

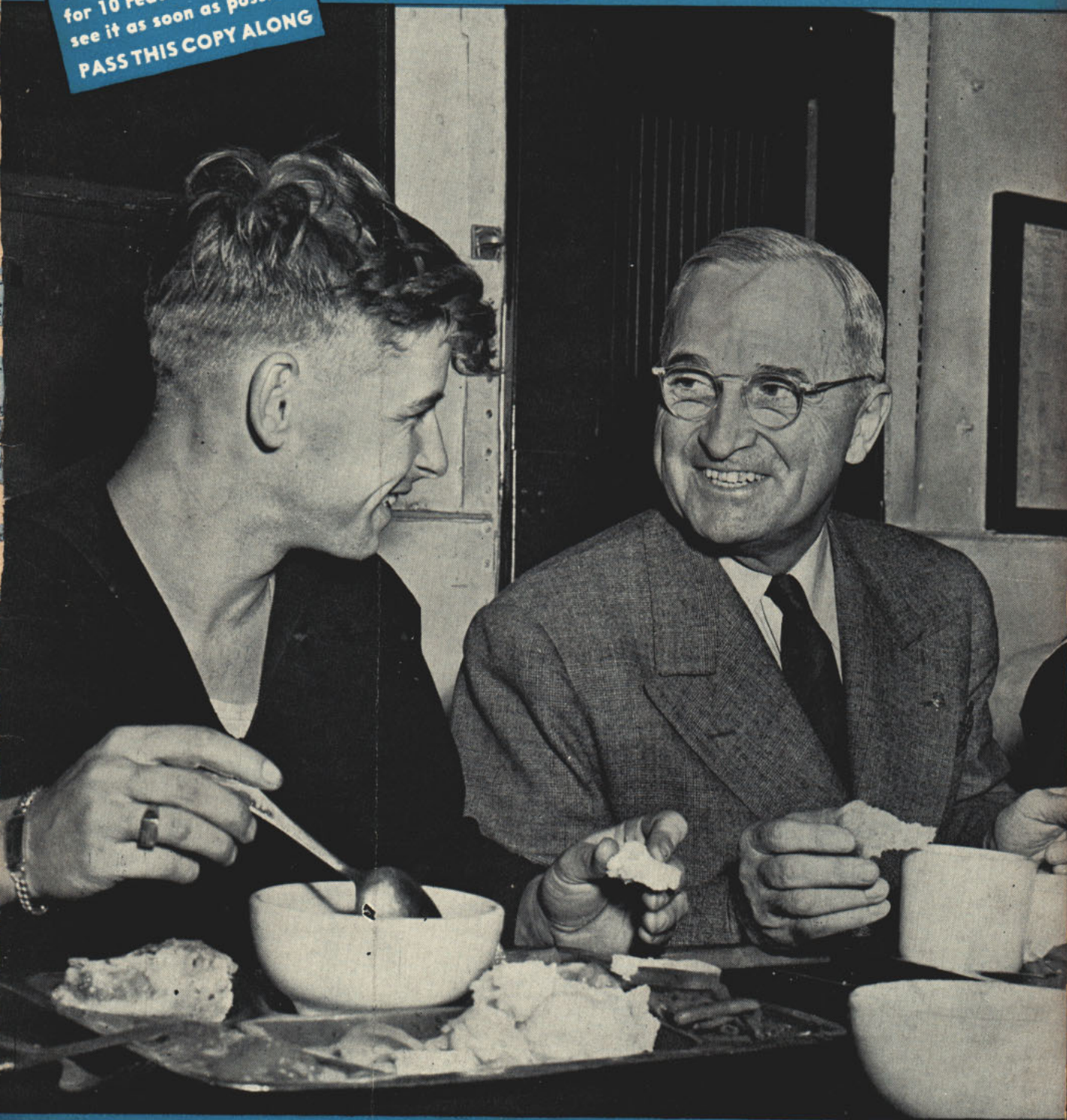
ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPER-0

AUGUST 1945

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



CARRIER AT REST

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AUGUST 1945

NAVPERS-O

NUMBER 341

VICE ADMIRAL RANDALL JACOBS, USN

The Chief of Naval Personnel

REAR ADMIRAL WILLIAM M. FECHTELER, USN

The Assistant Chief of Naval Personnel

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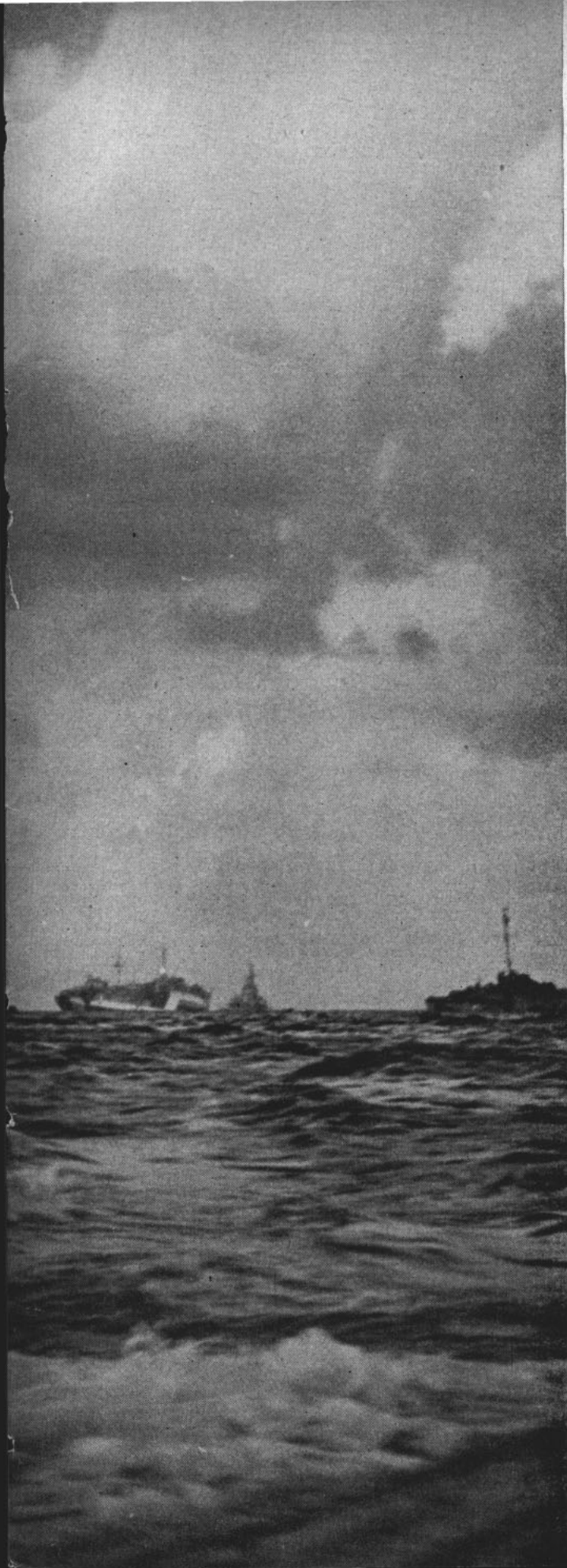
THIS MONTH'S COVERS

● FRONT COVER: A seaman and the Commander-in-Chief chat at the crew's mess table aboard the USS Augusta, which carried President Truman to Europe for the Potsdam Conference. The sailor is Richard Stowell, S1c, of Yonkers, N. Y. See page 47 for story and other photographs (Official U. S. Navy photograph).

● AT LEFT: An aircraft carrier between war missions rides at anchor in a large Pacific harbor. Avengers, with folded wings are spotted forward on the big ships flight deck (Official U. S. Navy photograph).

● PICTURE OF THE MONTH (back inside cover): Rockets' red glare frames the Stars and Stripes in assault on Balikpapan, Borneo. For details of the picture turn to page 69 (Official U. S. Navy photograph).

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Official U. S. Navy photographs

NERVE CENTER of invasion traffic on a French beach was this beach party command post. Note handie-talkie and blinker.

OPERATION BEACHHEAD

Invasion Beach Parties Are Link Between Fleet And Doughfoots in Front Line Foxholes Ashore

Somewhere in the western Pacific there's a beach marked off for invasion. Only the high command—the Kings, the Marshalls, the Nimitzes and the MacArthurs—know where it is and when its sands will rock and quake with the pounding shock of battle. But there are a lot of little guys—the bluejackets of the beach—who today can give a most graphic account of what the fight to secure that beachhead will be like.

To the men with the scrambled eggs and the five stars, as to everyone else, that invasion means men's lives and hopes, and a step toward victory. But in the division of responsibility and tasks, it becomes a complex pattern.

To the high command an invasion is represented by a collection of charts and graphs, of deployment of men and massing of ships, of so many planes and so many tanks. Down through the chain of command the planning becomes more detailed: the battleship gunnery officer figures the coordinates for the first target his 16-inch rifles must smash; the destroyer skipper ponders over charts to determine how close to the enemy he can carry his five-inch guns; the operations officer of an LST flotilla checks his timetable and hopes he can land the tanks in the time allotted.

But the beachmasters and the men of the Navy Beach Battalions wonder

whether it will be mortars or planes, mines or bombs, gales or punishing surf that will foul up their job of running the toughest link in the chain of assault that extends from the fleet at sea to the doughfoots in the front line foxholes.

From their own experiences, from Morocco to Normandy, the Solomons to Okinawa, these traffic cops of invasion can tell you that there is no such thing as a perfect beach operation, that something always goes wrong. At Fedala in Africa it was the gigantic pounding surf which crumpled landing craft into tangles of twisted metal. At Salerno it was the German tanks and artillery sitting and waiting to drive the attackers off the beaches with blisteringly accurate gunfire. At Normandy it was the coldly calculating mortar barrage which turned the sands

into a bloody shambles for 24 horrible hours. At Tarawa it was the point-blank guns of pill-boxed Japs which at first made even a landing impossible. At Leyte it was the intense air attack, a torrent of bombs and murderous strafing. At Iwo it was the black shifting volcanic ash and again the horror of mortars. At Okinawa it was the uncharted broad rock reef which stranded the landing craft hundreds of yards offshore.

But those landings—and scores more—were made and beachheads established in many instances because Beach Battalions have never accepted temporary set-backs as indices of defeat and because, in the words of one Battalion CO, "It takes just a little training and a lot of guts and imagination to run a beach."

Beach Battalions are definitely products of this war. After Dunkirk and Crete and Corregidor, when it was first determined that territory lost to the Axis could be regained only by storming the coasts of Europe and the beaches of the Pacific's myriad islands, concepts of modern warfare underwent drastic changes. Far-seeing planners figured they could put assault troops ashore with the aid of huge fleets of support ships and an umbrella of planes. Landed in sufficient force, the infantry could fight its way inland but to stay there it had to be supplied with food, weapons, ammunition, artillery and tank support. Someone had to control the flow of material across the beaches after they had been won.

Shore parties as such are nothing new to the Navy. In naval operations for hundreds of years there often have been emergencies which required the dispatch of groups of men to land, perhaps to put down a small revolt, to help fight fires or to give aid in time of civilian disaster. Men needed for such duty were picked on the spot



BEACH SIGNAL FLAG is planted on the shore of Tokashiki Island near Okinawa. This is sign to coxswains offshore to give their landing craft the gun.

from members of the ship's company and were called a "shore party," their senior officer a "beachmaster."

Today the nomenclature has not changed but the duties are more explicit—and the men are highly trained specialists, superb examples of the Navy's ability to adapt itself to unexpected conditions in a war where adaptability is the key to survival. Early in the present war it was found necessary to use shore parties to carry out special duties, often at the request of the Army and particularly involving work in small boats. To ships' captains the practice was a nuisance; they

could not afford to spare the men. Their complaints and recommendations were forwarded to the Navy Department and it was decided that a separate organization, skilled in jobs related to amphibious warfare, should be formed.

Action reports from the world's battlefronts were culled for information on which a training program could be based; talks were held with Army officers training troops for amphibious operations. Out of these discussions, reports and experiences of combat veterans grew a carefully planned scheme of instruction aimed at developing four specialized units, each expert in one phase of beach technique but capable of lending support to the others if need be.

Each man ordered to Beach Battalion duty is immediately assigned to one of these four classifications: Communications, Hydrographic, Boat Repair or Medical, but the Battalion is divided into these four sections only for training purposes. When it goes into action it is broken up into units resembling an army battalion—into companies and platoons. The 450 men in a Battalion are divided into three companies of approximately 138 men each, and each company is split into three platoons of roughly 46 men whose interlocking duties embrace every phase of a Battalion's job. In addition there are eight officers and men in company headquarters and 11 officers and men in battalion headquarters.

Headed by a beachmaster and an assistant, the platoon's four sections number three signalmen and five radiomen in communications; one doctor, two pharmacist's mates and six hospital corpsmen in medical; three boatswain's mates and 16 seamen in hydrographic and eight repair specialists in boat repair. To illustrate their duties in action, let us take a hypothetical assault—one in which the opposition is



BEACHMASTER points out unloading area for troops to Army officer. Coordinating incoming naval and land forces is part of the beach party's job.

slight but still heavy enough to temporarily delay complete attention to assigned tasks.

Some minutes after the first assault wave passes onto and over the beach the three waves of Beach Battalion personnel land, scatter their bulky bags of medical equipment, knock-down radio transmitters and signal lamps over the beach so that not all their gear will be destroyed by one bomb or shell. The beach bluejackets burrow quickly into the sand with entrenching tools, each man digging his own foxhole and keeping on the alert for possible enemy counterattacks.

The wounded get first attention. Infantrymen cut down in the first waves, Battalion personnel or troops wounded in succeeding waves may be lying on the beach and others may be hit if the enemy can still maintain fire on the area. Each medic carries battle dressing, sulfadiazine pills, sulfanilamide powder and morphine syrettes in a personal back-pack. With these they immediately go into action, checking shock and hemorrhage and relieving pain.

Behind a brick wall, a parapet of sand or a thick hedge of trees an emergency casualty station is established by the doctor. It may consist of nothing more than a row of slit trenches big enough to hold a man on a stretcher. If they are needed, all hydrographic and boat repair personnel as well as the medics are pressed into service as stretcher bearers.

Each casualty is given pre-operative treatment and identified with a paper tag which, when certain sections are torn off, indicates the nature of the man's wounds, his condition and preliminary treatment.

Meanwhile the beachmaster and some of his men trained in hydrographic duties are locating the beach, surveying the approaches, charting underwater obstacles and determining the best passages for the armada of

landing craft yet to come. They may have to call on the Navy's underwater demolition teams to blow a path through beach obstacles or the Army's Engineers to rip a hole through jetties or retaining walls. They must have properly cleared channels through which they can bring in craft and send them back out to sea for more loads.

Boat repairmen, if released from their stretcher-bearing duties, turn their attention to assault craft only slightly damaged and return them to usefulness, marking others for future removal or demolition.

Focal point of all Battalion operations is the beachmaster's command post, located near the high-tide mark and within easy access of beach exits and a cooperating Army CP. Through these CPs urgent messages for air or surface support may often be relayed to the support force from front-line troops. But mostly the beachmaster is concerned with getting men and equipment ashore on the proper beaches at the proper time.

Beach communications often have decided the turn of a battle, so the battalions are provided with a wide variety of radio and signaling gear. A two-pound "handie talkie" is used for talk between CPs, as may be a supplemental eight-pound, self-contained flashing light and battery case, also used in case of radio failure. These two, plus a two-piece frequency modulated radio set for ocean-to-shore communications, are most important during the early stages of the assault.

Largest piece of equipment is a four-piece radio—on which both voice and code can be transmitted—linking the transports and the beach. Powered by a hand generator it is used for all requests for assistance, information on location of channels through which craft may pass, and beaches on which certain equipment must be landed.

Most communications officers think of another piece of signaling equip-

ment as most important. It's an eight-inch shutter-type searchlight with an eight-mile range and powered by a one-cylinder gasoline generator. Radios may be damaged by enemy fire or salt water or rendered useless by enemy jamming. The lamp steps into the gap caused by these failures.

Supplementing these devices are the arms and flags of the signalmen who can revert, if necessary, to the old reliable semaphore system.

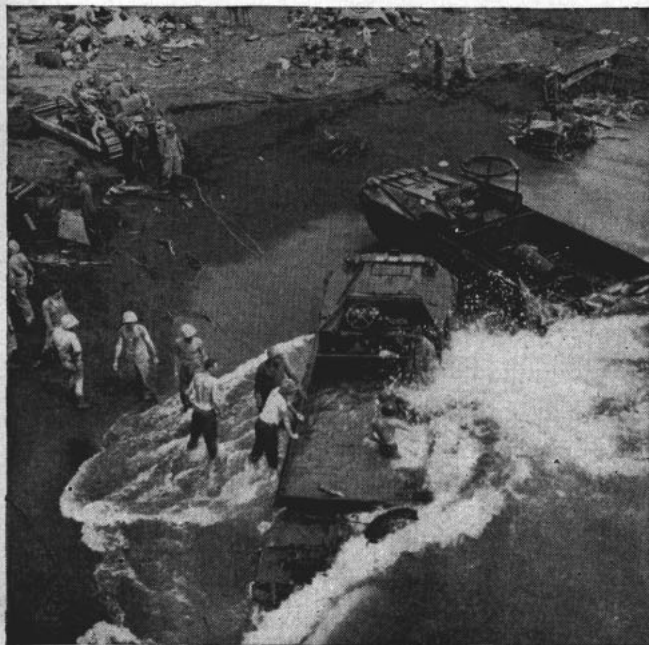
This smoothly coordinated method of operation which takes care of every emergency as it arises did not spring full-blown from some fertile brain. Rather it is the result of long months of trial and error under blood-curdling—and spilling—combat conditions.

