart, was referred to by the late Secretary of the Navy, Frank Knox, as "this war's 'fox holiest' sailor," after Wendell, disabled and awaiting evacuation to a rear base hospital, lived for 15 days in a foxhole. During the days of silent films, Wendell was known as "Freckles" in "Our Gang" comedies.

The announcer and news reporter on the program is Paul Sullivan, RdM2c, USNR, who before joining the Navy was a well-known network newscaster and commentator.

Vice Admiral Randall Jacobs, USN, Chief of Naval Personnel, was inter-

viewed on the second program on the subject of redeployment, demobilization, release and discharge as related to enlisted personnel. The third program featured Gen. A. A. Vandegrift, USMC, Commandant of the Marine Corps, and Comdr. Jack Dempsey, USCGR, discussed Coast Guard problems on the fourth broadcast.

To have questions or problems aired on the programs, enlisted men are invited to write directly to "The Navy Reporter," Armed Forces' Radio, Los Angeles, Calif.

The broadcast schedules (Alnavs 117 and 121; NDB, 15 June, 45-617 and 621), is as follows (times are EWT for Atlantic coast, PWT for Pacific and Far East):

Atlantic Coast

ENGLAND-EUROPE-MEDITERRANEAN—Each Tuesday

1445-1500: WBOS, Boston, 15,210 kc
1745-1800: WCBN, New York, 11,145 kc

SOUTH ATLANTIC-AFRICA

Each Tuesday

1315-1330: WLWL, Cincinnati, 15,230 and 17,955 kc

GREENLAND-ICELAND-ENGLAND

Each Tuesday

1815-1830: WBOS, Boston, 9,897 kc

Pacific Coast

ALASKA-ALEUTIANS-CHINA

Each Tuesday

1545-1600: KROJ, San Francisco, 17,770 kc
215-2230: KROJ, San Francisco, 9,897 kc

SOUTHWEST PACIFIC-PHILIPPINES

Each Tuesday

1815-1830: KROJ, San Francisco, 17,760 kc
2215-2230: KNBA, Dixon, Ohio, 13,050 and 15,150 kc

Each Wednesday

0245-0300: KGEI, San Francisco, 9,550 kc

SOUTHWEST PACIFIC-PACIFIC OCEAN AREA

Each Wednesday

0245-0300: KWIX, San Francisco, 9,855 and 6,105 kc

PHILIPPINES-CHINA

Each Tuesday

2115-2130: KWID, San Francisco, 11,870 kc

ALL PACIFIC-CHINA

Each Thursday

2015-2030: KRHO, Honolulu, 17,800 kc

Rules Eased for Shipping Household Effects to Areas Opened to Naval Families

Because of a shortage of Government shipping facilities in the Gulf, Caribbean and Panama Sea Frontiers, Mexico and Brazil, where families of naval personnel on duty are now permitted to establish residence, it has not been possible for the Navy to authorize them to ship their household effects and automobiles. However, the rules have been relaxed to permit those who are traveling by commercial airlines to ship 350 pounds of personal effects and 200 pounds for each dependent authorized to travel at Government expense who goes via commercial airlines. Only 50 pounds were previously authorized.

This rule does not, however, apply to families of naval personnel serving with U. S. Embassies or naval missions, since they are permitted to ship their household effects when establishing homes in the permitted areas abroad.

For details, see all-station communication O52221 dated 5 June 1945 and ALL HANDS, June 1945, p. 70.

Eligibility Is Widened For Honorable Discharge

Enlisted personnel released from the Navy may now receive an "Honorable Discharge" (NavPers 660) under certain conditions which formerly would have entitled them to a "Discharge Under Honorable Conditions" (NavPers 661).

The change was effected by Alnav 130-45 (NDB, 15 June, 45-630) which was issued in advance of approved changes in BuPers Manual.

To be eligible for an "Honorable Discharge," personnel must have marks in proficiency in rating and conduct of 3.0 and 3.25 respectively, and have no convictions by GCM and not more than one by SCM in the current enlistment.

Reasons for discharge for which the "Honorable Discharge" is now possible: expiration of enlistment, convenience of government, man's own convenience, dependency existing prior to enlistment, dependency arising since enlistment, minors enlisted without consent—under 18 at time of discharge, under age of authorized enlistment, and medical survey or form Y, provided disability is not the result of the individual's own misconduct.

Where the same reasons apply but marks are below 3.0 in proficiency in rating and 3.25 in conduct, "Discharge Under Honorable Conditions" will be issued as before.

The new instructions also provide that no "undesirable" discharge will be executed without prior reference to BuPers with a full report of facts and circumstances necessitating discharge. Enlisted personnel serving on ships, in mobile units or beyond the U. S. when recommended for an undesirable discharge will be transferred to the nearest U. S. receiving station to await BuPers action.



Official U. S. Navy photograph

SECRETARY of the Navy Forrestal is interviewed by Paul Sullivan, RdM2c, and George T. Wendell, MoMM1c, on first "Navy Reporter" broadcast.

Uniform Rules Adopted For AOL, AWOL Sentences

A SecNav order setting forth the policy of the Navy Department in regard to trials for wartime offenses involving absences and desertion and mitigation of GCM (general court martial) sentences became effective 1 July 1945. The new order (NDB, 31 May, 45-529) cancels and supersedes BuPers Manual, Art. D-9114 and SecNav Ltr. A17-11(1)/A17-20, of 27 Nov. 1944, and all other existing directives in conflict with it.

Except in special circumstances, the policies are to be strictly adhered to for uniformity. The reason for departure from policy must be stated by separate letter attached to the record of the case.

In general, the policies are:

Type of trial for first offenses:

AOL less than 11 days: Mast or deck court.

AOL between 11 and 30 days: Summary court.

AOL over 30 days: General court.

AWOL less than 1 day: Mast or deck court.

AWOL between 1 and 10 days: Summary court.

AWOL over 10 days: General court.

DESERTION: All men AOL or AWOL for more than 45 days will be tried for desertion. The charge of desertion will be made in cases involving less than 46 days if there is evidence of desertion other than length of absence, apprehension or breaking arrest.

For second absence offense: (a) Offenders who for first absence offense have been punished at mast or convicted by deck court, will be tried by summary court; (b) offenders who for the first absence offense have been convicted by summary court will be tried by general court unless the second offense is absence less than 48 hours, in which event the type of court will be discretionary but not less than a summary court.

Third offenders will be tried by general court unless the absence is less than 48 hours, in which event the type of court will be discretionary but not less than a summary court.

Only those punishments at mast and convictions that occurred in the two years preceding the current offense, but not those in a previous enlistment or prior to an extension of an enlistment, will be considered in determining the type of court an offender will receive. (Men retained in the service because of the war—Alnav 155-41—are in fact serving in extension of enlistment.)

Reduction in rating of noncommissioned and petty officers by deck courts and summary courts martial for absence offenses is considered appropriate as part or all of the punishment.

MISSING SHIP OR MOBILE UNIT: Where a man has missed the sailing of his ship or mobile unit, adequate disciplinary action is mandatory and, except under extenuating circumstances, trial by GCM is

considered appropriate, regardless of length of absence.

In cases involving missing ship where the ship has moved from the pier or anchorage to another, or has only gone on a trial or post-repair run or local shakedown, or in similar cases, trial by GCM is discretionary.

An absentee from a ship or mobile unit will be returned to his ship or unit immediately for disciplinary action if the ship or unit is still available and in the immediate vicinity. If the ship or unit is not available, disciplinary action will be taken by the command concerned.

In all cases of desertion a plea of not guilty must be entered for the accused; evidence will be taken, and if the accused does not desire to take the stand such fact must appear in the record.

Where men are found guilty of AOL or AWOL (as distinguished from desertion) convening authorities are to reduce the part of the sentence relating to confinement so that it will be as follows:

Absence	Sentence
Up to 59 days	12 months
60 to 89 days	18 months
90 to 119 days	24 months
120 to 149 days	30 months
150 days and over	3 years

All men confined by sentence of a GCM may apply to the Naval Clemency Board for restoration to duty on completion of one-third of their sentence.

In GCM cases (including desertion, for which a sentence of at least three years plus the length of absence is appropriate), increases in the period of confinement over those set forth above are considered appropriate as follows:

1 month when the offender is apprehended or delivered to naval jurisdiction.

1 month for each prior conviction by deck or summary court martial, prior convictions to be considered in accordance with above.

2 months when offender missed ship or mobile unit.

3 months for each prior conviction by GCM.

In all GCM trials the accused will be afforded counsel of his own choosing whenever practicable; if not practicable, then competent counsel will be assigned to represent him, regardless of the plea.

When a man on probation commits an offense of sufficient gravity, the probation will be terminated but no further disciplinary action need be taken if serving out the remaining sentence of the first offense is considered sufficient punishment. If not so considered, the offender will be tried by an appropriate court in order that a new sentence may be imposed.

The practice of carrying out sentences of dishonorable and bad conduct discharges which are to be effected immediately (no confinement to be served) without recourse to the Bureau of Naval Personnel, Commandant, U. S. Marine Corps, or Commandant, U. S. Coast Guard, will be discontinued.



NEW NAVY SONG BOOK—128 attractively illustrated pages—is being distributed to Navy, Marine Corps and Coast Guard on a pro rata basis.

NEW NAVY SONG BOOK OUT

Distribution of the new United States Navy Song Book to Navy, Marine Corps and Coast Guard units on a pro rata basis was begun last month.

The book, attractively illustrated and modernly designed, contains 128 pages of words and music of old favorites, sea chanteys, service songs, patriotic numbers and humorous tunes. The music is written in four-part harmony, and will serve also for use as piano accompaniment. Ukulele and guitar chords are given.

The book was compiled by BuPers

in cooperation with the Joint Army-Navy Committee on Welfare and Recreation, the Music Division of the Library of Congress, the Music Library Association, the U. S. Navy Band and music publishers.

A limited number of copies of the book (NavPers 15047) are available for official use. Requests to BuPers (Att: Special Services Division) will be honored until the supply is exhausted. Because of copyright restrictions, the book is not available for personal non-military use or purchase.

Only Men in Limited List Of Ratings Are Eligible For Aircrewman Designator

With personnel in the following ratings only declared eligible for the combat aircrewman designator (CA)—ARM, AMM, AMMF, AOM, PhoM, S1c, S2c, and strikers for ARM, AMM, AOM and PhoM ratings—personnel in other ratings are due to lose their (CA) designator under provisions of BuPers, Circ. Ltr. 164-45 (NDB, 15 June, 45-653).

However, in individual cases where COs consider that the best interests of the Navy would be better served by a change in rating to one of those for which the (CA) is approved, they are authorized to hold in abeyance for a period not to exceed 90 days the cancellation of the (CA) to allow time for consideration of requests for a change in rating by BuPers or other appropriate authority.

In the future the (CA) designator will be assigned only to enlisted men in the permitted ratings who are qualified combat aircrew graduates of operational training units under the command of the Chief of Naval Air Training, or such other units as may be designated by BuPers.

Whenever a combat aircrewman designator is assigned to a man, an entry is to be made in his service record, as well as information to indicate the type of plane in which he is currently best qualified to serve. This information is to be kept up to date if he becomes better qualified in another type of aircraft.

The directive also provides that a board of three officers, including one medical officer, is to review recommendations for cancellation of (CA) designators for the following reasons:

- When the man is no longer physically or psychologically qualified for combat aircrewman duties.
- When he no longer desires assignment to combat aircrew training or duties, and such statement is signed by him and entered in his record.
- When an aggravated disciplinary offense indicates that he is unsuitable for assignment to combat aircrew duties. Removal of the (CA) is not to be used as a disciplinary measure.
- When because of special training or ability the man's value to the Navy becomes greater in a billet other than that of combat aircrewman. In such cases, the CO is to give full consideration to the man's desire to continue or discontinue his combat aircrewman status, involving retention or revocation of the (CA) designator.
- When the man is no longer considered competent for the performance of combat aircrew duties.

Whenever the (CA) designator is canceled the reason for the action is to be entered in the man's record.

COs are also authorized by the letter to take action to cancel the (CA) designator for enlisted personnel who are not volunteers for combat aircrew duties, and for those who are not physically qualified in accordance with

the requirements set forth in BuPers Circ. Ltrs. 147-42 (corrected) (NDB, cum. ed., 1943, 42-899) and 291-44 (NDB, July-Dec., 44-1139) with reasonable allowance to be made to the extent that minor physical disqualification may be compensated by the experience as a combat aircrewman which the man may have had, and in accordance with BuMed Manual, par. 1404, sections (c) and (d).

Combat aircrew enlisted personnel returning from fleet commands are to retain the (CA) designator only under the following circumstances:

- When assigned directly to forming or reforming squadrons within fleet commands or to activities having established combat aircrew billets.
- When transferred to reclassification centers for screening prior to final termination as to current status.
- When assigned or awaiting assignment to combat aircrew training under the Chief of Naval Air Training (includes refresher trainees, or recently trained aircrewmen).

Voluntary withdrawal from any phase of the combat aircrew training program will be taken as evidence of a non-volunteer status and shall be cause for immediate cancellation of the (CA) designator.

Any man who is a qualified combat aircrewman and who volunteers and wishes to get back into combat aircrew duty can expect to be returned to such duty as soon as needed, as the directive states that personnel designated (CA) who are not in combat aircrew billets will be returned to that duty or training as expeditiously as practicable.

Former combat aircrewmen are to be given first priority in filling assigned quotas for combat aircrew training, and when such quotas are not currently assigned, requests from former combat aircrewmen are to be forwarded to BuPers with a statement of the man's physical qualifications.