The development of the First Beach Battalion from an untried outfit to the crack group that stormed the beaches of southern France in the most nearly perfect beach operation of the war aptly illustrates the metamorphosis of beach parties.

The men of First Beach suddenly found themselves aboard a large transport one day headed for the invasion of North Africa. Most of them had never been in combat and their equipment was as untested as the men.

On 8 Nov. 1942 they somehow navigated the perilously churning surf off Fedala and landed with the assault troops who quickly captured the town. The swiftly flowing and ebbing 11-foot tide and the crashing combers wrecked boats before they could get to them and often swept away valuable equipment. As soon as the town was taken the men took over a small dock inside the breakwater and turned to work as stevedores, unloading Army equipment.

From such an inauspicious beginning the First returned to the States for more training. Working with the Army at Ft. Pierce, Fla., the men became a better equipped outfit, fought sham battles on the sunswept beaches



AT IWO, Jap mortars, heavy surf and volcanic sands gave beach party boat-repair men plenty to worry about.



SIGNPOSTS set up on shore by beach party guide landing craft to pre-designated spot to put troops ashore.

Official U. S. Coast Guard photographs



Official U. S. Navy photograph



Official U. S. Coast Guard photograph

HIT THE DIRT! Members of beach party dive for fox-hole in sands of Normandy as Nazi plane strafes the beach.

FIRST AID is given soldiers by beach party men at Lingayen Gulf in the invasion of Luzon. It was a rugged show.

and quickly developed into a seasoned crew. Before shoving off for their next assignment they were commissioned as an official unit, complete with CO, HQ group, etc.

Surf again hampered their operations when they landed near Scoglitti in Sicily. Although their equipment had been improved they still lacked enough to remove broached and damaged craft and salvage work became almost impossible.

After more training, this time in Africa, and scrounging more equipment, the First set forth for its toughest assignment to date—the rugged battle of Salerno. Tough as it was the men still refer to it as a “smooth job.” Somewhere along the line they had accumulated rolling stock—bulldozers, DUKWs and jeeps. Although they were chased off the beach three times on the first day by rampaging Jerry tanks and gunfire and although a checkerboard pattern of mines on the beach made every step one of potential death, they worked as a Beach Battalion should.

As vicious as was Salerno, Anzio was worse. For 77 days they lived in foxholes under constant bombing and with the dreaded 88s pouring point-blank fire on their positions; for 77 days they battled the weather which permitted landing operations only 50% of the time; for 77 days they struggled to supply the Army, which was so valiantly trying to break out of the beachhead and link up with the 5th.

The Italian campaign gave the First the experience and battle-conditioning it needed. When the time came for the final amphibious operation that was to spell the doom of the European Axis, they were ready for anything. The southern France operation was as smooth as any landing possibly could be. Principal resistance came from underwater mine-tipped tetrahedrons in the shallows but the First suffered

few casualties and, on the first day, converted the beach into a model of efficiency.

The miracles performed by the battalions of the European-African theater have been duplicated, although on a somewhat smaller scale, in the Pacific island warfare. Their transition from haphazard outfits to superbly functional links in the amphibious capture of island bases has been achieved in much the same manner, by trial and error and by experience that can be gained only in battle.

Up to the Leyte campaign the original Pacific landings were on a much smaller scale—usually in divisional strength—than the Atlantic or Med assaults. For that reason the beach bluejackets worked with a much looser organization, not as a battalion but as a platoon, each one attached to an APA and headed by an officer known as the platoon beachmaster. Over-all command of the beach units was delegated to the “Transdiv beachmaster” assigned to each transport division.

Pacific beach parties employed only the equipment they could pack on their backs; they had no DUKWs, no trucks or bulldozers or jeeps but they did have their own small boats for hydrographic work. In the assault phase the platoon beachmaster generally landed in the third wave, taking with him his communications group and a few medics. More medics landed in the fourth wave but hydrographic and boat repair men remained offshore near the traffic control vessel until ordered in by the beachmaster.

Unlike the battalions operating in Europe where they remained on shore until a favorable port was captured and able to receive supplies, the Pacific platoons stuck to their beaches only as long as their transports remained off the beachhead. Because they were permanently attached to the APAs they had to move along when

the ships did. To compensate for this method the Navy organized garrison battalions which moved in when the assault platoons departed and handled the buildup of supply, later becoming a part of the permanent island garrison.

As the records show, the single-platoon plan worked efficiently, even in such operations as Iwo where all beach units were driven off the northern sands, and Tarawa where, on one beach, the landing was delayed a whole day by enemy opposition. But when it came time for the big operations—Leyte, Lingayen, Okinawa—where more men were to land than in any other Pacific invasion, the Navy decided to employ the tried and proved methods of the Mediterranean.

Lingayen Gulf was a rugged show. Jap mortar fire drove the sailors off one beach. Another was long and sloping and impractical for landing. Storms ripped at most of the beaches and added to the natural hazards and those conceived by the Japs.

Okinawa was a dream in most respects because the enemy just didn't seem to give a damn whether a squad of marines or a million-man army debarked. On one beach a wide rock reef held up unloading at low tide and landing craft were unable to cross it and reach the sand some distance away. The beach cops' ingenuity finally solved the problem: they landed the tanks and trucks on the reef, drove them across and ferried them the rest of the way in smaller craft. The marines and GIs will tell you it worked well: most spur-of-the-moment beach party ideas do.

The Beach Battalions have their biggest job ahead of them. It may be Kyushu or Honshu or Formosa or the China coast but the men, the guns, the tanks and ammo will get ashore and stay there because of their know-how, can-do and have-done.

BUILDING FOR PEACE

Fifty Nations Sign San Francisco Agreement Creating Framework for a World Organization

By Lt. John A. Thomas, USNR

“WHAT a great day this can be in history!”

The speaker was President Truman. The date: 26 June 1945. Men and women of 50 nations* had just signed the agreement which it was hoped would give the world a new start on the way to lasting peace—the Charter of the United Nations.

Nine weeks of conference and debate and discussion had gone into it at San Francisco. But actually the work went back long before that—to Yalta and the “Big 3,” to Dumbarton Oaks, back even to the first World War and the League of Nations that followed it.

The League hadn't stopped war. Would the United Nations? Servicemen who had fought this war, and



whose children might have to fight the next one, had a big stake in the answer.

The need for some solution was obvious. Even as the San Francisco Conference met, in April, the war in Europe had lasted for more than five years; the war in the Pacific for more than three; the war in China for almost eight.

Casualties of more than a million men—dead, wounded, captured and missing—had been suffered by the United States alone. The total military casualties of the nations which had fought the European war were estimated at some 14 millions dead, 45 millions wounded or captured. Civilian dead and maimed and missing reached additional millions.

To “get rid of this senseless business of war once and for all,” said former Secretary of State Stettinius, nations had to unite. “Bitter experience has shown that a breach of the peace anywhere in the world may sooner or later threaten the security of all nations.”

The name for the international or-

ganization to put an end to this was suggested by the late President Roosevelt—The United Nations.

Its purposes are five. It will seek:

- to prevent future wars.
- to settle international disputes by peaceful and just means.
- to promote world-wide progress and better standards of living.
- to promote human rights and fundamental freedoms for all men and women, regardless of race, language or religion.
- to remove the economic and social causes of war.

Its members are pledged to settle their disputes peacefully, to back up the organization in any action it takes under the Charter, and to refrain from aiding any state against which the United Nations are taking preventive or enforcement action.

To carry out these aims, the United Nations set up an international organization which, on a world-wide scale, had certain features familiar to any American small town: a policeman, a town meeting, a social worker and a judge.

POLICEMAN of the organization is the Security Council, which has the main responsibility for keeping the peace. It is both an enforcement agency and an agency to help nations settle their disputes peacefully. If peaceful methods fail, the Council may invoke diplomatic and economic sanctions, and the use of force, by land, sea and air. The Council is made up of five permanent members—the U. S., Great Britain, the Soviet Union, China and France—plus six other members elected by the General Assembly. A majority of the Council (seven members, including all the Big 5), is sufficient to take action. Any one of the Big 5 can veto the use of force.

TOWN MEETING is the General Assembly—a forum for discussion and recommendation, where every member nation, large or small, has a vote. It can discuss and make recommendations to the Security Council; call the Council's attention to matters likely to endanger the peace; recommend measures for peaceful settlement of situations likely to impair the general welfare. It has been called “the town meeting of the world,” and “the keeper of the world's conscience.” In any case, it will be the voice of those referred to in the opening words of the Charter: “We the peoples of the United Nations. . . .”

SOCIAL WORKER of the organization is the Economic and Social Council, based on a new approach to war—the idea that the security of the world depends largely on the security of the individuals in it. It is the Council's job to

help remove the economic and social causes of war. “Unless people have a chance to live decently, you can't expect them to behave decently,” said Assistant Secretary of State Archibald MacLeish. “No provisions,” said Mr. Stettinius, “can make the world secure from war if men and women have no security in their homes and in their jobs.” To this end, the Economic and Social Council is charged with promoting higher standards of living, full employment, economic and social progress, solutions of international economic, social and health problems, cultural and educational cooperation, and universal respect for human rights and fundamental freedoms.

JUDGE of the organization is the International Court of Justice, to which may be referred any disputes which can be settled “in conformity with the principles of justice and international law.” Its decisions are binding, and any member failing to comply faces “appropriate action” by the Security Council. The International Court is also to play a part in developing and strengthening international law.

In addition to these four main features, the United Nations has also a guardian and a clerk:

• The *Trusteeship Council* is to promote the well-being of the inhabitants of all dependent territories over which the United Nations has responsibility—territories taken from the enemy in this war; others that were League of Nations mandates; and any others that may be put under this international trusteeship system by the nations that now administer them. The United Nations are pledged to insure the political, economic, social and educational advancement of such peoples, and to assist them in the progressive development of their free political institutions, and in developing self-government. This includes the right to independence for those peoples who aspire to it and are able to exercise its responsibilities.

• The *Secretariat* is the clerk of the organization, the general civil service of the United Nations. A permanent administrative group of international civil servants, it is responsible only to the United Nations and not to any government.



How will the United Nations work to prevent war? If a situation seems danger the peace and security of the world, it is tackled by the Security Council, which is always in session, or upon recommendation to the Council by the General Assembly. If the situa-

* Argentina, Australia, Belgium, Bolivia, Brazil, Byelorussian Soviet Socialist Republic, Canada, Chile, China, Colombia, Costa Rica, Cuba, Czechoslovakia, Denmark, Dominican Republic, Ecuador, Egypt, El Salvador, Ethiopia, France, Greece, Guatemala, Haiti, Honduras, India, Iran, Iraq, Lebanon, Liberia, Luxembourg, Mexico, Netherlands, New Zealand, Nicaragua, Norway, Panama, Paraguay, Peru, Philippine Commonwealth, Saudi Arabia, Syria, Turkey, Ukrainian Soviet Socialist Republic, Union of South Africa, Union of Soviet Socialist Republics, United Kingdom, United States of America, Uruguay, Venezuela and Yugoslavia.

tion can be ironed out by the use of regional agencies (such as, in the Western Hemisphere, the American republics), that is done. If there is a legal basis, it can be settled by the International Court of Justice. If there is room for discussion, the parties may submit to arbitration, conciliation or mediation. If these fail, the Security Council may use diplomatic or economic sanctions, or force of arms. The Council is ready to use force quickly if needed, for it is continuously in session, is in constant touch with the Big 5's joint chiefs of staff, and can strike swiftly with air-force contingents followed by such other armed forces as may be necessary. All member nations pledge themselves to keep such armed contingents available at the call of the organization.

The vote and the veto. These provisions of the Charter aroused most discussion. Why the greater power for the permanent members—the Big 5? Why let any one of them have a veto over the use of armed force—even against itself?

The reasoning recognized a simple fact: these five nations—the U. S., Great Britain, the Soviet Union, China and France—possess among them most of the industrial and military resources of the world. They have to bear the primary responsibility for maintaining the peace.

To the question—what if one of the Big 5 vetoes enforcement action against itself?—the answer is: if one of these nations ever embarks upon a course of aggression, a major war will



result, no matter what the voting provisions are. They must work together in peace—as they have proved their ability to do in war—or no Charter can succeed, and no world organization.

Agreement and disagreement. Proof that the nations could get together came at San Francisco where, despite differences, the area of agreement was always vastly wider than the area of disagreement. Attention naturally was directed to differences between the powers, because little time was needed on matters on which all were already in agreement. Between Dumbarton Oaks and San Francisco, the Big 5 had posals; others were worked out over agreed on 20 amendments to the pro- the nine weeks in San Francisco.

The League of Nations failed; why should the United Nations succeed? Its advocates point out four differences:

- The U. S. was never in the League.
- The League, while a bold and hopeful plan, was never fully used. The United Nations, all agreed, must be given a chance to work.
- The League lacked teeth to prevent war quickly and with overwhelming force. The United Nations has the

machinery to stop an international bandit; to stop him in time; to stop him with fleets of battleships and bombers.

- Hunger, poverty and unemployment can lead to wars. Unlike the League, the United Nations will be concerned with getting steady jobs, decent homes, more food and a better life for more people.

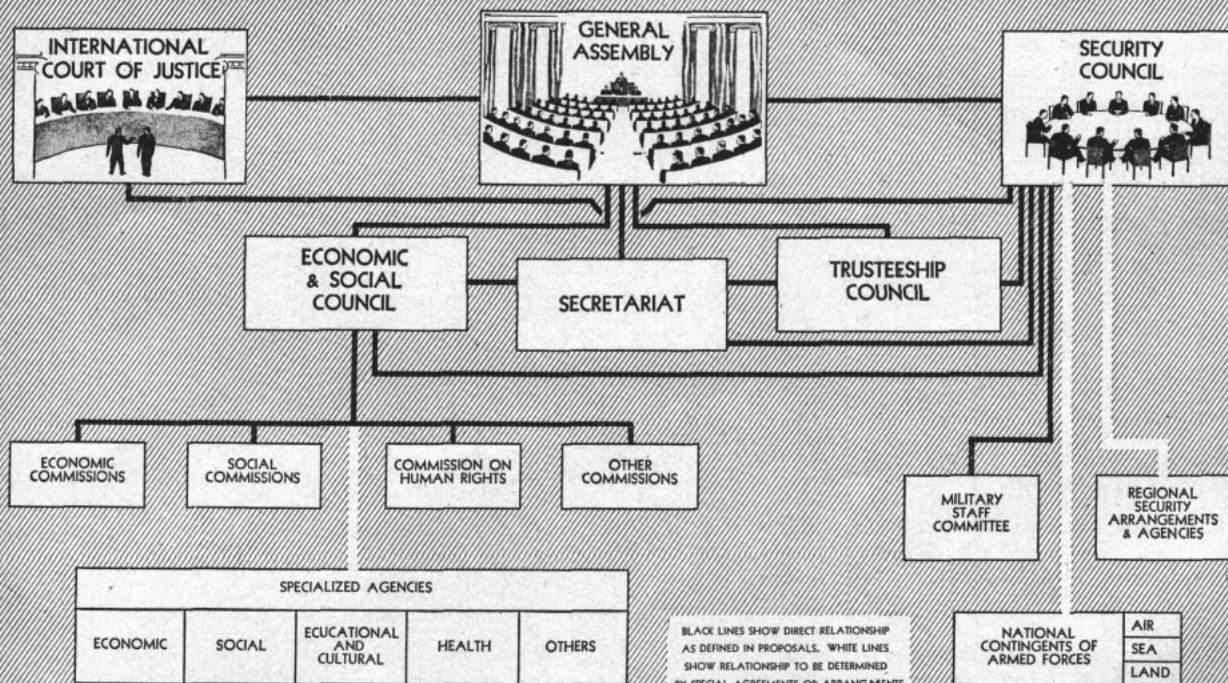
When all the Big 5 and a majority of the other United Nations have ratified the Charter, the new world organization will become official. In the U. S., this means ratification by the Senate.

President Truman flew out to San Francisco to address the closing of the Conference, told the delegates: "You have created a great instrument for world peace. The world must now use it!"

Flying back to Washington a few days later, he presented the Charter to the Senate, in a brief and simple address stated: "The choice before the Senate is now clear. . . . This Charter points down the only road to enduring peace. There is no other. Let us not hesitate to join hands with the peace-loving peoples of the earth and start down that road. . . ."

The Senate's Foreign Relations Committee rang up a 21-1 vote of approval, and ratification by the Senate itself was looked for at an early date this summer. From there on the road was open—and the peoples of the world, and the servicemen who fought the war, pinned their faith and their hopes on safe driving by all hands.

ORGANIZATION OF THE UNITED NATIONS



—Chart and sketches from State Department

OUR GROWING MERCY FLEET

Hospital Ships, First Used by Navy in Civil War, Now Save 98% of the Casualties Taken Aboard Them

By Dick McCann, Sp(X)1c

The bluejacket sat up in bed and grinned into the hand mirror. He was studying a new artificial eye just inserted by Navy doctors aboard the U. S. Navy hospital ship, *USS Refuge*.

The bluejacket winked . . . blinked . . . winked again, this time at the nurse, as if he were getting into practice for shore leave. And then, with a twinkle in his good eye, he said:

"Say, nurse, do you suppose they could give me an *extra* eye—one that's sort of bloodshot so it can match my real one just in case I'm out celebrating sometime?"

He spoke in a kidding vein, but there is no certainty that, deep down, he wasn't in dead earnest. Wounded men have come to expect wonders aboard Navy hospital ships. The huge, modern floating hospitals of the Navy's mercy fleet bring the finest medical care known to man across thousands of miles of perilous waters to within sight and sound of bloody invasion beaches. They have helped make the Medical Department's slogan: "To keep as many men at as many guns as many days as possible," not just a catchword but an actual accomplishment.

As a matter of record, more than 98% of all casualties brought aboard our hospital ships are saved.

Results like this have accentuated the value of hospital ships for duty with the far-flung forces of our fleet. So, with the commissioning of six new ships during April, May and June of this year, our mercy fleet is being swelled to a total of 15 hospital ships, including three manned by Navy crews but staffed by Army medical and surgical men. The six new ships are the *USS Tranquility*, the *USS Haven*, the *USS Benevolence*, the *USS Repose*, the *USS Consolation* and the *USS Sanctuary*. They are known as the "Haven class"—first time in history the Navy has had a class of hospital ships. They are designed to be of maximum service in forward assault areas and will function not only as floating hospitals but also as medical supply ships servicing advance base hospitals and warships.

Faster and larger than any other hospital ships, these vessels have many new features to help comfort and heal the men brought aboard, including:

- Complete air-conditioning throughout both hospital and crew's quarters.
- Operating rooms located near the metacenter—the roll and pitch center of the ship where movement is at a minimum.
- Increased numbers of ladders and hoists to speed the handling of patients and stores.
- Optical repair room as well as a base optical repair unit.
- Enlarged storerooms totaling 85,000 cubic feet.
- Increased recreational facilities. For the first time, two Red Cross workers

will be aboard with Red Cross supplies to assist in recreational work.

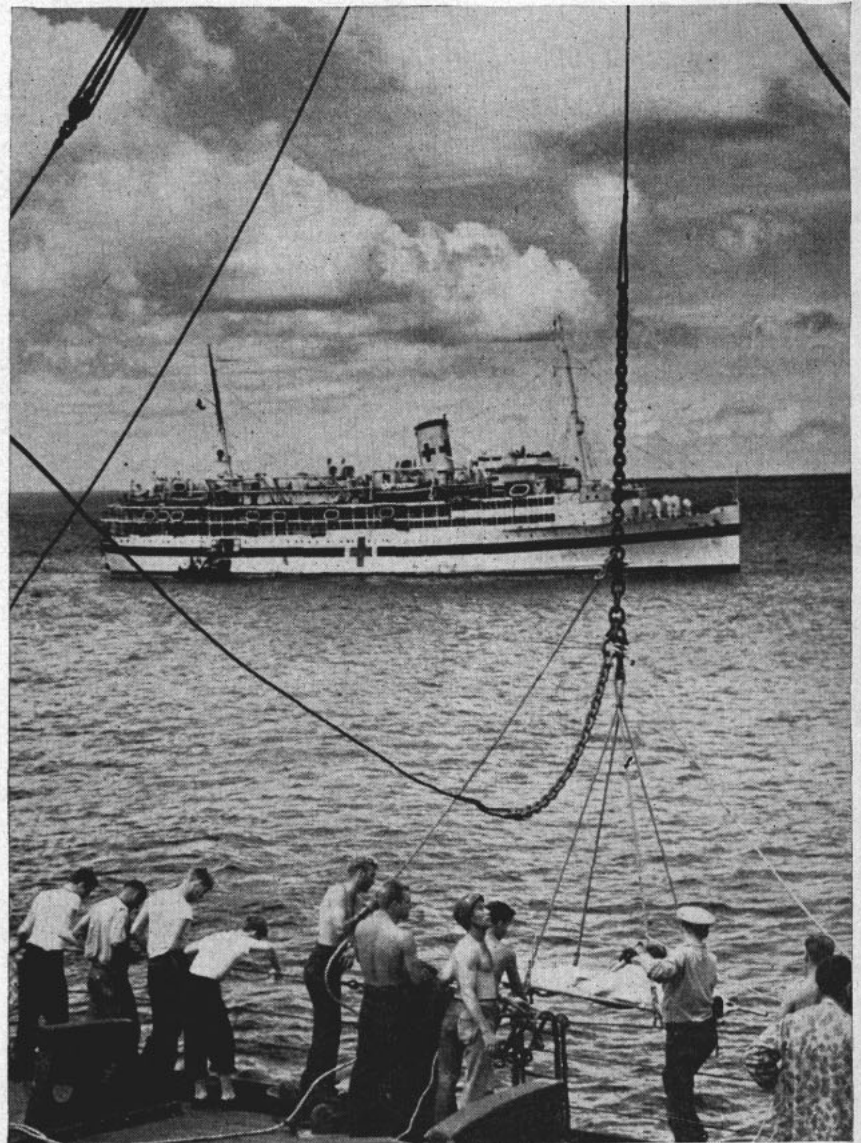
This growing mercy fleet is a far cry from the dim days when wounded sailors were lifted from bloodied decks and tossed to the sharks—a time no more distant than the 18th century.

In the words of Vice Admiral Ross T. McIntire, (MC) USN, Chief of the Bureau of Medicine and Surgery:

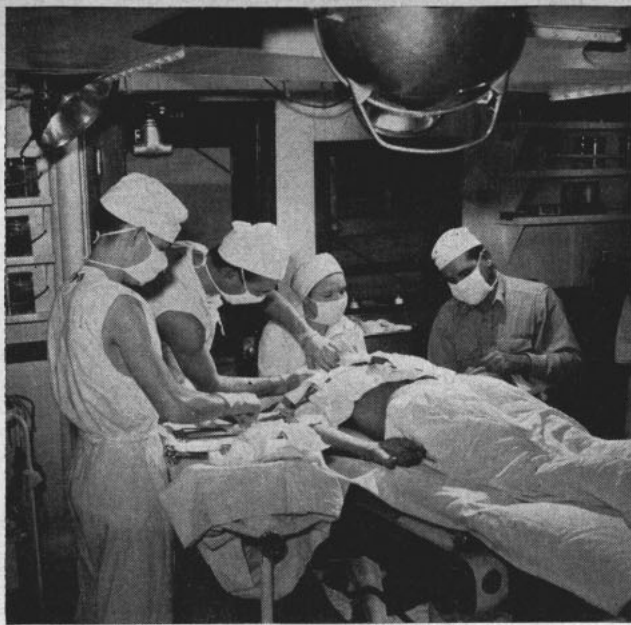
"This cruelty was not prompted entirely by unconcern on the part of the officers, but by expediency—there was nothing else to do with a sailor in 1750 who became seriously ill in the mid-Atlantic or who, far from shore, was wounded in battle . . . Adequate care of the health of naval forces was an idea that developed slowly through the

centuries. Now we know that the best medical attention we can give our men is not only humanitarian but it is practical, good sense. It prevents the spread of disease, restores men to the service who would otherwise be lost and it also maintains morale."

Various navies experimented, from time to time, with fleet hospital ships as long ago as the days of Athens' naval glory. Reference has been found in ancient history of the Athenian fleet having a hospital ship called *Therapeia* in 431 BC, and the Romans were supposed to have had one which they called *Aesculapius*. The Spanish Armada of 1588 is believed to have had some hospital ships of a sort because historians of the time mention physicians and surgeons accompanying the expeditionary force in its abortive attempt to invade England. The British Navy made its first known experiment along these lines when it



Official U. S. Coast Guard photograph
IN RENDEZVOUS at sea, wounded are transferred to hospital ship from transport. Hospital ships usually approach beachheads only in daylight hours.



OPERATION is performed aboard hospital ship *USS Solace* to remove shrapnel from soldier wounded on Okinawa.



WOUNDED MAN in Stokes stretcher is taken aboard *Solace* through port in hull from assault craft lying alongside.

Official U. S. Navy photographs

sent a hospital ship with Admiral Penn's fleet on a West Indian cruise in 1654. A short while later the French recommended that 100-bed hospital ships be assigned to the fleet—one to every 10 ships of the line.

But hospital ships did not take their fully recognized place until 1854 when England used them in the Crimean War. British hospital ships brought 100,000 wounded back from the Black Sea conflict inside 22 months.

Our First Hospital Ships

First provision to include hospital ships in the U. S. Navy was made back in 1818, but nothing was done about it until the Civil War. A river steamer which the Confederates had been using as a gunboat was captured on the Mississippi by the Union Navy, which converted it into a hospital ship and commissioned it on 26 Dec. 1862. Her name was *Red Rover*. According to standards of those days, she must have been something of a floating palace. Her designer wrote to Commodore Foote:

"... I wish that you could see our hospital boat, the *Red Rover*... She is decided to be the most complete thing of her kind that ever floated, and is in every way a decided success... The ice box... holds 300 tons... She has bathrooms, laundry, elevator for the sick... operating rooms, nine different water closets, gauze blinds at the windows... two separate kitchens for sick and well, a regular corps of nurses and two water closets for every deck."

At about the same time, the *USS Idaho* was converted into a hospital ship and assigned to the Asiatic Station. For two years she was anchored in, of all places, Nagasaki harbor, Japan.

During World War I, the Navy operated three hospital ships called the *Mercy*, *Comfort* and *Solace*. At that time, there was an old saying in

the fleet: "No mercy on the *Comfort*, no comfort on the *Mercy*, and no *Solace* on either." But, actually, they performed meritoriously and placed further emphasis on the growing importance of hospital ships. So much so, that, in 1917, the *USS Relief*, first ship ever built from the keel up for military hospital purposes, was designed and laid down. She was launched in 1919. She was the first to carry a complete field hospital unit for landing with an expeditionary force or setting up to aid in relief work in a civil disaster.

The Seal in Sick Bay

When Managua, Nicaragua, was leveled by an earthquake in 1931, the *Relief* was in Panama. The field hospital was taken off her, loaded onto planes and flown to Managua where it proved invaluable in rescuing victims. Again, in 1933, when Long Beach, Calif., had its severe tremor, the field hospital was set up on shore and played an important part in the relief work.

"Her reputation for skillful service is so great," Rear Admiral Lucius W. Johnson, (MC) USN, once reported, "that one day a wounded seal flopped up on the gangway. She was taken aboard and her lacerations carefully sutured. I am informed that she returned daily at 0845 for dressing until the wounds were healed..."

It was 20 years from the time the *Relief* was commissioned until the Navy got another hospital ship—the *USS Solace*, a heroine of Pearl Harbor and the South Pacific. She had been the old coastwise passenger liner, *Iroquois*. In the years that had passed between the time of the *Relief's* commissioning and the *Solace's* conversion, BuShips and BuMed had learned much about necessary improvements and additions to be made. As a result, the *Solace* featured many changes, including putting most wards above decks.

She was commissioned on 9 Aug. 1941 and sailed almost immediately for Pearl Harbor. And that's where she was when the Japs struck on 7 December. Miraculously, she escaped damage and was able to do incredibly valiant and valuable rescue work that dark day. Since then, this game old girl of the Pacific has ministered to our wounded at many watery battlegrounds. She was in the Coral Sea when the great naval-air battle was fought and won there, and she stood off Guadalcanal's embattled beaches during the first U. S. offensive action of the Pacific War on that strategic island.

Saved 7,484 Out of 7,500

With justifiable pride, her senior medical officer, Capt. Melville J. Aston, (MC) USN, reported:

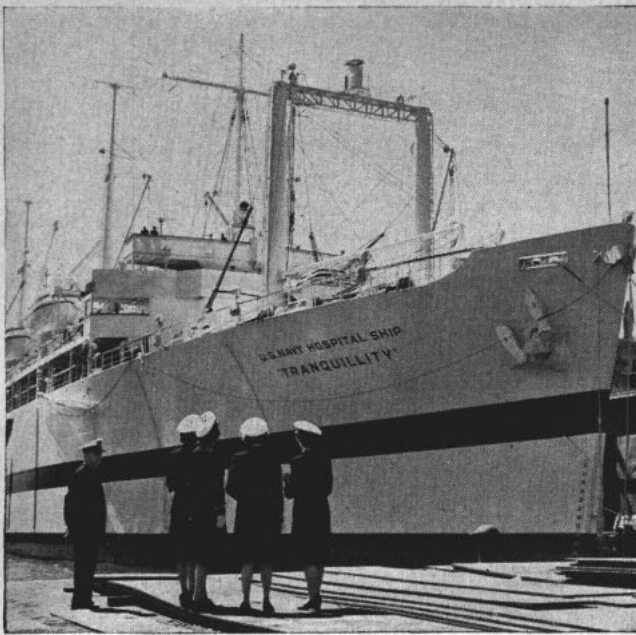
"During the eight months' period of greatest activity, the *Solace*, steamed over 50,000 miles and carried out 20 major evacuation missions. Of 10,000 patients received on board since the attack on Pearl Harbor, approximately 7,500 were war casualties. The number of deaths in this group was 16; 13 were surgical, 3 medical."

Personnel of the *Solace* and other hospital ships are called upon to do many jobs apart from their medical work, such as providing ice cream and other delicacies for battle-weary crews of small combat vessels. Lt. (jg) Hilda W. Combes, (NC) USN, writing of her first year on the *Solace*, says:

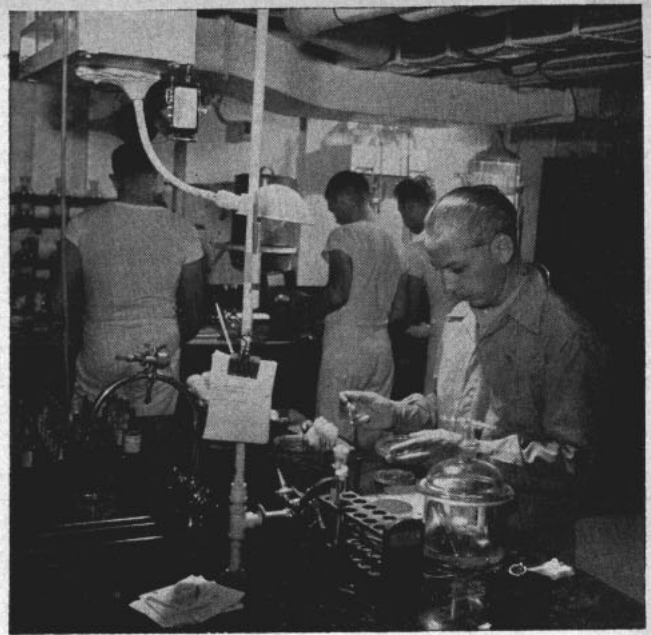
"Hardly would a destroyer arrive in the same port, than some of its crew would appear with a bucket for our special strawberry or maple-walnut ice cream."

And the bakery of a U. S. Navy hospital ship provided manna from heaven for the starving civilians of bomb-blasted Italian ports after Mussolini's fall. The bakers worked overtime turning out loaves and loaves.

When the U. S. entered the war, the



USS TRANQUILLITY is the first of new Haven class hospital ships, converted from Maritime Commission C-4 hulls.



LABORATORY is a busy place on a hospital ship. Its equipment is complete, comparable to best shore labs.

Official U. S. Navy photographs

Solace and the *Relief* were our only hospital ships with the fleet. However, not long after the attack on Pearl Harbor, the Navy commissioned three new ones—the *USS Bountiful*, *USS Samaritan* and *USS Refuge*. A sixth, the *USS Rescue*, joined the fleet early this year after being converted from an auxiliary vessel.

The *Samaritan* was at Iwo Jima where she was visited by Secretary of the Navy James Forrestal. Upon his return to the States, Secretary Forrestal told a press conference:

“On D-plus-1-day, I went aboard the *Samaritan* where Navy surgeons and the corpsmen were already dealing with the casualties from the day and night before.”

From Iwo to Hawaii

Assisting the *Samaritan* and other hospital ships at Iwo, the Secretary said, were “a number of our transports.”

“This was important,” he added, “because of the fact that it facilitated speedier handling of the wounded from shore. That is to say, by having more than one ship available the small boats evacuating casualties from the island had various alternative ships that they could go to. By the time I had reached Hawaii a substantial number of the wounded had already reached the Naval Hospital at Aiea at Pearl Harbor. These were mostly cases of fractures, all of which had been set on the hospital ships at Iwo with the casts molded and full details of the injury and treatment on the outside of each cast. These patients were then, I believe, flown to Hawaii. It is a truly remarkable step forward in the handling of wounded.”

While LSTs were pressed into emergency use for transporting casualties in the European operations, it was at Iwo that LST(H)s made their debut—landing ship, tank, hospital.

This, in the words of a Navy doctor, “was in reality a floating emergency ward.” Said this doctor:

“The LSTs lay close inshore, and acted as ‘screens’ for the casualties brought from the beach. As boatloads of casualties came alongside, Navy doctors and pharmacist’s mates classified the cases aboard, tagging each with a priority on medical attention. Serious cases were swung aboard the LSTs by a crane lowered through a hatch to the tank deck, where they were prepared for the operating room. The operating rooms were located in the former ‘troop quarters’ on the port side. Operating teams were using three tables and an assembly line technique to keep patients moving. Post-operative cases were cared for forward in the tank deck, until transported to hospital ships lying in the transport area.”