Authority to wear the combat aircrew insignia does not constitute authority to affix the (CA) designator.

VOTING INFORMATION

In order to fill a vacancy in the House of Representatives a special primary election will be held in the 24th Congressional District of Illinois (comprising the counties: Clay, Edwards, Hardin, Gallatin, Hamilton, Johnson, Massac, Pope, Saline, Wayne and White) on 31 July 1945.

The latest available information on elections at which servicemen will be permitted to vote by state absentee ballot is as follows:

GEORGIA

A general statewide election to ratify or reject a proposed new state constitution will be held on 7 Aug. 1945. Eligible servicemen (18 years of age as of 7 Aug. 1945, or over) may vote by a special absentee military ballot. Absentee civilians may vote only through regular absentee balloting procedure. Postcard application for ballot, USWBC Form No. 1, will be accepted by election officials at any time. Ballots on the proposed state constitution will be mailed as soon as available. The executed ballot must be received by election officials by 7 Aug. 1945.

ILLINOIS

A special primary election will be held in the 24th Congressional District of Illinois on 31 July 1945 to fill a vacancy occurring in the House of Representatives. Eligible servicemen, members of the merchant marine and certain attached civilians may vote in the above election. Postcard applications for ballots will be accepted from servicemen for this election and will probably be accepted from members of the merchant marine and from certain attached civilians. Applications for ballots for this special primary election will be accepted at any time. Ballots will be mailed about 16 June 1945 and executed ballots must reach election officials not later than 31 July in order to be counted. IN APPLYING FOR A BALLOT FOR THIS ELECTION BE SURE TO INDICATE CHOICE OF PARTY.

MICHIGAN

A municipal primary election will be held in the City of Detroit on 7 Aug. 1945. Candidates to be chosen at this election will be: Mayor, City Clerk, City Treas-

urer, Councilmen, and Constables. Eligible servicemen, members of the merchant marine, and certain attached civilians may vote in this primary election. Postcard applications for ballots (USWBC Form No. 1) will be accepted at any time. In order to be counted, executed ballots must be received by local election officials on 7 Aug. 1945. Inasmuch as the primary election is a non-partisan election, it will not be necessary for servicemen to fill in Item 6 (choice of party) on USWBC Form No. 1.

OHIO

A primary election will be held in most cities throughout the State on 31 July 1945. Candidates to be chosen at this election will be municipal officers for cities and villages.

Eligible servicemen, members of the merchant marine and certain attached civilians may vote in this primary election. Postcard applications for ballots will be accepted from servicemen and from members of the merchant marine and certain attached civilians. Relatives may also apply for ballots to be mailed to servicemen. Applications for ballots will be accepted at any time. Executed ballots must be received by local election officials on 31 July 1945 to be counted. Ballots may be marked with pen, pencil or any other writing instrument. IN APPLYING FOR A PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on the postcard).

VIRGINIA

A Democratic primary election will be held throughout the State on 7 Aug. 1945. Candidates to be chosen at this primary will be: Governor, Lt. Governor, Attorney General, Members of the House of Delegates, and certain local officers.

Eligible servicemen may vote in this Democratic primary election. Merchant marine and attached civilians serving with the armed forces will not be permitted to vote under the special absentee voting procedure recently enacted by Virginia. Postcard applications for ballots (USWBC Form No. 1) will be accepted from servicemen and will be received at any time. Relatives may also apply for ballots to be mailed to servicemen. Executed ballots must be received by election officials by 4 August in order to be counted. IN APPLYING FOR ANY PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on postcard).

New System to Speed Up Magazine Distribution

A sharp reduction in the elapsed time between publication date and dates of receipt of magazines aboard ship and at overseas bases will result from a new distribution plan devised by the Navy Department in cooperation with the Commander Western Sea Frontier, Commander Service Force, Pacific Fleet, and Commander Service Force, 7th Fleet.

Under this plan the Navy will buy the overseas editions of a wide variety of magazines and will distribute them weekly by mail. In addition the Navy will purchase 295,000 copies monthly of 55 other magazines which do not have overseas editions. While the overseas editions will be distributed free, the others will be put on sale at every shore station and on every ship in the forward areas with more than 30 men, giving Navy, Marine and Coast Guard personnel the reading choice they have at their home newsstands.

The new plan was devised to offset the recent regulation restricting the mailing of newspapers and magazines to Navy personnel overseas. Because of the Navy's overburdening problem of forwarding second-class mail, post offices, beginning 1 July, will accept only publications that are requested in writing by the addressee. The same regulations have been in effect for the Army since 1943.

By accepting bulk packages instead of individual subscriptions there will be a considerable reduction in the 14 million newspapers and magazines mailed individually each month to Navy men overseas. The packages assembled in New York and mailed as official documents to the Fleet Post Office, San Francisco, will receive faster handling and will be dispatched directly to ship and shore stations due to the elimination of directory service which must be given to mail addressed to specific individuals.

Each of the packages of overseas editions will contain a variety of weekly magazines and the monthly magazines published during the particular week preceding shipment. Since different monthlies have different publication dates during each month, the weekly packages will vary in content.

In order to make this plan effective as soon as possible, the magazine kits of overseas editions designed and already being packaged by the Army are being obtained. Therefore some magazines will bear inscriptions that they are being distributed by the Army Service Forces. Others, especially comics, will have titles peculiar to the Army, and still others, such as the Infantry Journal, are of primary interest to the Army. As the program is further developed, it is expected that these discrepancies will be corrected. Comment is solicited on the titles and quantities of magazines in each package.

The second part of the new program, calling for procurement, packaging and distribution of magazines which

do not have overseas editions is being developed and if distribution of these regular editions proves successful, the assortment will be continually increased.

Overseas editions to be distributed under the new plan are:

Coronet, Cosmopolitan, Country Gentleman, Detective Story, Down Beat, Ellery Queen Mystery, Esquire, Flying, G. I. Comics, Hit Kit, Inside Detective, Jeep Comics, Life, Look, McGraw Hill Overseas Digest, Military Digest, Modern Screen, New Yorker, Newsweek, Omnibook, Outdoor Life, Overseas Comics, Pic, Popular Mechanics, Popular Photography, Popular Science, Readers Digest, Saturday Evening Post, Sporting News, Time and Western Story. A project is underway to distribute Time and Newsweek by air and if it proves successful they will be eliminated from this mailing list.

Certain magazines which do not publish overseas editions will be sold through ship's stores. The list includes:

Liberty, Army & Navy Journal, Army & Navy Register, Collier's, American, Red Book, Movie Story, Screen Guide, Photoplay, Sports Afield, Movieland, Movies, Screenland, Ring, Field & Stream, U. S. Camera, Minicam, Newpic, Negro Digest, Navy Pictorial News, Laff, Police Gazette, Captain Marvel Adventures, Action Comics, Whiz, Detective Comics, Official Detective, Blue Book, Feature Comics, Military Comics, Superman Comics, Batman Comics, Target Comics, Police Comics, Sensation Comics, Star Western, Flash Comics, Argosy, Adventure, Dime Detective, Dime Western, Master Detective and True Detective.