In some cases, the ambulances from shore evacuation stations can ride directly into the tank deck, through the bow doors. Stretchers bearing the wounded can be immediately removed and rested on litter brackets which are secured to the bulkheads the full length of the tank deck.

New Hospital Ships

Of course, these LST(H) “emergency wards” cannot compare in comfort and completeness with the six new hospital ships. These latter ships originally were built as U. S. Maritime Commission C-4 hulls by the Sun Shipbuilding and Dry Dock Co. of Chester, Pa. They are full conversions.

They have a displacement of 15,000 tons. Their speed is 17½ knots with cruising radius of about 12,000 miles.

Hospital beds are provided for 802 patients—742 enlisted men and 60 officers. In an emergency, of course, the capacity can be increased by several hundred. In contrast, the older hospital ships accommodate from 450 to 760 patients each.

For ship’s company, there are accommodations for 58 officers, 30 nurses and two female Red Cross workers, 24 chief petty officers, 230 crewmen and 238 hospital corpsmen. The “nurses’ country” is self-contained, with separate mess. For the corpsmen, 181 berths are on the second deck and 57 on the main deck for night detail.

The hospital consists of two main operating rooms, fracture operating rooms, plaster room, apparatus room, anesthesia room, clinical laboratory, dispensary, dental clinic, dental prosthetic laboratory, radiographic room, endoscopic room, eye-ear-nose-throat clinic and eye-ear-nose-throat operating room.

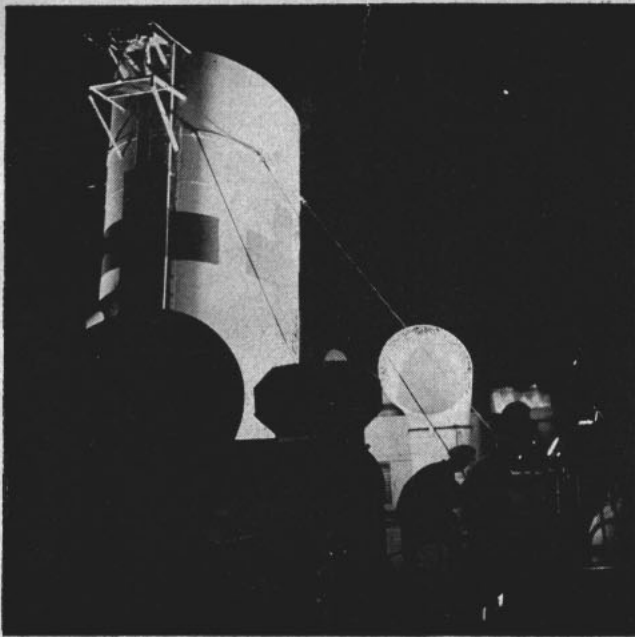
All medical rooms and wards are arranged so that there is access between them without going into the weather.

The typical ward consists of two tiers of berths, which may also be used as single berths. Wider than usual ship berths, ward berths are detachable so that a patient may be handled if necessary without taking him from his berth. For further convenience of movement, the berths are accessible from both sides.

At each berth, there is a portable comfort or utility light, which not only is available to the patient for reading but also may be used by doctors, nurses and corpsmen for examining a throat, applying a dressing, etc.

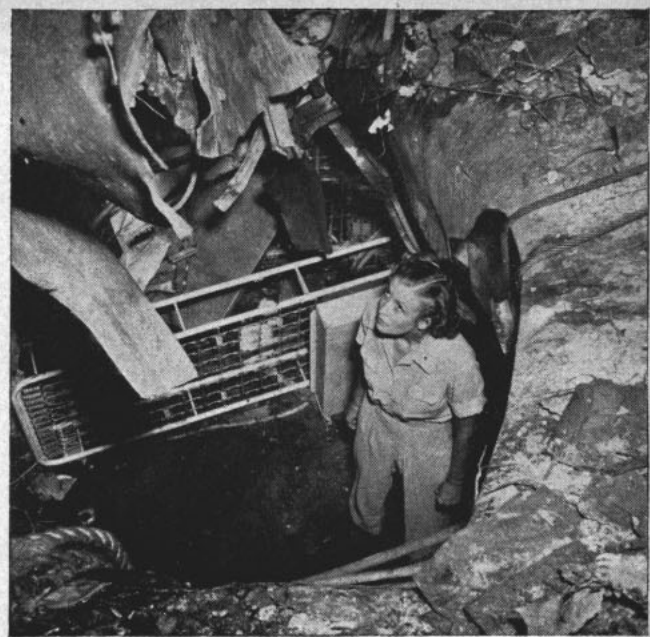
Rapid Handling of Wounded

Everything possible has been provided in these ships for the rapid handling of wounded from shore to ship, from boat to ship and from ship to shore. There are four elevators: two passenger, of the self-leveling type, each with a 3,000-pound capacity, and two freight. Patients on litters may be taken aboard by single, double or multiple litter hoists from small craft by using hoisting gear at 10 stations—five on each side of the ship. Provision is made for double-



Official U. S. Navy photograph

NIGHT AND DAY hospital ships are clearly marked in accordance with Geneva Convention so enemy won't attack.



Official U. S. Marine Corps photograph

JAP SUICIDE plane hit the USS *Comfort* off Okinawa despite her Red Cross markings, killed 29 and wounded 33.

type Welin davits on each side forward so that power boats may be unloaded at the rail or on deck.

The food-service plan has been adapted from successful hospital commissaries. Bed patients' food comes up from the galley to the main deck by food elevator and is distributed to ward diet pantries for service on individual trays. Vacuum food contain-

ers for solid and liquid foods are provided, with ingenious hand trucks for transporting them. The diet pantries are equipped with electrically heated tables and heated cabinets. Ambulatory patients will be served in the mess hall. Special diets will be prepared in a special diet kitchen under supervision of a nurse dietician. A "sharp freeze" compartment of

1,000 cubic feet has been included in the refrigerator compartment for quick-frozen foods. Two milk emulsifiers—"mechanical cows"—each with 40-gallon-an-hour capacity have been installed. Ice cream capacity and storage have been increased to a point adequate for frequent serving.

Recreational facilities are greater than ever. Each bed or berth in the wards has ear phones or pillow phones hooked into a five-channel entertainment broadcast system which will provide long-wave and short-wave radio programs, picked up by a master receiving set, and phonographic music. The wide, open bridge deck will be available for movies, shows, deck sports and sun bathing. The main deck lobbies, fore and aft, are fitted with chairs and tables to serve as lounges. A patients' library is provided on the main deck off the lobby. Two Navy chaplains and two Red Cross workers are aboard.

ARMY'S HOSPITAL-SHIP FLEET

The Army, too, has a hospital fleet. By the end of summer it will total 29 vessels, including three manned by Navy crews but staffed with Army medical personnel under Army command. The others are manned by civilian crews of the U. S. merchant marine in the employ of the Army Transportation Corps.

The Army uses hospital ships primarily for evacuation of wounded, although for limited periods they may become emergency hospitals. For instance, during the invasion of southern France 12 of them lay off the coast and served as emergency hospitals until orders sent them, laden with casualties, to hospitals in North Africa and England. Similarly, Army hospital ships stood off the beachheads of Anzio, Salerno and Sicily.

Many of the Army ships are also used in shuttle service. They lie at anchor off an invasion beach taking on casualties and, when loaded, debark for a port of safety where hospital facilities are available on land. After unloading, they head back for the battle scene to go through it all again.

The USAHS *Seminole* has been one of the busiest in this shuttle service. In 10 months' time in the Mediter-

ranean, she transported 10,000 patients from battle beaches to rear-echelon hospitals. She made four trips in five days between Anzio and Naples. On one of these trips it was necessary to sail without a full load because the Germans were shelling the harbor.

"Flagship" of the Army fleet is the USAHS *Acadia*. She participated in or stood by for every invasion in the European theater—North Africa, Sicily, Italy, Normandy and southern France. At North Africa, she was a troop transport; at the others, a hospital ship.

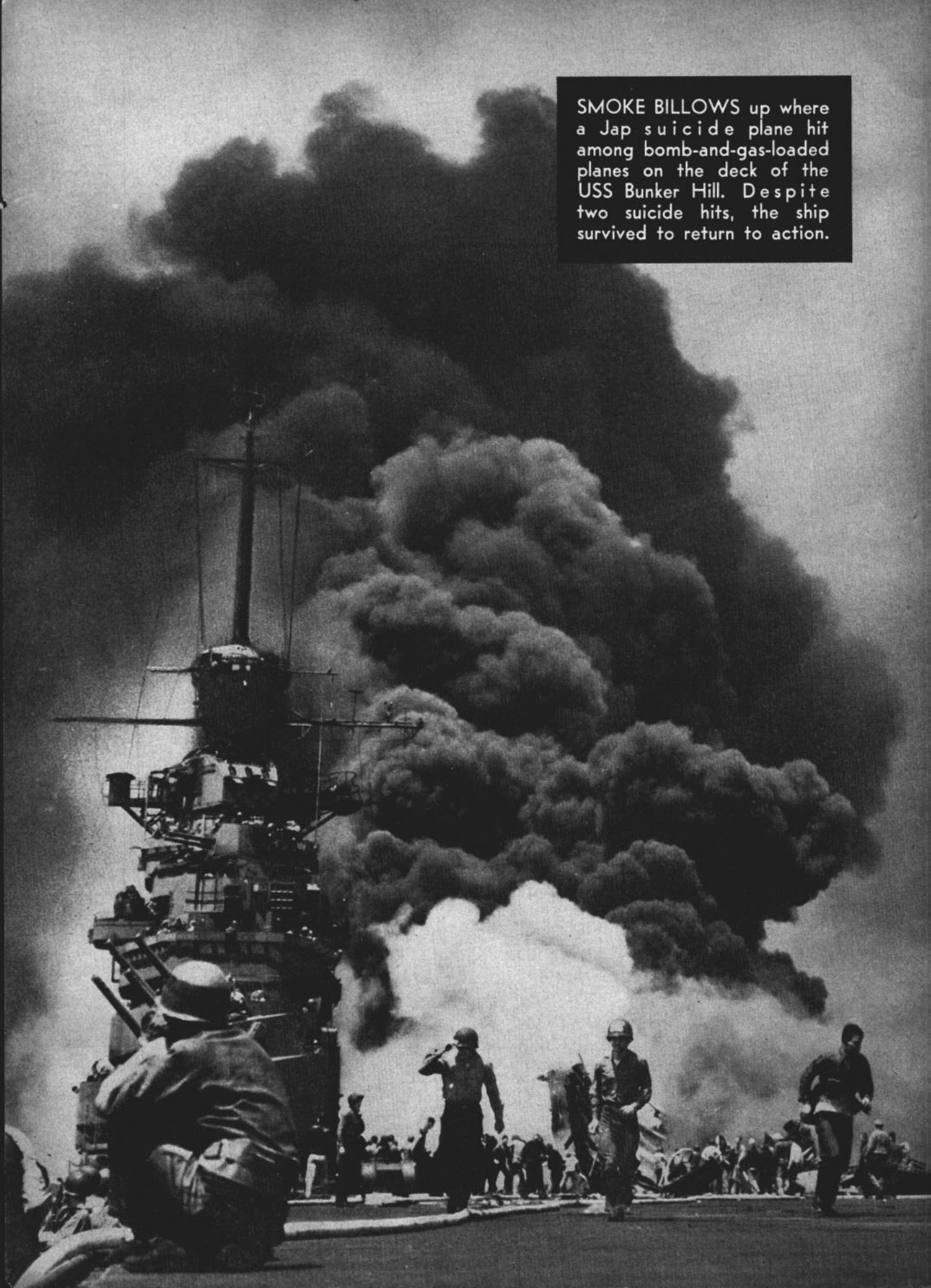
Most of the Army hospital ships right now are transporting wounded men from Europe to the U. S. When that job is done, many of them will be shifted to the Pacific.

Largest and fastest of the Army's hospital fleet is the *Frances Y. Slanger*, the former Italian luxury liner *Saturnia*, only recently taken over for hospital duties. With twice the capacity of the previous largest hospital ship, the *Slanger* has facilities for 1,776 patients including 89 wards, three operating rooms and facilities for recreational activities by ambulatory patients. She also has a chapel, library and reading room.

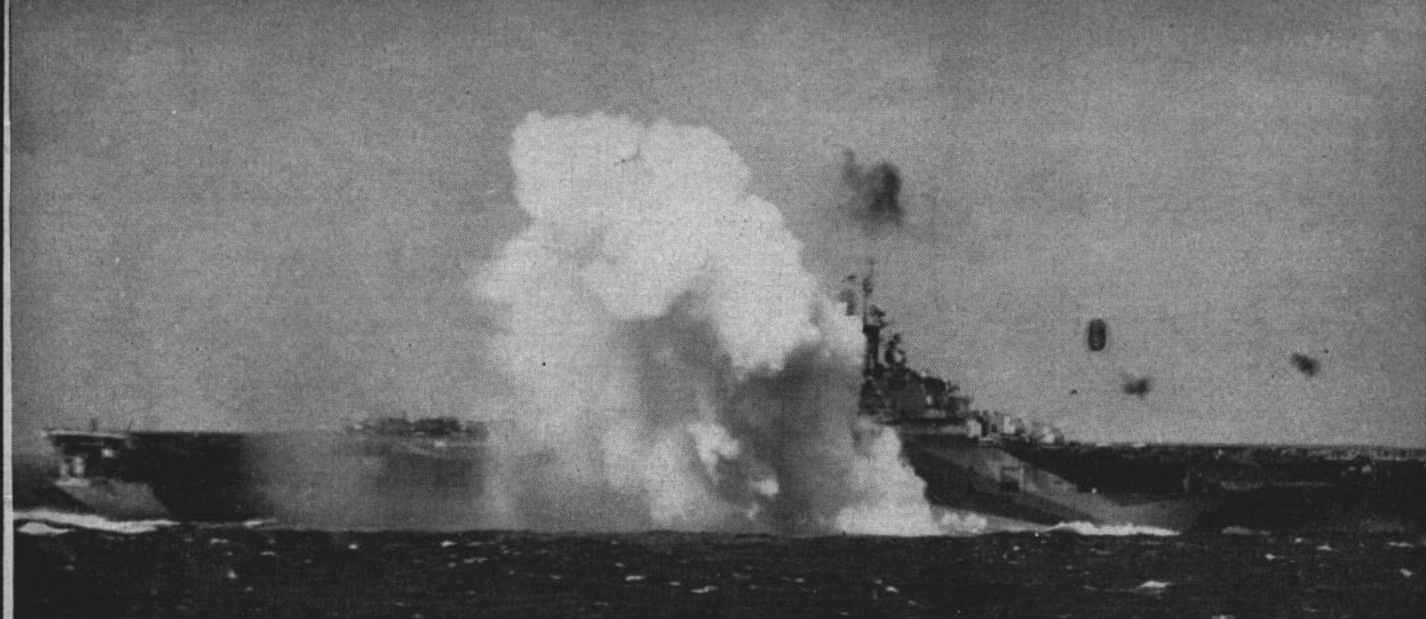
"Immune to Attack"—?

Supposedly, hospital ships are immune from attack. They are always painted white with a wide green band painted around the hull and large Red Crosses marking them for easy identification. At night, they are fully lighted. All this was decided upon at the Hague Convention of 1907 when the immunity of hospital ships was agreed to by representatives of many nations. However, in both World War I and World War II, hospital ships have been hit.

In addition to the hospital fleet, the Navy has three ships, the USS *Pinkney*, USS *Rixey*, and USS *Tryon*, which are classed as hospital transports. Actually combat ships, they are fitted to evacuate wounded from battle zones to rear echelon hospitals. They are armed, painted with war paint and have no immunity from attack but like the hospital ships they play a vital role saving American lives.

A black and white photograph capturing the chaos on the deck of the USS Bunker Hill during a kamikaze attack. A massive, billowing plume of dark smoke rises from the deck, dominating the upper half of the frame. In the foreground, several crew members are seen in various states of activity; one is crouching on the left, while others are running or standing amidst the smoke. The ship's complex superstructure, including masts and gun turrets, is visible on the left side. The overall atmosphere is one of intense combat and emergency response.

SMOKE BILLOWS up where a Jap suicide plane hit among bomb-and-gas-loaded planes on the deck of the USS Bunker Hill. Despite two suicide hits, the ship survived to return to action.



Official U. S. Navy photographs

TICONDEROGA steams on, unruffled by Kamikaze's near miss off Luzon. Later, off Formosa, two Japs scored hits.

THEY RETURN TO FIGHT

Our Ships Come Back to Hunt Down Enemy Again Though Some Kamikaze Planes Inflict Wounds

Navy gunners can't always hang up shut-outs . . . and, sometimes, a Jap suicide plane slips through to score. Up to 18 July, a total of 19 U. S. Navy ships had been announced as struck by the honorable-ancestor-here-we-come pilots, and five had been announced as sunk.

In sizing up this toll, also consider (a) the vast number of targets that our huge fleets offer as they conduct history-making amphibious operations and (b) the mounting number of enemy planes that are shot down. And, of course, when a Kamikaze hits the deck, he's done for, but in most cases the stricken ship is back in the line, blazing away, before very long.