Additional copies of ALL HANDS will also be included for sale in ship's stores to those men who desire to have a personal copy of the magazine.

Honorable Dischargees May Wear Uniforms Only Until Arrival at Home

Contrary to current belief that the uniform may be worn for 90 days after honorable discharge from the Navy, even though the discharged person reaches home before the expiration of that period, BuPers Circ. Ltr. 150-45 (NDB, 31 May, 45-574) points out that it may be worn only until the serviceman or woman reaches home.

In clarifying the provision of the "Protection of the Uniform Act" (Title 10, USC, Sec. 1393) which provides that an honorably discharged person may wear his uniform from the place of discharge to his home "within three months" after the date of discharge, the Judge Advocate General has held that the uniform may not be worn after arrival home, even though the three-months period has not expired.

It may, however, be worn on appropriate occasions of ceremony, at drills or when performing authorized training duties.

Quiz for All Hands: WHAT'S YOUR NAVAL I. Q.? SUBJ: PACIFIC WAR

1. The Navy Department has announced that in fighting an all-out war against the Japs we are now equipped with approximately the same number of Naval vessels as there were men in the Navy in 1938. That would mean: (a) 50,000, (b) 100,000, (c) 200,000?

2. These Pacific islands (left below) have been the scenes of important actions with the enemy in which the Navy took part. Match them correctly with the island groups (on the right) to which they belong.

- | | |
|--------------|------------------------|
| (1) Matsuwa | (a) Palau Islands |
| (2) Saipan | (b) Philippine Islands |
| (3) Guam | (c) Marianas Islands |
| (4) Iwo Jima | (d) Kuril Islands |
| (5) Tinian | (e) Volcano Islands |
| (6) Mindanao | |
| (7) Leyte | |
| (8) Peleliu | |
| (9) Angaur | |
| (10) Palawan | |

3. The flagship of the U. S. Asiatic Fleet struck by a shell in the early days of the Sino-Japanese war was: (a) USS Texas (b) USS Augusta, (c) USS Houston, (d) USS Brooklyn?

4. A man in Kodiak would be nearest to: (a) the Marshall Islands, (b) the Gilbert Islands, (c) the Caroline Islands?

5. The 3d Fleet is under the command of: (a) Admiral Spruance, (b) Vice Admiral Mitscher, (c) Admiral Kinkaid, (d) Admiral Halsey?

6. The sea which is land-locked by Japan's main islands is the: (a) Sulu, (b) Inland, (c) Sea of Japan?

7. The following battles have all been important in the war against Japan. Which happened when?

- | | |
|-------------------------------|------------------------|
| (1) Battle of Philippine Sea | (a) 6 July 1943 |
| (2) Battle for Leyte Gulf | (b) 19-20 June 1944 |
| (3) Battle for the Coral Sea | (c) 7-8 May 1942 |
| (4) Battle of Savo Island | (d) 23-26 October 1944 |
| (5) First Battle of Kula Gulf | (e) 9 August 1942 |

8. On 1 April 1945 one of our Pacific Fleets landed invasion forces on the western shore of Okinawa. It was the: (a) 3d Fleet, (b) 5th Fleet, (c) 10th Fleet?

9. "Shadow factories" are: (a) Japanese underground munitions factories, (b) manufacturers of camouflage equipment, (c) the home workshops which supply parts for much of Japan's war industries?



10. The black blobs above are roughly the shapes (though not drawn to scale) of (1) Iwo Jima, (2) Luzon and (3) New Guinea. Which looks like which?

MONTH'S ALNAVS IN BRIEF

No. 101—Calls for submission of estimates of all unobligated welfare and recreation funds.

No. 102—Discontinues submission of triplicate of page nine for enlisted personnel transferred.

No. 103—Directs that Navy and civilian personnel traveling under cognizance of Navy to or through India or stationed there be inoculated against cholera.

No. 104—Relates to customs examination of parcel post packages (see p. 77).

No. 105—Modifies Marine Corps ltr. of instr. No. 810, para. 14 (D), to provide that enlisted personnel applying for flight training must be Pfc. or above with no specified service requirement.

No. 106—Calls attention to BuShips Manual, Art. 51-255 (4), which prohibits use of refractory coatings for boiler furnace brickwork.

No. 107—Limits claims for reimbursement of travel for dependents.

No. 108—Deals with closing of pay records.

No. 109—Provides that disbursing officers of NTCs, midshipmen schools and NASs may continue in use pay records opened between 21 and 30 June inclusive for men first enlisting, reporting for active duty from civil life, appointed midshipmen or commissioned between dates mentioned above.

No. 110—States that kapok stock piles will be exhausted by end of 1945; urges more careful use of life preservers and requests that reclaimable pads and worn-out preservers be returned to continental supply depots for reprocessing.

No. 111—Changes dates for filing pages 7 and 8 of beneficiary slips, NavPers 601, to 1 July and 1 January.

No. 112—Announces appointment to next higher grade, to rank from 1 June 1945, of regular and reserve Navy Nurse Corps lieutenants (junior grade) whose present rank occurred 1 Aug. 1944 or earlier and who reported for continuous active duty as ensigns 1-30 Nov. 1942 inclusive, and those ensigns who reported for continuous active duty as ensigns 2 Jan.-1 Feb. 1944 inclusive.

No. 113—Deals with personnel allowance and complements (see page 00).

No. 114—Deals with changes in promotion of enlisted personnel (see p. 69).

No. 115—Announces appointment to next higher grade, to rank from 1 June 1945, of those lieutenants (junior grade) and ensigns, line and staff corps, on active list of regular Navy whose dates of rank are within period 2 Jan.-1 Feb. 1944 inclusive, and those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women's Reserve whose dates of commencement of continuous active duty in their respective ranks are within the same period.

No. 116—Announces appointment to chief warrant rank for temporary

service, to rank from 1 June 1945, of those warrant officers on active list of regular Navy whose dates of rank are within the period 2 Jan.-1 Feb. 1944 inclusive, and those warrant officers of Naval Reserve whose dates of commencement of continuous active duty are within same period.

No. 117—Announces new weekly Navy radio program (see p. 72).

No. 118—States that severe housing shortage exists in vicinity of all naval shore establishments, and urges that personnel make arrangements for housing before bringing families to new duty stations.

No. 119—States that Marine Corps disbursing officers will honor rental claims on NAVMC 729, signed by officer concerned, when no certification is available from CO of last station that the officer did not occupy public quarters for period of claim.