Notable among these scarred veterans who have licked their wounds and gone back to lick the enemy again are the rejuvenated old battlewagons USS *Nevada* and USS *California*, the proud *Essex*-class carriers USS *Ticonderoga* and USS *Bunker Hill*, the mighty 'Big Ben' *Franklin*, the venerable lady *Saratoga*, and the light cruiser *Nashville*.

Soon to be back to fight another day are such gallant little warriors as the destroyers *Newcomb*, *Laffey*, *Leutze*, *Hadley*, *Evans* and others.

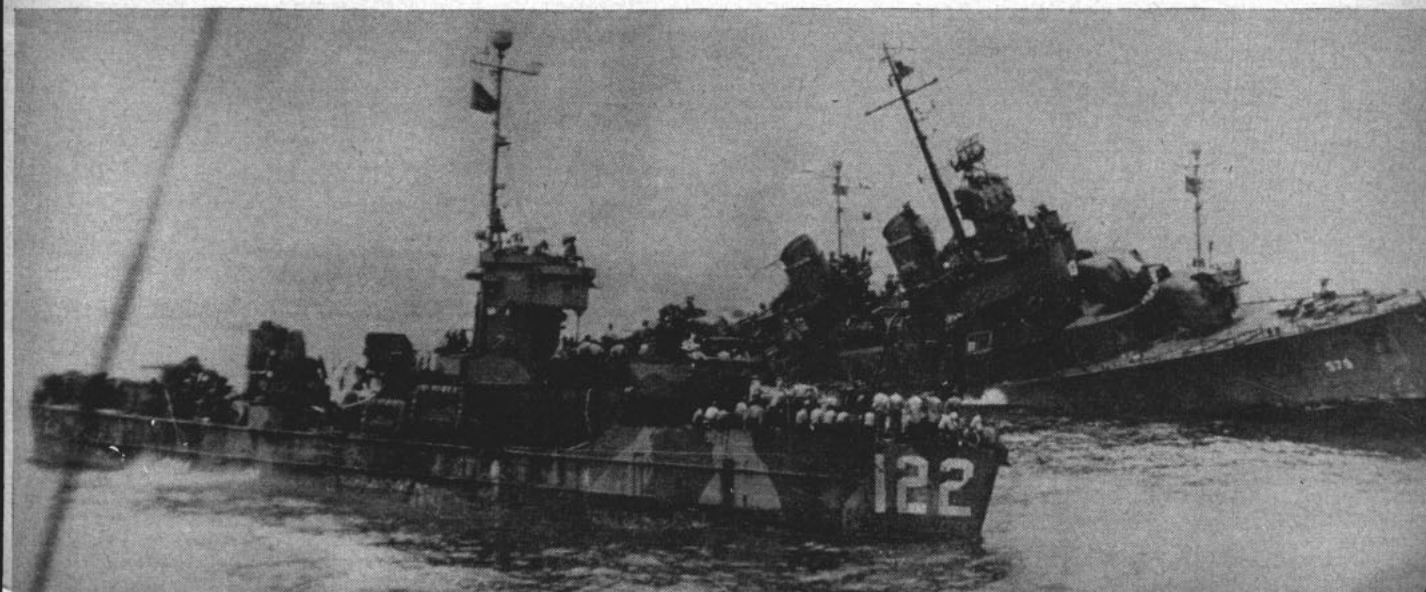
Unwavering, unwearying crews have done the impossible as they battled blazes and nursed their limping ships back to safe ports; and tire-

less shipyard workers have wrought miracles patching up these heroic hulks in record time.

For instance, the *Saratoga*, which had suffered seven direct hits by suicide planes and bombs off Okinawa, was repaired in less than two months at Puget Sound Navy Yard—although she was the most extensively damaged vessel that yard ever received (*ALL HANDS*, July 1945, p. 42.) Bremer-ton's "civilian Navy" devoted 155,000 man-days to repair the *Ticonderoga* with breathless speed. Before she reached the drydocks, her major repair jobs already were under way. Such swift work has not been the exception, but the rule.

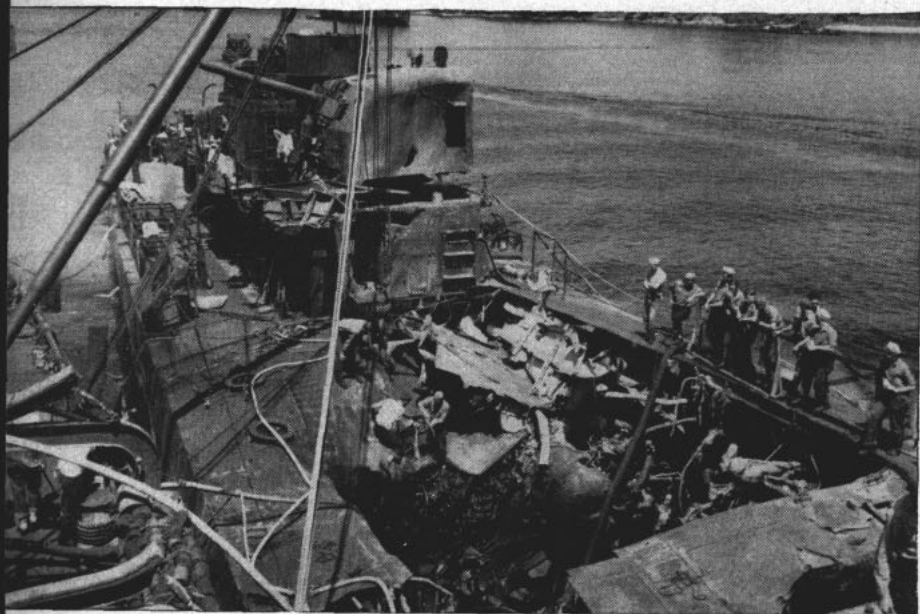
Damaging of the *Ticonderoga*, *Nevada*, *California*, *Newcomb* and *Leutze* were all revealed last month within a space of 22 days, but they had been struck months apart and the information withheld for security.

DD WILLIAM D. PORTER goes down by stern while small rescue ship stands by. She sank three hours after attack.





RISING SUN Emblem carried by Kamikaze plane that hit USS Nevada near Okinawa is picked up by sailor as crew clears wreckage from battleship's deck.



DESTROYERS withstood brunt of Kamikaze assaults at Okinawa. Above is the unsinkable Newcomb. Below are survivors of the Evans on way to hospital ship.

Official U. S. Navy photograph



The *California* was struck 9 January during the pre-invasion shelling of Lingayen Gulf installations; the *Ticonderoga* 21 January during the 3d Fleet's operations off Formosa; the *Nevada* 27 March off Okinawa; the *Newcomb* 6 April off Ie Shima; and the *Bunker Hill* 11 May near Okinawa.

The fights for survival by the *Ticonderoga* and the *Bunker Hill* were almost identical as the courage of their crews was matched only by the brilliant seamanship of their officers. Just one minute after noon on 21 January, while her planes were lashing out at enemy installations on Formosa, the *Ticonderoga* was attacked by a single-engine Jap plane that zoomed out of the sun, through a cloud bank and onto the flight deck. The bomb penetrated and exploded between the gallery and hangar decks.

Fierce fires erupted. Magazines were flooded to prevent detonation of explosives, and other compartments were flooded to overcome the list to starboard and create a 10-degree list to port. This plan, devised by Commodore (then Capt.) Dixie Kiefer, USN, of Kansas City, Mo., and executed by his executive officer, Comdr. William O. Burch, USN, of Norfolk, Va., steadily carried the fire overboard because the gasoline floated on the water which the crew was pouring onto the flames. The water, carrying the gasoline on its surface, found free exit on the port side of the hangar deck forward.

Even as the crew was battling the flames and jettisoning fire-menaced bombs and other ammunition overboard, other Kamikazes attacked. Five were shot down by the *Ticonderoga's* air group, three were blasted by the ship's ack-ack, but one got through to hit the carrier's superstructure just before 1300. But so furiously did the crew work and so effective was Commodore Kiefer's maneuver that by 1437 all fires were under control. There were 337 casualties, 144 of them killed or missing.

In the case of the *Bunker Hill*—Vice Admiral Marc A. Mitscher's flagship—she was at flight quarters when enemy aircraft dived through her combat patrol and crashed onto the after half of the deck. Raging fires flourished. Then a Judy dropped a 500-pounder on the flight deck and crashed into the base of the island.

As Admiral Mitscher was transferred in a boatswain's chair to the destroyer USS *English* to continue his direction of huge Task Force 58, the *Bunker Hill's* crew began a fight for her life that lasted for three agonizing hours. At times, it seemed the carrier could never survive. But the crew's valorous efforts were crowned with success when a sharp, skillful turn worked out by the navigator, Comdr. Charles J. Odend'hal Jr., USN, sent tons of water sluicing over the side, sweeping burning gas and oil overboard.

The fires and explosions took 393 lives, wounded 264. But the *Bunker Hill* made port safely . . . and, like the *Ticonderoga*, she'll be back.

The Kamikaze that crashed into the *Nevada* broke a long streak that had seen "Ol' Maru" escape any battle damage from the time she was

ALL HANDS



Official U. S. Navy photograph

MINUTES AFTER ATTACK by a Jap suicide plane, the fantail of the Nevada was spotted with scattered gasoline fires. Firefighting parties had the flames under control, however, and gunners stood by to repulse other enemy attacks.

beached at Pearl Harbor through Attu, Normandy, southern France and Iwo Jima. She had been straddled 27 times by German shore batteries during the bombardment of Cherbourg which led to that port's fall to American forces soon after D-day, but had come through unscathed.

But, just before daylight at 0620 on 27 March, as the *Nevada* was preparing to obliterate enemy installations before the invasion of Okinawa, a formation of Jap planes attacked. The *Nevada's* anti-aircraft gunners, old hands at this, splashed two. But a Val sneaked through the hazy light, headed for the open bridge. Light machine-gun slugs ripped his right wing off, diverted his course from the heavy superstructure and he hit the main deck aft near a main battery turret. Resulting fires were extinguished by damage-control parties in three minutes, but 11 had been killed and 49 wounded and considerable damage had been done. By 1030, however, she was back in the firing line.

On 5 April, a Jap coastal battery unwisely chose to reveal her position and shoot it out with the old sea dog.

The Jap gunners had the benefit of having ranged on the ship most of the day and they got in the first

punches. They fired about 24 shells. Nineteen missed from 10 to 1,500 yards. But five scored, killing two and wounding 16. The engagement lasted only 16 minutes, but in that time the *Nevada* belched 71 rounds from the 14-inch main battery alone. When the smoke cleared, the target area resembled a blasted quarry.

At Lingayen Gulf, the *California's* gunners got the first Kamikaze and seemingly had the second one. She was hit and appeared to be skimming over the ship, doomed to hit the water harmlessly. But she banked suddenly, roared in upside down and crashed against a tower. The fires were extinguished in 12 minutes.

The *California* made temporary under-way repairs and continued her assignments at Lingayen. Only when her chores had been completed did she head back for repair at Puget Sound.

Gunners of the *Newcomb* had out-shot numberless suicide pilots at Mindoro, Lingayen Gulf and at Okinawa on earlier occasions. But on 6 April off Ie Shima, seven Kamikazers attacked within two hours and, although three were shot down, four hit. The seventh got a double—it skidded across the literally disemboweled *Newcomb* and crashed head on into

the stern of the USS *Leutze*, which had come alongside to help fight her fires.

A total of 175 casualties were suffered on the two DDs. Aboard the *Newcomb*, 17 were killed, 54 wounded and 20 missing. The *Leutze* had two killed, 68 wounded and 14 missing.

Only the heroic efforts of the *Newcomb's* crew—who fought with their hair afire and their clothes burned off—kept the destroyer afloat and enabled the less-damaged *Leutze* to tow her to an advanced repair base.

Sometimes, of course, no matter how hard nor how heroically a crew may fight their ship is doomed. Such was the case with the USS *William D. Porter*, struck by a Kamikaze on 10 June off Okinawa.

The wound was inflicted at the waterline on the starboard near the after engine room. Within seconds, the engine room and other compartments were flooded, and the ship listed heavily to starboard. For nearly three hours, the crew fought to save her, but the *Porter* continued to settle deeper into the water. The after deck was awash when the last man finally abandoned ship. No life was lost aboard the *Porter* and her 61 wounded were being treated aboard the hospital ship *Relief* before sunset.

3d YEAR: WAVES NUMBER

Women's Reserve, Filling 18% of All Shore Billets, Has Freed 50,500 Men for Sea and Overseas Duty

"WELL done!" came the word—from Fleet Admiral King, the Navy and the nation—as the Waves marked their third anniversary 30 July. In three war years, the "women in blue" had demonstrated their skill, courage, and devotion to victory, all the way from the Atlantic Coast to Pearl Harbor.

No surer proof of success could be needed than the fact that the Navy stepped up its demand for Waves 400% this summer, asking for 2,000 recruits a month.

On its third birthday, the Women's Reserve numbered 86,000: 8,000 officers and 70,000 enlisted Waves on duty in 900 shore activities, plus another 8,000 in training or awaiting call to duty.

50,500 Men Released

In a public birthday message to the Waves, Secretary Forrestal pointed out that "Today, the Waves have released enough men for duty afloat to man completely a major naval task force."

Women in the Navy have released 50,500 men for ship or overseas duty; have taken on 27,000 additional jobs; and now make up 18% of all naval personnel on shore duty, performing almost every type of shore job.

Flying Waves

Recently 80 Wave officers became the first women officers entitled to serve as members of military air crews in any U. S. military organization. They wear the gold wings of the naval air navigator, and will serve in crews flying to such points as Hawaii and the Aleutians.

All told, naval aviation uses almost a third of all the women in the Navy. Many women repair planes, pack parachutes and collect weather information. At least four control towers in the United States are manned entirely by Waves, under supervision of a male control tower officer, and at the Vero Beach, Fla., Naval Air Station, Waves help with traffic control in night fighter training.

One thousand Waves are Link trainer instructors, giving lessons to 4,000 men each day. Women of the Navy are teaching air gunnery students who some day will be shooting Jap planes out of the sky.

Waves serve in almost every department of the Naval Air Transport Service, and since last July have flown on almost all the NATS domestic routes in this country as flight orderlies.

Caring for Wounded

A vital Wave activity—getting increased emphasis at this time—is caring for the sick and wounded in hospitals. About half of the 2,000 new recruits coming into the Reserve each month are selected for Hospital Corps Work, in the Navy's wards, clinics, laboratories and dispensaries.

At present 13,000 Waves are carrying out responsible roles in the Hospital Corps. For example, in BuSandA's field branch at Cleveland, two Pharmacist's mates run the first all-Wave dental prosthetic laboratory in naval history. Nine Waves in the Hospital Corps work at the painstaking job of painting the iris in plastic eyes, carefully matching the patient's existing eye. Other Waves instruct the

physically handicapped and give occupational and physical therapy.

The officers' corps of the Waves has contributed 390 medical specialists such as laboratory technicians, dental hygienists, and occupational and physical therapists. Forty-one Wave officers are doctors in the Medical Corps, and two are dentists in the Dental Corps.

Jobs Have Grown

As the Navy has grown the jobs for Waves have grown. Mail service for the fleet and extra-continental activities is now handled 80% by Waves. "Radio Washington," nerve center of the wide-flung Navy communication system, is manned 75% by Waves. At BuPers, 70% of the complement are Waves. The laboratory at the Indian Head powder plant, where much of U. S. rocket propellant is tested, is completely operated by women, and Waves also man one of the two firing bays, and do about half of the computation on ballistics.

Handling the \$

Other enterprises now largely in feminine hands are those of getting supplies out to the fleet and the advanced bases, paying Navy Personnel and accounting for the expenditures of the Navy. Several thousand Wave officers and enlisted women in the Supply Corps do these tremendous jobs, handling material's and expenditures totaling millions of dollars each month.

Wave officers also use their training in administration, radio and radar, languages, law, communications and education. Two women officers serve in the Civil Engineer Corps.

More than 1,000 Wave officers are former enlisted women commissioned following officer's training at the Na-



HELMETS AND SLACKS are variations in uniform of the day for Waves who board partly finished hull in Navy yard.



NAVY MAIL is handled 80% by Wave personnel. But Waves like to get mail as well as carry it, as you can see.

86,000

val Reserve Midshipmen's School, formerly at Northampton, Mass., and since April located in Washington, D. C. Twenty-five women are now receiving officer's training each month, each class consisting of former enlisted women and occupational and physical therapists drawn from civilian life.