No. 120—Establishes Navy, Marine Corps and Coast Guard procedure for reporting casualties (see p. 24).

No. 121—Corrects Alnav 117-45, above.

No. 122—Modifies Alnav 113-45 (above) to provide that allowances will be basis for personnel distribution and for controlling enlisted advancements.

No. 123—Extends per diem provisions of BuPers Circ. Ltr. 234-43 (NDB, cum ed., 43-1599) to Army officers serving with naval commands.

No. 124—Directs disbursing officers to submit to BuPers (Att: Pers 822) one additional copy of all vouchers for increased allowances, BuS&A form 531, beginning 1 July 1945.

No. 125—Announces postponement of, and cancels requests for applicants for, postgraduate course in logistics

(Alnav 55-45: NDB, 31 March, 45-282).

No. 126—Announces increase in subsistence allowance (see p. 67).

No. 127—Limits eligibility for flight training under BuPers Circ. Ltr. 138-44 (NDB, Jan.-June, 44-573) to S1c (and above) or equivalent, Navy or Naval Reserve, between 20 and 27 years of age or petty officers 18 to 27; also provides that all unmarried seamen (AS, S2c, S1c) on active duty who will not have reached their 20th birthday by 1 Nov. 1945 may now apply for newly established Naval Aviation Preparatory Program (see p. 69).

No. 128—Cancels, as of 11 June 1945, Alnav 67-45 (NDB, 15 April, 45-352) which authorized COs of activities at which BOQs are available to modify per diem temporary duty or TAD orders to eliminate \$3.00 subsistence if in opinion of CO messing facilities are adequate and per diem unwarranted.

No. 129—Contains rules on wearing of area ribbons (see p. 79).

No. 130—Deals with issuance of discharge certificates (see p. 72).

No. 131—Continues for 1946 fiscal year, beginning 1 July, the same ration values as in 1945; commuted and leave rations, 65¢; hospital ration, 80¢; and midshipmen ration, 85¢.

No. 132—States that stock No. S1-1945 serum albumin human as manufactured by Eli Lilly, lot No. 330102A and 330101B are contaminated and are to be destroyed.

No. 133—Specifies that no requests for flight training submitted after 1 Aug. 1945 by officers of the Naval Academy, class of 1943, will be considered by BuPers.

No. 134—Provides that transportation of enlisted Marine guards for GCM prisoners is to be charged to General Expense Marine Corps appropriation and Navy guards to Pay Subsistence and Transportation Navy appropriation.

No. 135—Announces that French currency in denominations of 50, 100, 500, 1,000 and 5,000 franc notes issued by Bank of France and the supplemental French currency (Tri-Color Series) of same denominations issued for use of AEF ceased to be legal tender on 4 June 1945, and states procedure for effecting exchange.

No. 136—Announces procedure to be followed where Navy pay records cannot be renewed on 1 July because insufficient blank pay records are not available.

No. 137—Contains instructions on pay records of Navy personnel who are being separated from active service.

No. 138—Changes name of Office of Public Relations to Office of Public Information (short title: PUBINFO) and head of office to Director of Public Information; Marine Corps Division of Public Relations becomes Division of Public Information, and Coast Guard Public Relations office becomes Information Office.

PROMOTIONS BY ALNAV

A total of 7,835 officers were made eligible for promotion to next higher rank by Alnavs Nos. 112, 115 and 116, briefed on this page. The breakdown:

Naval Reserve (including Women's Reserve): 1,826 to lieutenant, 4,030 to lieutenant (junior grade) and 307 to commissioned warrant officer.

Regular Navy: 350 to lieutenant, 394 to lieutenant (junior grade) and 523 to commissioned warrant officer.

Nurse Corps (Naval Reserve): 53 to lieutenant and 339 to lieutenant (junior grade); (Regular Navy): 13 to lieutenant (junior grade).

In addition to these promotions, the promotions, effective 15 June, of 828 commissioned warrant officers, warrant officers and enlisted men to commissioned and warrant ranks are contained in BuPers Circ. Ltr. 166-45 (NDB, 15 June, Supp.). A complete list of the names of those promoted is contained in the letter.



Navy Insignia Approved For War Correspondents

Insignia for accredited war correspondents have been approved by the Secretary of the Navy. The cap device is a regulation naval officer's insignia with a gold "C" superimposed on the shield. The same ornament, in miniature size, has been authorized for the garrison cap. The collar device is similar to that of a lieutenant commander, with a silver "C" superimposed on the gold leaf. The shoulder insignia is worn on the left shoulder. Properly identified war correspondents are to be treated as commissioned officers in such matters as billeting, messing and transportation, as provided by SecNav ltr. of 29 May 1945 (NDB, 31 May, 45-528).

Right to Wear Wings Made Probationary For 12-Month Period

Wearing of all naval aviation insignia is now probationary for a 12-month period immediately following receipt of an aviation designation. This rule applies to enlisted personnel designated as aviation pilots, to warrant officers and to commissioned officers, including nurses and Waves. If during the probationary period such person is separated from duty involving flying, his or her right to wear wings may be revoked by the Chief of Naval Personnel.

In accordance with provisions of BuPers Circ. Ltr. 165-45 (NDB, 15 June, 45-654) the right to wear wings may also be denied to personnel who are found unfit for flight duties because of breaches of flight regulations or air discipline or by reason of refusal to fly, malingering or discontent. Where the right to wear aviation insignia has been revoked, the individual is not permitted to wear wings until such time as he or she is returned to duty involving flying or is again authorized to wear the insignia by the Chief of Naval Personnel.

Customs to Examine All Packages from Overseas

Because personnel overseas have mailed packages containing Government property, captured enemy equipment, or articles similar to Government property without enclosing the proper authorization. SecNav has pointed out in Alnav 104-45 (NDB, 31 May, 45-000) that instructions covering such matters (ALL HANDS, April 1945, p. 74) include parcel post packages.

All packages are examined by customs officials in the States, Pearl Harbor or at such other places where necessary to enforce the ruling. Censoring officers will be held responsible for packages which they pass and which are later found to contain prohibited articles.

Personnel who send or bring home captured enemy equipment as souvenirs or anything which looks like Government property must enclose a certificate signed by their CO or his designated representative saying that they are authorized to mail or have in their possession such articles.

Ordnance Souvenirs Must Be Certified as 'Safe'

Deaths and serious injuries resulting from the handling of ordnance souvenirs shipped, mailed or brought back to the States by naval personnel in direct violation of Navy safety regulations has brought action by CNO to prevent future accidents of this kind.

In a letter addressed to all ships and stations dated 1 June 1945 (NDB, 15 June, 45-635), CNO directed that ordnance items must be certified by bomb-disposal, mine-disposal or other qualified ordnance personnel to be entirely free from explosives or combustibles prior to release of such items as souvenirs for transport to the U. S.