Waves Overseas

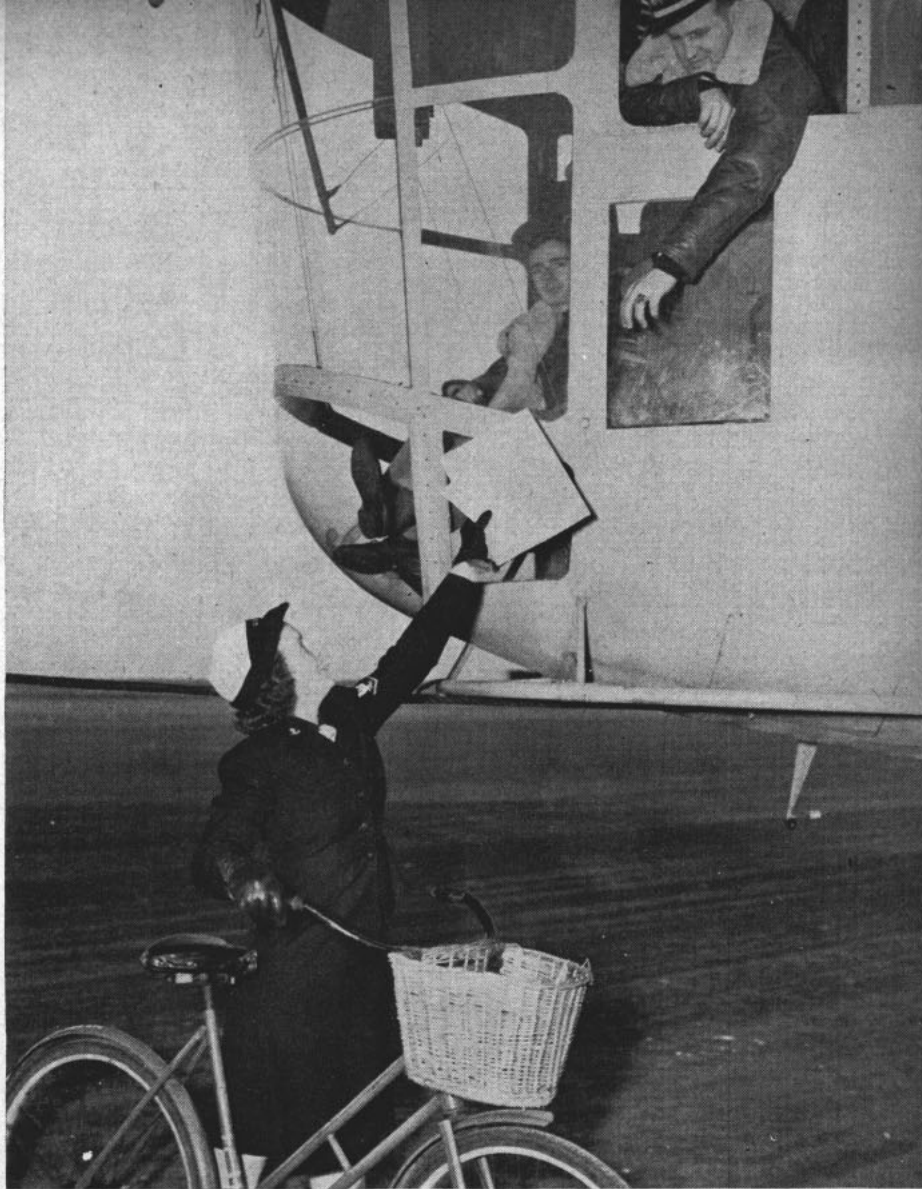
The first Wave officers went overseas last October, less than a month after Congress passed the necessary legislation. They were joined in January by a large group of enlisted women, and at present 350 officers and 3,659 enlisted women are serving in Hawaii, at air stations, hospitals, the navy yards, and many other activities in the 14th Naval District.

In addition to duty in Hawaii, Waves have been assigned to temporary duty in Alaska, the Aleutians, Puerto Rico and Bermuda.

SecNav Tribute

The contributions which the Waves are making toward victory cannot be measured, but the words of Secretary Forrestal speak well for the Waves' notable accomplishments in their first three years:

"I congratulate the members of the Women's Reserve. You have every right to be proud. Your conduct, discharge of military responsibilities, and skillful work are in the highest tradition of the naval service. Keep up the good work."

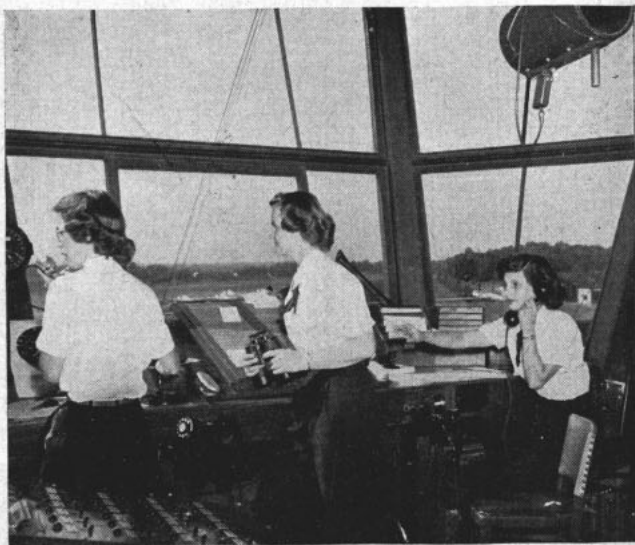


Official U. S. Navy photographs

BLIMP GETS A MESSAGE from a Wave radioman at Charleston Naval Air Station. Navy's radio nerve center in Washington is 75% manned by Waves.



NAVIGATING a transport plane on a flight over the Caribbean are these three flying Waves assigned to NATS.



CONTROL TOWER of this naval air station is manned by a trio of Waves. Almost a third of Waves are in aviation.

BOMBRONS OVER BISCAY

**Five Navy Liberator Squadrons Knocked Out 14 Subs
During Campaign to Sweep U-Boats from Atlantic**

IN the gray light of the English winter dawn the ponderous white-bellied Liberators waddled down the runway and lifted slowly into the sky. Out over the rocky Devonshire coast and the choppy waters of the Channel they streaked south toward the Bay of Biscay, hunting grounds of the enemy's undersea fleet.

Over the Bay the crews suddenly became alert, shaking off the drowsiness induced by their early rising and the constant drone of the four engines. Waist gunners stared at the faint line of the horizon almost imperceptibly separating the gray of the sky from the gray of the sea. Bow and crown turrets whined and twisted, their twin .50-caliber guns seeming to search for every dot in the air that would mean a Ju-88 or any change on the surface that might indicate a U-boat.

This day the search was more intense. One of the big boats had failed to return from the night's patrol. From the northern shores of Spain to the Brittany coast, shuttling back and

forth only 100 or so feet above the choppy waters, they watched for a life raft or a cluster of small yellow patches; a drifting wisp of smoke or a white-starred wing.

Twelve, fourteen grueling hours later the big planes circled the base and wearily settled down on the flare path. One by one they came to rest on the hardstands. Only one had news.

Somewhere on the vast Bay the crew had sighted two oil slicks in the patrol area of the night's missing Lib. One patch was small, the other large. On the official reports the plane and crew were listed as missing in action but that was not their only epitaph. To Coastal Command headquarters went the one phrase for which they had worked so long and arduously: Probably destroyed enemy submarine.

Such was the perilous job of five Navy patrol bombing squadrons comprising Fleet Air Wing 7, now back in the States. Front-line fighters in the Battle of the Atlantic, they struck at the very heart of Germany's U-boat

campaign, hunting the enemy in his own waters before he could reach Allied convoy lanes with his destructive torpedoes, and sinking 14 of the undersea raiders.

When Hitler's legions stormed down through the Low Countries and into France in the spring of 1940 they not only wanted to defeat and drive from the Continent the British and Allied armies but, on Hitler's orders, they wanted to secure for Admiral Karl Doenitz, then chief of Nazi "unterseebooten," adequate bases from which to launch a submarine offensive of unprecedented magnitude. When the Nazi armies finally halted they had driven all the way to the Spanish border on the Atlantic coast of France. It was there, in the Biscay ports of Brest, Lorient, St. Nazaire, La Pallice and Bordeaux, that the great sub pens with their massive roofs and complex underground repair and supply depots were built and from there that the U-boats sallied forth on their missions of destruction.

With outmoded Swordfish, Whitleys, Wellingtons and even early Flying Forts, Coastal Command of the RAF opened a blockade while what bombers

NAVY LIBERATOR takes on gas at its base in England (below) as crewmen ready it for a Bay of Biscay sub-hunt.
Official U. S. Navy photograph





Official U. S. Navy photograph

BACK FROM BISCAY roars the four-engined sub-buster, winging over the checkerboard landscape of rural England.

were available attacked the bases. Soon after arriving in England in the summer of 1942 America's 8th Air Force contributed squadrons to the battle. Then three veteran Navy squadrons—103, 105 and 110—relieved the Army and joined in the fight.

They knew the task before them as a child knows its alphabet. They had learned it by rote, flying from bases in the South Pacific, Caribbean, North and South Atlantic. Some of the pilots had piled up 200 missions—10, 12, 18 hours at a stretch, with the roar of the engines drumming into their memories the slogan of antisubmarine patrol planes:

"Even without bombs you can keep 'em down."

Their first patrols were similar to the milk runs out of the Stateside ports, monotonous and uneventful except for weather that would ground a seagull. After a few weeks the men seldom knew where they would land on their return from the Bay. Unpredictable weather made diversion a habit rather than a rarity.

Action came quicker than the flying bluejackets expected. Two planes disappeared over Biscay in the first week of operations. Then Lt. James A. Alexander, USNR, later killed on a training flight, ran into a formation of six Ju-88s over the Bay. The venomous long-range, twin-engined fighters were roaming the skies as escorts for outbound subs. Lt. Alexander's gunners shot down one 88 and damaged others and he and his co-pilot were awarded DFCs and Purple Hearts, the first decorations for naval aviators in the European theater.

Still the Navy airmen had not as yet met the enemy for which they were searching—U-boats. Early one morning four Navy Libs were out over the Bay on routine patrol. One of them sighted a submarine running on the surface, charging its batteries. In response to an urgent call for assistance the other Libs sped to the scene followed by other Coastal Command aircraft. The German sub was harried above and below the surface from 0400 until dusk when it was finally destroyed. A final assessment gave a Czech-manned Liberator 50% of the kill, an RAF Wellington 10% and the remaining 40% to the Navy.

For Navy men accustomed to the best service food in the world, and the smooth efficiency and cleanliness of seaside bases, the United Kingdom proved tough on the ground. Although their arrival had been expected no provisions had been made for operating the base Navy style. An RAF regiment—the base defense force—dished out Spam and brussels sprouts. Military police, ordnance and supply companies were U. S. Army detachments. Other RAF units were in charge of maintenance of runways, hangars, roads and living sites. Only aloft did the men feel at home.

There was enough business in the air to keep them occupied. Along with their Biscay patrols the Liberators drew additional duty out over the Western Approaches to the United Kingdom. Vast men-and-equipment-laden convoys, spreading over hundreds of square miles of the Atlantic, had to be protected from the U-boats which managed to sneak out of Biscay. Fast

blockade runners from Japan tried to dash into Biscay ports at night. It was a busy, mostly monotonous life.

Not until December 1943 was variety to be introduced into the Navy's combat diet. Lone-wolfing out over the Bay one day, Lt. Stuart D. Johnston, USNR, sighted 10 German destroyers, apparently operating as escorts for U-boats. The Lib flashed a message to Coastal Command headquarters and, within a few minutes, depth charges were removed from bomb bays of planes hundreds of miles away in England and replaced with contact high-explosive bombs. In seven minutes one Navy squadron had 10 planes airborne and heading for the DDs. Other Libs roared out to join the attack. Two British cruisers and their escorting destroyers raced down the Channel. Through curtains of heavy flak the Libs ran in at zero altitude, broadside to the enemy, scoring several straddles and near misses and strafing the decks with machine-gun fire. All the Libs came back, one with 100 flak holes in wing surfaces and fuselage. The battle ended in the sinking of four of the Nazi craft by the British cruisers, *Glasgow* and *Enterprise*.

Eventually the Lib squadrons had their own base. Dunkeswell, the field from which they had been flying, was formally turned over to them by the British and, other than remaining under Coastal Command operational control, they developed it according to American methods. Later, as the Biscay battle grew hotter and the need for protecting shipping shuttling back and forth across the Channel to



AIR CREWMEN relax in Nissen hut quarters. Liberties were frequent, but they were at home only in their planes.



PRE-TAKEOFF briefing as to weather, convoys and signs of enemy is given Biscay flyers by intelligence officer.

newly invaded France grew more important, two more squadrons—107 and 112—were added to the Navy's force and another base, Upottery—a mile from the original Dunkeswell—was turned over to the Yanks.

Squadron 107 came with a hot reputation and maintained it until the end. Starting as Patrol Squadron 83 in December 1941 and using Catalina flying boats, 107 had operated from the mainland of Brazil and Ascension Island over South Atlantic patrol. During that time it changed to Liberators and eventually arrived in England to fight with the other squadrons of Fairwing 7. Its final count of kills was nine U-boats destroyed, two probably sunk and 16 damaged.

Veteran of the European Theater, Bomron 103 once flew from Newfoundland but it served its last 21 months in Devonshire. Even during the final days of the Reich it got two enemy subs, in March and April.

Originally known as Patrol Squad-

ron 31, flying Catalinas from the Caribbean to Newfoundland, Bomron 105 sighted and attacked 10 enemy submarines and destroyed two of them during its period based in England.

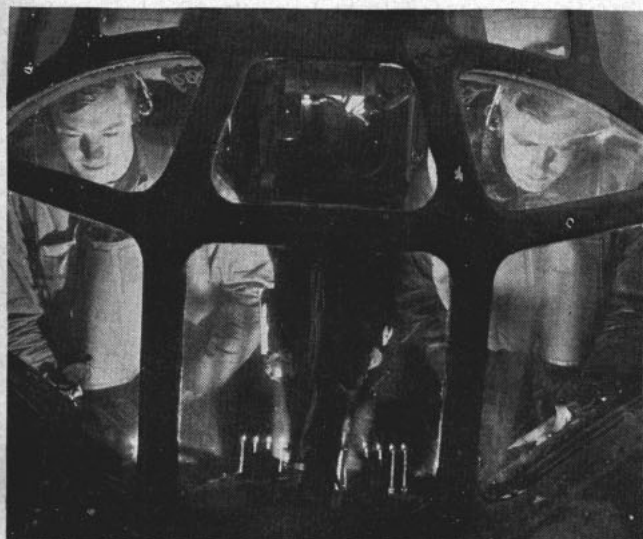
Another veteran of the Biscay patrols was Squadron 110. During 21 months operating from the United Kingdom its planes attacked 23 U-boats and even after V-E day it scored a victory. Lt. Fred L. Schaum, USNR, a 110 pilot, accepted the surrender of U-249 and brought it into port, the first enemy submarine to give up after the cessation of hostilities.

Last of the five squadrons to arrive in England was 112, an anti-U-boat outfit that had kept watch over the eastern Atlantic and Straits of Gibraltar to close the Mediterranean to the enemy underwater boats. Early in 1945 it shifted to Upottery and from there participated in the destruction of another submarine.

Throughout their long, grueling watch the five squadrons were some-

what depleted by enemy action. Replacements arrived from the States to fill in the gaps and enable Fairwing 7 to carry on. Some of the planes just disappeared. Others fell prey to the changeable weather. Still others were shot down by heavy U-boat flak or the guns of the German fighters. But most of them took their toll before they were lost.

And so it will continue in the Pacific. Some of the squadrons are to be decommissioned. Pilots, navigators and gunners are to be retrained for new type of work. They may fly search Privateers or heavies based in the Ryukyus or the Philippines and their targets may be small freighters instead of surfaced submarines. But their long experience as air-borne warriors will stand them in good stead—their rigorous, courage-demanding experiences in the Atlantic will make them that much more formidable against the dwindling sea power of the Japs.



PILOT AND CO-PILOT, their faces lighted by instrument panel, nose their Lib into the murky English sky.



MISSION COMPLETED, plane commander, captain and navigator tell observations and action to intelligence.

Official U. S. Navy photograph

AFTER THE WAR—SCHOOL?

Here Are Answers to Questions on How Uncle Sam Will Help Eligible Veterans Get More Education

Letters to ALL HANDS from naval personnel in all parts of the world indicate that the educational provisions are among the most widely discussed benefits of the GI Bill of Rights (Servicemen's Readjustment Act of 1944).

Couched in highly technical phrases at some points, this Bill has been the subject of much misstatement and misinterpretation.

From the many letters received, ALL HANDS has chosen a representative list of questions covering practically every phase of the educational provisions of the bill.

Through these provisions, the GI Bill now provides the necessary expense and subsistence allowances to enable eligible veterans to continue their education or to take courses of training to prepare them for employment or a profession.

Which brings up the first question:

• WHO is eligible?

Any person who has been in active service on or after 16 Sept. 1940 and prior to the termination of the war is eligible, provided he is released or discharged under conditions other than dishonorable and that his service was for 90 days or more. Persons with less than 90 days' service are eligible if they were discharged for an actual service-incurred disability.

• Are Waves, Spars, nurses and members of the Marine Corps Women's Reserve eligible?

All members of the armed services, regardless of rank, rate or branch, are eligible if they meet the conditions above.

• What kind of education or training can you get under the GI Bill?

You can attend any educational or training institution approved by the Veterans Administration. You can go to a scientific, professional, business or technical school or college. You can go to grammar school or high school. You can train for a vocation in a specialized vocational school or take apprentice training on-the-job to learn a trade. You can take refresher or training courses to brush up on things you may have got rusty on. The range of choice is almost unlimited.

• Can a veteran make his own choice of a school or is he restricted to a certain district, such as his home state?

A veteran can go to school anywhere he pleases so long as the school is one recognized by the Veterans Administration, and all reputable schools and institutions of recognized standing are likely to be approved. (However, the Veterans Administration will make no *tuition* payments to businesses or other establishments fur-

nishing apprentice training on-the-job. You can get the monthly *subsistence* allowance, though; see later questions on this.)

• Are schools and universities in foreign countries included?