If souvenirs containing (or designed to contain) explosives or combustibles are brought to the attention of naval authorities in the continental United States, they may cooperate with local civilian authorities by making available the services of qualified ordnance personnel to assist in the disposal of such souvenirs. They are not, however, authorized to break down and render safe any civilian owned souvenirs except when absolutely necessary for disposal, research or intelligence purposes. Nor are naval personnel permitted to certify civilian-owned souvenirs as safe.

When sending or transporting to the States captured enemy equipment, Government property or items similar to Government property, personnel must enclose in the package or have in their possession for presentation to the customs officials a certificate signed by their CO saying that they are authorized to keep such souvenirs as their own property. (For additional details see "How to Keep Out of Trouble in Bringing or Sending Home Government Property," ALL HANDS, April 1945, p. 74.)

Bo'sun's Pipe

The most ancient and distinctive nautical sound effect is the boatswain's pipe, traditionally played on the boatswain's call. In the days of antiquity, galley



slaves of Greece and Rome kept stroke to a pipe or flute. A pipe was used in the Crusade of 1248 to call English cross bowmen on deck to attack. The English used it in the 15th century as a badge of office or mark of honor. The Lord High Admiral carried a gold pipe on a chain around his

neck, and a silver one was used by high commanders. The present form of the boatswain's instrument, properly termed a "call," was adopted sometime during the 16th century in commemoration of the defeat of the Scotch pirate, Andrew Barton, by Lord Howard. Howard took the call from Barton's body and when he became Lord High Admiral he officially adopted it. The call was used for salutes to distinguished guests as well as for passing orders. The old instructions read that on most occasions it was to be blown "three several times." Henry VIII fixed the weight of a standard call at 12 "oons" of gold, an oon being the original ounce.

Reservation and Billeting Bureaus Opened in 13th ND

Army-Navy reservation and billeting bureaus to assist service personnel in securing hotel reservations and in locating rooms, apartments or homes for permanent housing have been established in the 13th Naval District at Seattle, Wash., and Portland, Oreg. Establishment of the bureaus was announced in a letter dated 15 May 1945 from Com 13 to all activities in that command.

The Seattle bureau is located at 406 University street; telephone SEneca 4352 or ELliot 1570, and the Portland bureau is in the Portland Hotel, 721 S. W.-6th St.; telephone BRoadway 0488.

The bureaus are open from 0800 to 2400 daily and from 0900 to 2400 on Sundays. Priority on hotel reservations will be given those traveling on official business, returning from or enroute overseas and to those on leave or furlough.

Announcement was made previously to the establishment of similar bureaus in Boston, Chicago, New York, San Francisco, Washington, D. C., and Philadelphia. (ALL HANDS, Feb. 1945, p. 77 and May 1945, p. 77).

News Broadcast Dropped

As the news coverage provided by the Armed Forces Radio Service is deemed sufficient for units of the Atlantic fleet, the Navy news summary formerly broadcast nightly by Radio Washington has been discontinued, CNO recently announced.

Answers to Quiz on Page 75

1. (b).
2. (1) (d), (2) (c), (3) (c), (4) (e), (5) (c), (6) (b), (7) (b), (8) (a), (9) (a), (10) (b).
3. (b).
4. (a).
5. (d).
6. (b).
7. (1) (b), (2) (d), (3) (c), (4) (e), (5) (a).
8. (b).
9. (c).
10. (a) (2), (b) (1), (c) (3).

TRAINING COURSE NOTES

A complete list of the enlisted training courses, NavPers 10,000 series, available on 1 June appears below. As additional books become available, announcement will be made in subsequent issues of ALL HANDS.

Progress tests and examinations have not been written to accompany the advancement-in-rating courses published in 1944 and 1945 (asterisk indicates volumes which do not have progress test and examination books). However, suggested questions are included in the new manuals for the optional use of the training officer. Where PT&Es are still available and in use, proper security measures should be observed; the books are to be handled by officer personnel only, and kept in a locked container when not in use.

The titles listed will be furnished upon receipt of a request from the CO or training officer of a naval activity by:

- (1) Training Activity, Bureau of Naval Personnel, Washington 25, D. C.
- (2) The Director of Training, 11th Naval District, Educational Office, San Diego 30, Calif.
- (3) The Director of Training, Educational Office, Navy Number 128, FPO, San Francisco.

Training courses should be ordered from the address above which is nearest your ship or station.

Initial distributions. To insure that copies of the new rating manuals reach all ships without delay, BuPers' Training Activity forwards a shipment to each vessel according to the number of men in that rating allowed in the complement. To date, distributions have been made of TM3c & 2c; FC2c, Vols. I & II (two additional volumes will be furnished later); RdM2c, SoM3c & 2c, and CPhM. During the next month, four more 1945 editions are scheduled for shipment: SK3c & 2c, NavPers 10409; Prtr3c & 2c, NavPers 10423; SC3c & 2c, NavPers 10505; GM2c, Vols. I & II, NavPers 10011A and 10011B.

In addition to the advancement-in-rating manuals, three Basic Navy Training Courses—Use of Blueprints, Electricity, and Use of Tools—have also been issued automatically to the CO of each vessel according to its artificer rating complement. They are designed for the use of enlisted men whose duties require a knowledge of the subjects covered. A fourth basic

book, Mathematics, NavPers 10620, will be distributed to all ships in the near future.

A copy of the new Advancement Examinations Book I, NavPers 16891, (Confidential), is now on the way to the CO of each ship and station. Book I, covering final examination questions for the seaman, special and commissary branches of the naval service has been prepared as an aid and guide for examining boards, who are responsible for determining, by technical examinations, the competency of an enlisted man for advancement in rating. Detailed instructions for the use of NavPers 16891 will be found in the book itself.

A second volume in the series, Book II, Artificer Ratings-Advancement Examinations, NavPers 16892, will be mailed to all ships and stations this month.

Distribution of Book III, Advancement Examinations, Aviation Ratings NavPers 16893, will be made to aviation activities only. This book will replace the Fall Quarter 1944 Confidential Aviation Examinations, NavPers 16890.