Yes; Veterans Administration has granted permission for eligible veterans to attend recognized schools and universities in any part of the world. Tuition, expenses and subsistence will be paid just as if you were attending a school in the U. S.

• For HOW LONG a period may a veteran attend school?

This point seems to have caused as much confusion as any. It gets a little clearer if you tackle it step by step.

(a) EVERY eligible veteran is entitled to *at least one year* of free education or training.

(b) Every eligible veteran whose education or training has been impeded, delayed, interrupted or interfered with by reason of entrance into the armed services is entitled to *additional* education or training (beyond that first year) equal to the time spent in active service on and after 16 Sept. 1940 and prior to the termination of the war.

(c) Any person whose age upon entering the service (see next item) was not over 25 is *automatically* presumed to have had his education interrupted. (For purposes of the bill,

you are "over 25" the day after your 25th birthday.)

(d) Your age of entry into service is figured one of two ways: (1) if you entered service *on or after* 16 Sept. 1940, it is your age on the day you entered; (2) if you entered service *before* 16 Sept. 1940, it is your age as of 16 Sept. 1940.

(e) *Additional training* beyond the first year is dependent upon your completing your work satisfactorily according to the standards of the institution you attend.

(f) *Maximum training* allowed in any case is a total of four years (note liberal definition of "year" on opposite page).

• What kind of service does NOT count in determining eligibility either for the first year of training or for additional training?

In computing your active service, the GI Bill says you cannot count any time spent in education or training under the Army specialized training program (ASTP) or the Navy college training program IF the course was a continuation of your civilian course AND was pursued to completion; also not to be counted is time spent as a cadet or midshipman at one of the service academies. (If you were an architect but took up medical training in the Navy college program, the time would therefore be counted. Similarly, if you studied medicine in civilian life, went on studying it in the Navy, but were transferred to something else before finishing your course, the time would also count.)



Photograph from Veterans Administration

GEORGE WASHINGTON UNIVERSITY class includes several veterans studying under the GI Bill. What college he goes to is the veteran's own choice.

• Are veterans who were on active duty in either the regular Navy or Naval Reserve prior to 16 Sept. 1940 eligible?

Yes, if they had at least 90 days' service and if any part of that service came on or after 16 Sept. 1940.

• If they'd stayed in the service (or reenlisted) and had been on active duty since 16 Sept. 1940, would they now be eligible for the maximum four years' educational benefits?

Yes, providing they were not over 25 on 16 Sept. 1940. (Otherwise they are limited to one year of free schooling unless they can prove their education was interrupted or interfered with by going into the service.) After completing their first year's educational training satisfactorily, they would then be entitled to additional training not to exceed their time spent in active service from 16 Sept. 1940 to the end of the war (maximum schooling: 4 years).

• How much of the cost of education or training will the Government actually pay?

Veterans Administration provides two types of financial aid: tuition and expenses, payable to the school, and a subsistence allowance, payable to the veteran. Here's what is provided under each:

Tuition and expenses. Veterans Administration will pay expenses of tuition, laboratory, library, health, infirmary and similar customary fees, and of books, supplies and other necessary equipment, not to exceed a total of \$500 a school year. Transportation, lodging and board are not included.

Subsistence. A veteran without dependents is entitled to \$50 monthly subsistence allowance; a veteran with a dependent or dependents gets \$75 monthly.

• Can a veteran go to a school where these expenses amount to more than \$500 a year?

Yes, but he must bear the additional cost himself.

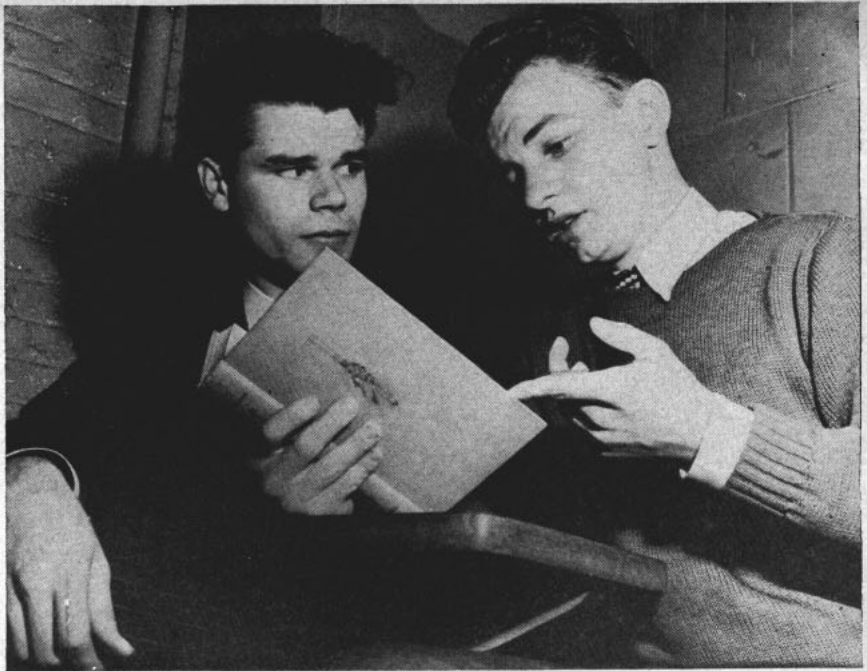
• If the tuition and expenses amount to less than \$500, does the veteran keep the difference?

No. Whatever the expenses may be, whether \$500 or less, Veterans Administration pays them direct to the school, not to the veteran.

• If both a man and his wife are eligible veterans, will both be eligible for the subsistence allowance?

Yes; they will receive a total of \$125 monthly. The husband will get \$75 a month because he has a dependent (wife) and the wife will be entitled to \$50 a month as an individual veteran. However, if the wife has a child or if she has any other proven dependent, she too is eligible for the larger amount.

• Do you get the same GI Bill benefits for apprentice training on-the-job as for formal schooling?



Photograph from Veterans Administration

TUITION and expenses of college education are provided these two ex-servicemen by GI Bill. Bill covers grammar, high and vocational schools also.

Veterans Administration does not pay *tuition and expenses* to institutions, businesses or other establishments furnishing apprentice training on the job. However, a qualified veteran who wishes to take up apprenticeship training may receive a *subsistence* allowance from the Federal Government the same as if he were going to a school (\$50 a month without dependents, \$75 with). An apprentice may not receive more from his wages and Government payments combined than the normal journeyman's wage in that trade, so if necessary, as his apprentice's wages increase, the Government allowance is reduced.

• Does a "year" of education mean a calendar year or a school year?

A "year" of education or training under the GI Bill means actually a full calendar year of 12 months, and not just the "ordinary school year," which is usually around nine months. This provision, often overlooked, gives you more education than generally supposed.

For instance, a man entitled to the *minimum* "one year" of education is entitled to twelve months of it; he could take the normal school year of nine months and still have three months' schooling coming to him if he wished it.

A man entitled to the *maximum* "four years" schooling would actually be able to go to school or college on this basis for 48 months—which would be more than five "school years" of nine months each.

• Do you get your subsistence and tuition on the basis of a calendar year or a school year?

Your *subsistence* allowance would go on during all months you were at school, but would not, for example, continue during a three-month vacation period. (However, the allowance is paid during all regular school holidays and leave, such as Christmas vacations, etc., not exceeding 30 days in a calendar year.)

The \$500 (maximum) *tuition and expenses* is payable on the basis of the "ordinary school year" so that you would have this paid for you for every school year you attend.

• Can you attend school part-time under the GI Bill? How do the tuition and subsistence allowances work out?

If you wish to follow a part-time course, you may do so, and the time you are allowed is increased to give you the equivalent of the full-time course permitted by law. Example: a veteran going to school half-time is entitled to tuition and subsistence only at the half-time rate, but may continue the course twice as long.

• Is there any time limit within which a veteran must apply for educational benefits following his discharge?

Courses must begin not later than two years after discharge or after the termination of the war, whichever date is the later, and must be completed within seven years after the war ends.

• Can you get any benefits under the GI Bill while you are still in service?

No; benefits of the bill are available only to veterans.

• Is a Navy man who intends to remain in the service excluded from the benefits of the GI Bill unless he leaves the service within a period of two years after the war?

No; note that the time provision of the law above says you must start your course of education or training within two years of (a) your discharge or (b) the end of the war, whichever date is later. However, since no course under the law can extend more than seven years after the termination of the war, you can figure how long you could stay in and still be eligible. (Maximum four-year course, for example, would have to be started three years after the war ended to be completed within seven years.)

Incidentally, Navy men who remain in the service are not exactly cut off from educational possibilities, as they will probably be able to take off-duty courses and correspondence courses, valuable in themselves or in preparation for any later training they may want to take in school, college or industry. And that is in addition, of course, to any training they get in their ratings.

• A regular Navy man's term of enlistment may expire a year or more following release of USNR personnel. Does he still get the same GI Bill opportunities?

Yes, if he meets the time limit described above.

• Suppose a man enters the Navy a month after his graduation from high school and goes immediately into V-12 training. If he bilges out of V-12 but remains in the Navy, is he still eligible for educational benefits under the GI Bill?

Yes, and in computing his time spent in active service, he could then include the time spent in V-12, as the course was not "pursued to completion" (see previous question on this angle).

• Are members of Fleet Reserve and retired regular Navy, who are receiving retirement pay, eligible for education benefits?

Yes, they are eligible for tuition payments and subsistence allowance in addition to retired pay—but they are not eligible for subsistence allowance if they are receiving veteran's pension. All veterans of the present war who meet the service and other general qualifications stated earlier are eligible for GI benefits, regulars and reserves of all classes alike.

• If there's a "bonus" for service-men later, will that affect our GI Bill benefits, and if so, how?

It will. The GI Bill provides that if there is hereafter authorized any adjusted compensation, or "bonus," any benefits received by or paid for a veteran under the GI Bill must be deducted first.

• Disabled veterans are entitled not only to education or training



Photograph from Veterans Administration

APPRENTICE TRAINING proviso of GI Bill gives these veterans in an airplane plant \$50 to \$75 subsistence a month in addition to their apprentice's pay.

under the GI Bill but also to vocational rehabilitation under the Vocational Rehabilitation Act of 1943. Can they get both? Which is preferable?

A disabled veteran eligible for educational benefits under the GI Bill and also for vocational rehabilitation under Public Law 16, enacted 24 March 1943, may choose either or both BUT may not receive any more under the GI Bill than the additional pension to which he would be entitled anyway under Public 16. In choosing between them, here are three main factors to be considered:

(1) Under the vocational rehabilitation program, a disabled veteran can get up to four full years of free schooling, including transportation to the school, and his pension is increased during training to \$92 a month if single, \$103.50 if married, with an added allowance of \$5.75 extra for each child, \$11.50 for each dependent parent.

(2) There is no \$500 ceiling on his tuition and expenses, as under the GI Bill.

(3) Any advantages he gets under Public 16 are not deductible from his future adjusted compensation or bonus, if any, whereas the GI Bill specifies that any benefits received under it are deductible from any future bonus which may be authorized.

• If you take a job on the side while you are at school, does that disqualify you from receiving subsistence allowance under the GI Bill? Or is your allowance cut down in any way?

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 com-

ensation for work done as part of your training. If you took a spare-time job that didn't take up so much time that it could be regarded as interfering with your main purpose—getting an education—your allowance would not be cut.

• Will men under 25, who held a college degree before entering the service, still be eligible for GI Bill education?

Yes, since a man entering service under 25 is automatically presumed to have had his education interrupted or interfered with. It is not necessary to furnish proof that you were planning to continue your education. Men under 25 who were signed by the Navy but deferred until they got their degrees are similarly eligible if otherwise qualified.

• How can I get further information about my benefits under the GI Bill, if not covered above?

The Navy has a Civil Readjustment Program which in general undertakes to inform the veteran at the time of his discharge of all his rights and benefits, including those under the GI Bill. For any specific questions of eligibility under the Bill, not covered above, ask your Educational Services Officer or write to the Veterans Administration, Washington 25, D. C.

• Is Congress planning any changes in the GI Bill?

Several are under consideration. The House has passed legislation raising the subsistence allowances (from \$50 to \$60, and from \$75 to \$85) and extending the length of time in which you can apply. This, however, will require both Senate and Presidential approval. Any changes in GI Bill provisions will be reported promptly in ALL HANDS.

PAPER

Leaflet Raids on Japs Hit Their Will to Fight

A SINGLE piece of paper doesn't make much of a bomb. A single drop of water doesn't make much of a dent in a rock, either. But a constant drip of water will cut a rock in two. And the millions of leaflets we are dropping over Japanese territory are cutting into the rock of stubborn Jap resistance—cutting down the number of Japs against us.

Navy carrier-based planes and the Army's Superforts are dropping millions of these "paper bombs" along with explosive and incendiary bombs over the Jap homeland and his diminishing island holdings. The leaflets aren't intended to kill; but by constant suggestion, infiltration, repetition they eat away at a Jap's will to die for the Son of the Sun.

Part of a comprehensive campaign by the Psychological Warfare Section of CincPac-CincPOA, the leaflets are dropped in quantities that reach 500,000 to 1,000,000 a day. In appearance they resemble the gaily colored labels on those packages of paper-covered firecrackers we used to get. Various appeals are used, but they all add up to one idea: "Your fight is hopeless; give up the futile struggle while you can."

The leaflets—parts of five of them appear as illustrations with this article—make two broad attacks on the Jap's self-confidence and patriotism. First, they emphasize our superior military might; second, they show the Jap fighting man that he's being sold down the river by ruthless and selfish leaders.

Leaflets Stress Our Power

One message particularly intended for the soldier is heavily illustrated with drawings of a powerful fleet and air force. The text is in terms and events he will recognize:

"You have already felt the power of our Navy during the bombardment but you have had only a brief experience with American power. More ships, more planes, and more supplies are on the way—Your navy, too, has been driven off and dares not oppose us. Your resistance is futile. Lay down your arms. . . ."

After the surrender of Nazi Germany, millions of leaflets carried President Truman's warning that all the Allied might was now being shifted to the Pacific.

But just in case the Nip soldier thinks—as his war lords would have him—that a religious fighting spirit can win over ships and tanks, another leaflet asks: "Do you believe spirit alone can win the war? If so, why do you complain of shortages of weapons, build air-raid shelters and armor your tanks? If spirit alone can win, why were you pushed back from the coast?"

Truth Hits Jap Morale

During the battle of Okinawa residents of the island received a brightly



"THE DANGER IS NOT PASSED," this leaflet told civilians on an invaded Jap island. "American forces already have landed . . . and have made excellent progress. Most of the civilians who stayed in the path of the onrushing army were killed because of their own foolishness . . . Shells and bombs cannot tell the difference between soldiers and civilians . . . The American forces have absolutely no intention of shooting at you."



"AN AMERICAN OFFICER was speaking to two Japanese soldiers who came over to the American forces on Guam," says the text on the back of this leaflet. "The two soldiers expressed their thanks for the excellent treatment they had received: ' . . . We were afraid to come over to you. We thought you would kill us. We came only when there was no more hope.' Don't wait until our fierce artillery fire and bombs crush you beyond all hope . . ."

BOMBS

colored pamphlet which said, "Time and time again, you were told that the American fleet was destroyed and the American air force had suffered huge losses on every operation. If what you were told is true, how do you explain: That American forces have been victorious at Makin, Tarawa, and in New Guinea, the Solomons, Saipan, Tinian, Guam, Palau and the Philippines since November 1943? That land-based and carrier-based planes have made heavy attacks on Taiwan and the Ryukyu Islands, and have made Manila harbor a shambles? That Honshu is bombed several times a week by large numbers of giant planes? How do you explain the presence at this very moment of twice as many American ships in the vicinity of this island as there are in the entire Japanese Navy?"

The Jap soldier is constantly reminded of his inadequate war equipment. His officers and the deceitful military leaders, he is told, have failed him, but are willing to let him die in order to further their personal ambitions.

Invitation to Surrender

One leaflet points out that Occidentals attach no stigma to surrender. Another declares that eventually the entire population of Japan will be forced to surrender and that this will remove any stigma attached to those who surrendered earlier.

Continuing on this theme, one message tells military personnel that futile death is a violation of the traditional Japanese obligation to carry on the family line and serve one's country in the future.

Paralleling the efforts to remove the stigma of surrender, many leaflets picture by word and photographs the good treatment Americans give captured soldiers and civilians.

Although these leaflets are pouring down on the Japanese day by day, it is still too early to judge the effectiveness of the "paper bombs."

However, this much was observed on Okinawa, where specific appeals to get out of the battle areas, were addressed to civilians: most old people, women and children complied.

Also, now, for the first time in the long Pacific battle, Nip soldiers are coming forward in numbers to surrender (see photographs on next two pages). Previously an isolated Jap might give up, but rarely would a group surrender together. Now, even that has happened—on Okinawa, on Luzon, on Guam. On one island recently a Jap doctor and 57 corpsmen came forward voluntarily.