The list of training courses available on 1 June follows:

Slc	GTC for Nonrated Men *
BM1c & CBM	GTC for P01c & CP0 *
BM2c *	GTC for P03c & 2c *
Cox	
GM1c & CGM	Shorthand Textbook *
GM2c	Shorthand Workbook *
GM3c	Advanced Shorthand *
TM1c & GTM	Typewriting Manual **
TM3c & 2c	3,000 Navy Terms in Gregg Shorthand *
QM1c & CQM	
QM2c	
QM3c	Diesel Engines
SM1c & CSM	Gyrocompasses *
SM2c	Use of Blueprints *
SM3c	Electricity *
FC1c & CFC	Use of Hand Tools *
FC2c, Vol. I *	Training Officer's Guide *
FC2c, Vol. II *	Program of Enlisted Training *
FC3c	
EM1c & CEM	Enlisted Men's Guide to Aviation Ratings
EM2c	Educational Officer's Guide to Aviation Ratings *
EM3c	Introduction to Airplanes *
RM1c & CRM	Mathematics *
RM2c	Blueprint Reading & Layout Work *
RM3c	Hand Tools *
RdM2c (Confidential) *	Fundamentals of Electricity *
CM2c & SF2c	Aircraft Radio Equipment *
Questions	Aircraft Communications *
Answers	Advanced Work in Aircraft Radio *
SoM2c & 3c (Confidential) *	Aircraft Electrical Systems *
	Advanced Work in Aircraft Electricity *
MM1c & CMM	Aircraft Metals *
MM2c	Aircraft Welding *
MoMM2c	Aircraft Metal Work *
WT1c & CWT	Airplane Structures *
WT2c	Aircraft Hydraulic Equipment *
F1c & 2c	Aircraft Instruments *
	Aircraft Engines *
Y1c & CY	Aircraft Fuel Systems *
Y2c	Aircraft Propellers *
Y3c	Aircraft Armament *
SK1c & CSK	Aircraft Fire Control *
SK2c	Aircraft Munitions *
SK3c	Parachutes *
CPhM	Aerology I *
PhM1c	Aerology II *
PhM2c	Photography I *
PhM3c & HA	Photography II *
	Transport Airmen (Sp (V))
CCS	Sp (V) Questions
SC2c & 1c	Sp (V) Answers
SC3c	
Bkr ratings	
Cooks & Stewards	
Stewards' Branch (Messman) *	

* indicates courses which do not have progress test and examination books.



Official U. S. Navy photographs

TWO SECTIONS are lashed together and flap turned down.

New, Two-Piece Sea Bag To Be Issued to Recruits

A new type of sea bag known as the "clothes-bedding bag" has been developed by BuShips and eventually will replace the sea bag-hammock combination which has been in use throughout the Navy for many years. For the present, however, the clothes-bedding bag will be issued only to recruits.

The new bag is constructed in two sections and is large enough to hold a man's standard outfit of personal equipment including all items of clothing, bedding and miscellaneous gear. (Since mattresses are carried inside the new bag, hammocks will not be required for transportation of bedding.)

When required solely for stowage of clothing, only one part of the bag need be used; the other half can be stowed in the bottom.

Travel by Air on Orders Limited to Urgent Trips

All orders for air travel via NATS, ATC or commercial lines must not only contain justification for such travel but must state whether it is "directed" or "authorized," according to BuPers Circ. Ltr. 154-45 (NDB, 31 May, 45-578).

Order-writing commands also will issue enough additional copies so that a certified one may be delivered to NATS, ATC or the commercial line upon boarding the plane at the beginning of a journey and upon resuming travel after each required stop-over.

So air facilities may be available for urgent traffic, all unnecessary air travel must be curtailed, according to the letter.

Consequently, the letter directs that all commands authorized to issue air travel orders screen carefully all requests for air travel, and authorize or direct it only when the urgency of the mission clearly requires it.



Typical covers (above) of basic Navy training courses, which are listed at right.

Temporary Duty No Longer Merits Campaign Ribbon

Naval personnel engaged *exclusively on temporary or temporary additional duty* on and after 1 July 1945, will not be eligible for an area campaign medal unless the duties performed in the area are considered by the area commander to have materially contributed to the progress of the campaign.

Under this policy, outlined in Alnav 129-45 (NDB, 15 June, 45-629), applications for approval of area campaign medals and wearing of ribbons for temporary or temporary additional duty which are addressed to the Chief of Naval Personnel or the Commandant, Marine Corps, for service after 1 July 1945, must show the proper qualification by endorsement on orders or by accompanying statement before favorable action can be taken.

Area commanders are authorized to delegate the authority to make such endorsement or statement to officers who have been delegated authority to award medals.

Alnav No. 129 also directs attention to SecNav Ltr. to all commandants and all bureaus and offices, Navy Department, dated 6 March 1943, which required that in cases where the permanent duty station is within the continental United States, officers who by reason of orders to temporary additional duty consider themselves eligible for one or more of the three area campaign medals will, prior to wearing such ribbon or ribbons, obtain ap-

proval from Chief of Naval Personnel or Commandant, Marine Corps.

Personnel now wearing such ribbons believed justified by *temporary duty* but for which written approval has not been obtained from the Chief of Naval Personnel will discontinue wearing such ribbons until the approval is obtained. Applications for approval should be accompanied by copies of orders and endorsements and a substantiating statement of dates of entry into and departure from the area concerned.

In cases based solely upon participation in combat a full statement of the basis of the applicant's grounds for eligibility must be included. In cases of temporary duty after 1 July 1945, the endorsement or statement previously referred to must be included.

The Alnav does not apply to personnel who are entitled to area campaign ribbons for having spent the required period of time within the area on permanent duty.

Dates of Jewish Holy Days Announced to the Service

Announcement has been made to the service in BuPers Circ. Ltr. 148-45 (NDB, 31 May, 45-572) of the calendar dates of the Jewish High Holy Days. New Year (Rosh Hashanah) begins at sundown on 7 Sept. 1945 and continues until sundown on 9 September, and the Day of Atonement (Yom Kippur) begins at sundown on 16 September and continues until sundown on 17 September.

Off-Duty Jobs Require Prior BuPers Approval

Because of the necessity of utilizing Navy manpower to the fullest extent, BuPers has reiterated its policy of not permitting servicemen and women to engage in non-naval activities or private enterprises when off duty without first having obtained BuPers approval.

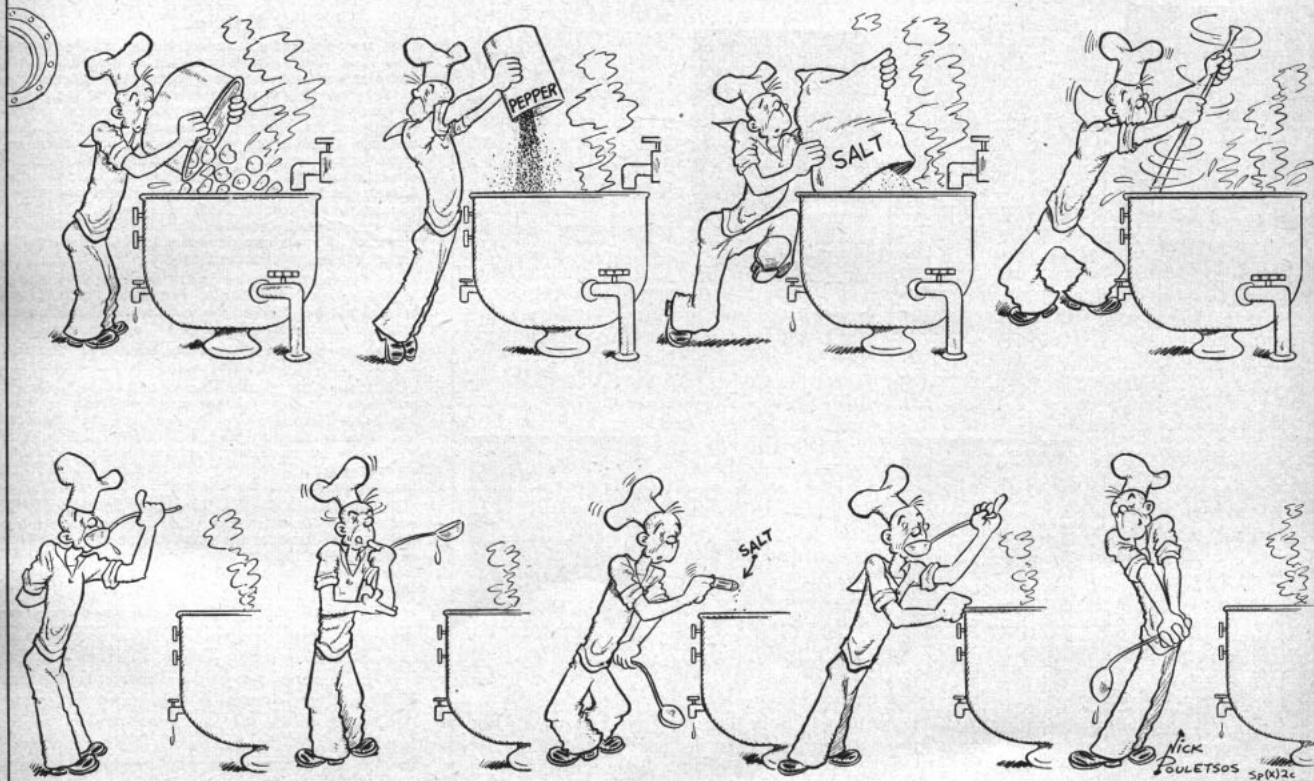
As stated in a letter dated 26 April 1945 from the Chief of Naval Personnel to commandants of all naval districts and river commands and chiefs of air training commands, personnel are expected to devote their full attention to naval duties, which it is felt cannot be performed efficiently if they engage in civilian employment when off duty.

It has, however, been the policy of BuPers to permit personnel to accept civilian employment in times of public emergency, providing their employment in no way interferes with their naval duties or with the regular hiring of local civilians, and when the public emergency is of such a nature as to require immediate remedying, and where their employment will be at no cost to the Government.

Except for cases which are considered especially meritorious or which are connected with the prosecution of the war, requests for permission to accept civilian employment should not be forwarded to BuPers.

ALL THUMBS

THE OL' SALT



FANTAIL FORUM

QUESTION: What is the most helpful thing you have learned from your Navy training and experiences?

F. J. ATTARDO, AM2c, Waltham, Mass.: "I've gotten to understand people much more.



In the Navy, you get to meet so many different fellows from so many different parts of the country with so many different viewpoints. Meeting these fellows and learning how to get along with all of them has been the most valuable thing that I've picked up in the Navy. The experience will be invaluable for me back in civilian life."

BARTON T. CHENEY, AM1c, Melrose, Mass.: "The most important thing the Navy has taught me has been attention to detail.



When I was learning welding, I would think I had done a pretty good job, but the chief would pick it to pieces. What I didn't call him—to myself, of course—when he'd make me go back and work on it some more! I could've murdered him! But he was right. The job was only passable—it wasn't perfect. And I finally learned to be just as careful about details as he was."

JOSEPH A. DE PAOLA, Y1c, Elizabeth, N. J.: "I've learned to shift for myself. I can really take care of old Joe De Paola now—look at me! I've learned to wash and to iron and to sew! But, seriously, the most important thing I've learned from the Navy is to think of the other guy.



After you're in the Navy awhile you learn to stop before you do something and ask yourself: 'How is this gonna affect my shipmates?' And if it will hurt 'em, then you don't do it."

NEAL A. FINCH, EM3c, Tampa, Fla.: "The best thing I think the Navy teaches its men is personal neatness. You really learn the value of taking care of yourself and of your clothes and other belongings. I remember when I first came into the Navy how many of the fellows looked sloppy and just threw their stuff around. But they learned how to take care of themselves and life became much better for everybody."



HAROLD O. DANIELS, FC2c, Humble, Tex.: "I've learned how to face my own troubles and to fight my own battles. The Navy sure teaches you how to stand on your own two feet. Shucks, I guess that I've kidded the Navy as much as the other fellow and I suppose I've done my share of complaining about this and



that from time to time, but when you come right down to it, bud, you've got to admit it's a fair outfit and sure makes a man out of you."

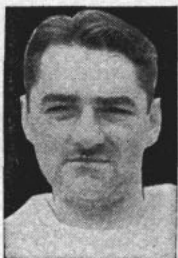
FRANK F. OSET, S1c, Chicago, Ill.: "The Navy's taught me that I want to be an optometrist. No, I haven't been doing optometry in the Navy. It's this way: Before the war, I didn't know whether to be an optometrist or an engineer. When I entered the Navy, they put me in fire control. It's a lot like engineering in many respects. Well, I don't like fire control, so I figure I won't like engineering. And that's why I say the Navy's taught me that I ought to be an optometrist."



ALBERT C. MATTERA, S1c, Washington, D. C.: "Swimming. That's easily the most important thing that I've learned from the Navy. When I came into the service, I couldn't swim a stroke, but I can do pretty good now. The Navy's swimming instruction program is not only just about the most sensible thing about recruit training, but it also means that I'll be able to enjoy my leisure hours more after the war."



RICHARD J. PALMER, TM2c, Haverhill, Mass.: "What's the Navy taught me? Boy, it's taught me to appreciate home life. I sure could go for a little of it right now . . . plenty of sleep and plenty of nothing to do—when I want to do it. But, really, the Navy has taught me how to take orders and like it. Well, maybe not like it, but to take 'em anyway. The discipline I've learned will help me get along better with employers."



ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it often is limited in its reporting and publication of photographs. It therefore cannot always fully record achievements of units or individuals, and may be obliged to omit mention of accomplishments even more noteworthy than those included.

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; followed by the initials "cum. ed." they refer to the cumulative edition of 31 Dec. 1943, which superseded all semi-monthly issues through that date; by "Jan.-July" or "July-Dec.," to the collated volumes for those six-month periods of 1944, containing all 1944 letters still in effect at the end of each of the two periods.

DISTRIBUTION: By BuPERS Circular Letter No. 162-43 (appearing as 43-1362 in the cumulative edition of Navy Department Bulletin) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In many instances, the circulation of the magazine has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

ALL HANDS

LOADING UP





This is **JOIN
HONORABLE
ANCESTOR
WEEK**

Send them on their way with an
EXTRA WAR BOND