It may well be that the Nip is taking heed of the caption he read on a black and yellow leaflet that one day fluttered at his feet:

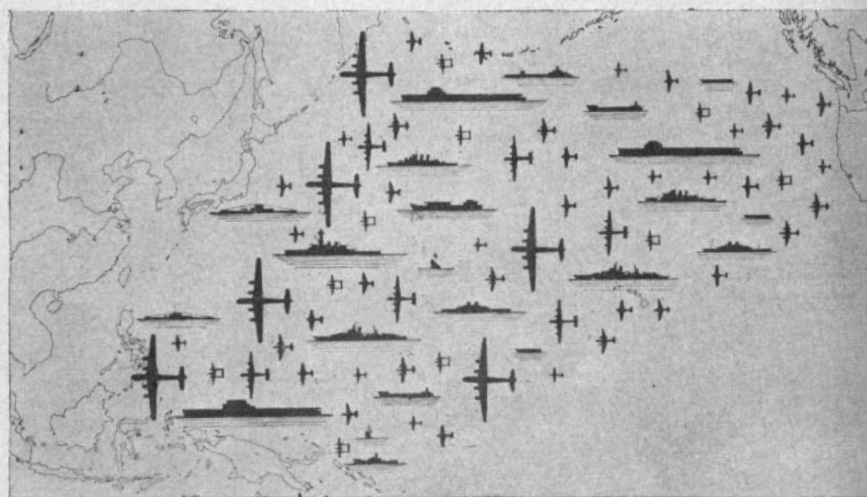
"KUMO ni KAKEHASHI."

The literal translation of this is: "Don't rest your ladder against a cloud." What it really means is: Brother, why don't you smarten up!



住民に對する注意

"NOW THAT AMERICAN FORCES are invading your island, your lives are in danger," the text of this one points out. "Beaches will be bombed and shelled in order to weaken the Japanese Army and prepare for American troop landings. However, bombs dropped from planes and shells from battleships may land anywhere. Civilians who remain in coastal areas will be destroyed . . . If you value your lives, follow these instructions . . ."



"SINCE DECEMBER 8, 1941, the United States has built more than 33,000,000 tons of shipping," is the message in this leaflet. "You who are on this island know how little shipping Japan has. Since December 8, 1941, the United States has built more than 171,000 planes. You do not have even enough planes to protect you here . . . Come over to us."



"RECENTLY Rear Admiral Walter Hennecke, the German naval commander in Normandy, was captured by American troops . . . In World War I, Admiral Hennecke was in British hands two years," says the text. "Yet, his record in both wars is excellent. We note . . . the difference between Admiral Hennecke's conduct and that of Admiral Nagumo who committed suicide at Saipan. Of what value is suicide when it leaves a man without sons?"

JAPS DO



Official U. S. Marine Corps photograph

COME ON IN, FELLOWS—the treatment is fine, a Jap captured on Guam tell his die-hard comrades over loud speaker, refuting Tokyo line that Yanks torture prisoners.



Official U. S. Marine Corps photograph

UNWILLING JAPS often become prisoners when they are incapable of suicide, like one blasted out of Okinawa cave (above) and survivors from a sunken ship (below).

Official U. S. Navy photograph

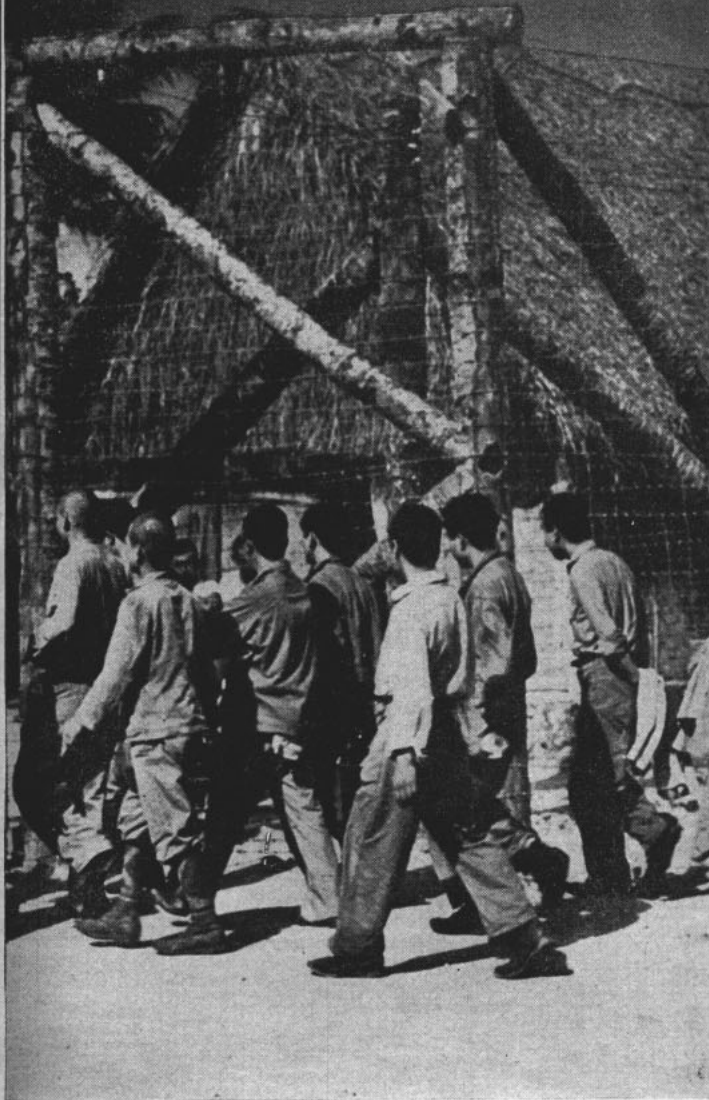


PRISONER ENCLOSURE (above) at Guam receives 35 Japs who gave up after holding out nearly a year. Captives (below) looks out from behind barbed-wire hung with mess kits.

Official U. S. Navy photograph



GIVE UP!



BLINDFOLDED, a Jap is brought topside on a submarine returned to its base from a patrol in enemy waters. He and others were taken when their ship was sunk by sub.

Official U. S. Navy photograph



Official U. S. Army Signal Corps photograph

LOSS OF FACE doesn't keep all Japs from surrendering. This one smiles broadly as he enjoys Army chow following his capture. Food is good inducement to give up.



Official U. S. Army Signal Corps photograph

HANDS UP, Jap soldier (above) led 20 others from Iwo cave. At Kerama Retto (below) a group surrendered to picket boat. As war goes on, larger groups give up.

Official U. S. Navy photograph



RATION RULES FOR NAVAL PERSONNEL

Procedures Summarized On Gasoline, Shoes, Food For Those Long at Sea

Because most of the food, transportation and shoes they require are furnished by the Navy itself, naval personnel are not usually familiar with OPA rationing regulations or with the Navy procedures for putting them into effect. This is especially true of personnel who have been at sea or overseas for long periods. Knowledge of some of these rules can save time and tempers when it becomes necessary to obtain rations either from OPA local boards or from Navy custodians. The following brief summary may be helpful in this connection.

Gasoline

In general. Naval personnel are subject to Office of Price Administration gasoline rationing regulations and, with the exception of official travel under orders, must go to local OPA War Price and Rationing Boards for gasoline rations required for private vehicle travel. In the case of official travel under orders where transportation by private automobile is specifically authorized, Acknowledgments of Delivery, OPA Form R-593, will be obtained from cognizant issuing officers in the Navy.

Driving while on leave. Naval personnel on leave for more than three days who have access to an automobile are entitled to obtain from OPA special furlough rations at the rate of one gallon for each day of leave up to a maximum of 30 gallons. In order to obtain this gasoline it is necessary to present to the local OPA board original copy of leave papers and the mileage rationing record (OPA Form R-534) for the automobile to be used.

Special convalescent rations. Naval personnel on leave while convalescing from illness or injury acquired on active duty are eligible to apply to local OPA boards for special gasoline rations to cover travel to and from home or resort or other place of recuperation if the cognizant medical officer certifies that in his opinion travel by private automobile instead of other means of transportation would materially aid in recovery. Leave papers and certification of cognizant medical officer must be displayed at time of application.

Official travel. To obtain gasoline rations for performance of travel under orders, either temporary additional duty or change-of-station, where transportation by private automobile is authorized, personnel will apply not to OPA local boards but instead to cognizant naval officers for Acknowledgments of Delivery, OPA Form R-593. These forms may be obtained from authorized custodians who will compute the mileage involved and endorse the orders to show the number of forms issued. The issuing officer is responsible for filling out and signing the Acknowledgment of Delivery

forms including the name and rank of the recipient and the make and license number of the automobile to be driven. These forms are non-transferable and must be used only by the person to whom issued.

• *Temporary additional duty.* In the case of temporary additional duty, the authority to travel by private automobile must be granted by BuPers or by commands authorized by BuPers to issue travel orders and must be contained in a separate paragraph in the body of the orders. Exception to this rule is made in the case of personnel returning from duty afloat or overseas in which such authorization may be granted by endorsement on the orders by the commandant of the naval district to which such person returns.

• *Change-of-station.* In all cases of permanent change of station, authority to travel by private automobile may be granted by endorsement on the applicant's orders by the officer authorized to deliver such orders. However personnel ordered to a new station for a short period of temporary duty to be followed by duty afloat or overseas are warned that no provision is made either by OPA regulations or Navy procedures for returning automobiles to place of regular residence.

Home-to-work-driving. Navy personnel assigned to shore duty in the United States and not quartered at their station may apply to local OPA boards for supplemental rations to cover driving between residence and post of duty if a car-sharing plan has been organized or if alternate means of transportation are not available.

Miscellaneous driving. Naval personnel may also apply to local boards for supplemental rations to cover necessary in-course-of-duty driving where no official travel orders have been issued or for which travel orders may have been issued but lack authorization for transportation by private automobile. In the case of necessary change-of-residence driving due to change of duty and where the travel orders involved lack authorization for transportation by private automobile, application may also be made to local boards. In like manner, persons discharged from the naval service may apply to local boards for rations to return home.

Shoes

In general. Naval personnel may purchase shoes from commercial shoe stores by using coupons from OPA Ration Book Three, when they have them, or by using shoe-purchase certificates (Forms OPA R-1705-B) obtained from naval custodians.

Clothing and small stores. No ration coupons are required for shoes purchased from clothing and small stores or from Army Quartermaster stores.

Ship's service stores and post exchanges. Ship's service stores ashore and Army or Marine Corps post exchanges operate under rationing in the same manner as commercial shoe deal-

ers and coupons or certificates are required.

Issuance of shoe certificates. Naval personnel who need shoes which they expect to buy from commercial shoe dealers may get the shoe certificates which they need from authorized naval custodians. There is no inflexible rule as to the number of pairs of shoes which an individual may have, provided he in fact needs them.

Discharged personnel. Personnel already discharged may not receive shoe certificates from naval custodians but instead should, if they do not have a War Ration Book Three, apply to their local OPA board for reissue of Book Three. The reissued Book Three will contain two valid shoe stamps.

Food

War Ration Book Four. Personnel are eligible to obtain War Ration Book Four or other ration currency with which to acquire rationed foods from their local board if they will reside in the United States for a period of 60 days or more and are not subsisted or authorized to be subsisted in a general mess and do not eat 14 or more meals a week at a general mess, organized mess or other mess where the rationed foods used are acquired by the use of ration checks issued by the armed services.

Special food rations. Personnel who do not have and are not eligible to receive food ration books may obtain temporary rations of rationed food from a local board in three cases:

(1) if they are on leave or furlough for a consecutive period of 72 hours or more and will eat at least one meal during that time at home or at the homes of relatives or friends, or

(2) even though they are not on leave or furlough, they will eat at least nine meals a month at home or at the homes of relatives or friends, or

(3) they are temporarily in the United States and will eat at least nine meals a month at home or at the homes of relatives or friends. Applications for temporary rations should be made on S&A Form 570, which will be filled out at the direction of the commanding officer. If this form is used, either the serviceman or his host may present the application; otherwise, the serviceman must apply to the local board and explain the reason for his failure to have the application on S&A form 570.

Navy personnel who are eligible to receive food ration books may apply to the local board for additional ration currency if their health requires more rationed foods than can be obtained with the books. The application must contain a doctor's statement showing why additional food is needed, the amount, and why unrationed foods cannot be substituted.

Discharged Personnel

Persons discharged from the naval service and not possessing OPA ration books may apply to OPA local boards for reissue of Book Three which contains shoe stamps and Book Four which contains coupons for meats, sugar, butter and processed foods.

NEW LIST OF BATTLE-STAR OPERATIONS

A revised list of operations and engagements for which stars may be worn on area service ribbons has been issued by Cominch. The new list (NDB, 30 June, 45-712) follows:

Asiatic-Pacific Area

PEARL HARBOR-MIDWAY (7 Dec. 1941)
 WAKE ISLAND (8-23 Dec. 1941)
 PHILIPPINE ISLANDS OPERATION
 Including concurrent Asiatic Fleet operations (8 Dec. 1941-6 May 1942)
 NETHERLANDS EAST INDIES ENGAGEMENTS* (23 Jan.-27 Feb. 1942)
 Makassar Strait (23-24 Jan. 1942)
 Badoeng Strait (19-20 Feb. 1942)
 Java Sea (27 Feb. 1942)
 PACIFIC RAIDS—1942*
 Marshall-Gilbert raids (1 Feb. 1942)
 Air Action off Bougainville (20 Feb. 1942)
 Wake Island raid (24 Feb. 1942)
 Marcus Island raid (4 March 1942)
 Salamaua-Lae raid (10 March 1942)
 CORAL SEA (4-8 May 1942)
 MIDWAY (3-6 June 1942)
 GUADALCANAL - TULAGI LANDINGS, including First Savo (7-9 Aug. 1942)
 CAPTURE AND DEFENSE OF GUADALCANAL (10 Aug. '42-8 Feb. '43)
 MAKIN RAID (17-18 Aug. 1942)
 EASTERN SOLOMONS (Stewart Island) (23-25 Aug. 1942)
 BUIN-FAISI-TONOLAI RAID (5 Oct. 1942)
 CAPE ESPERANCE (Second Savo) (11-12 Oct. 1942)
 SANTA CRUZ ISLANDS (26 Oct. 1942)
 GUADALCANAL (Third Savo) (12-15 Nov. 1942)
 TASSAFARONGA (Fourth Savo) (30 Nov.-1 Dec. 1942)
 EASTERN NEW GUINEA OPERATION* (17 Dec. 1942-24 July 1944)
 Designated duty in connection with motor torpedo boat operations (17 Dec. 1942-24 July 1944)
 Lae occupation (4-22 Sept. 1943)
 Finschhafen occupation (22 Sept. 1943-17 Feb. 1944)
 Saidor occupation (2 Jan.-1 March '44)
 Wewak-Aitape operations (14-24 July 1944)
 Supporting and consolidating operations designated by Commander 7th Fleet (17 Dec. 1942-24 July 1944)
 RENNELL ISLAND (29-30 Jan. 1943)
 CONSOLIDATION OF SOLOMON ISLANDS* (8 Feb. 1943-15 March 1945)
 Consolidation of Southern Solomons (8 Feb.-20 June 1943)
 Consolidation of Northern Solomons (27 Oct. 1943-15 March 1945)
 ALEUTIANS OPERATIONS* (26 March-2 June 1943)
 Komandorski Island (26 March 1943)
 Attu occupation (11 May-2 June 1943)
 NEW GEORGIA OPERATION* (20 June-16 Oct. 1943)
 New Georgia-Rendova-Vangunu occupation (20 June-31 Aug. 1943)
 Kula Gulf action (5-6 July 1943)
 Kolombangara action (12-13 July 1943)
 Vella Gulf action (6-7 Aug. 1943)
 Vella Lavella occupation (15 Aug.-16 Oct. 1943)
 Action off Vella Lavella (6-7 Oct. 1943)
 PACIFIC RAIDS—1943*
 Marcus Island raid (31 Aug. 1943)
 Tarawa Island raid (18 Sept. 1943)
 Wake Island raid (5-6 Oct. 1943)
 TREASURY - BOUGAINVILLE OPERATION* (27 Oct.-15 Dec. 1943)
 Supporting air actions (27 Oct.-15 Dec. 1943)
 Treasury Islands landing (27 Oct.-6 Nov. 1943)
 Choiseul Is. diversion (28 Oct.-4 Nov. '43)
 Occupation and defense of Cape Torokina (1 Nov.-15 Dec. 1943)
 Bombardment of Buka-Bonin (31 Oct.-1 Nov. 1943)
 Buka-Bonin strike (1-2 Nov. 1943)
 Bombardment of Shortland Area (1 Nov. 1943)
 Battle of Empress Augusta Bay (1-2 Nov. 1943)
 Rabaul strike (5 Nov. 1943)
 Action off Empress Augusta Bay (8-9 Nov. 1943)
 Rabaul strike (11 Nov. 1943)
 Battle off Cape St. George (24-25 Nov. 1943)

GILBERT ISLANDS OPERATION (13 Nov.-8 Dec. 1943)
 MARSHALL ISLANDS OPERATION* (26 Nov. 1943-2 March 1944)
 Air attacks designated by CincPac on defended Marshall Islands targets (26 Nov. 1943-2 March 1944)
 Occupation of Kwajalein and Majuro Atolls (29 Jan.-8 Feb. 1944)
 Occupation of Eniwetok Atoll (17 Feb.-2 March 1944)
 Attack on Jaluit Atoll (20 Feb. 1944)
 BISMARCK ARCHIPELAGO OPERATION* (25 June 1943-1 May 1944)
 Designated duty in connection with motor torpedo boat operations (25 June 1943-1 May 1944)
 Supporting air actions (15 Dec. 1943-1 May 1944)
 Arawe, New Britain (15 Dec. 1943-1 March 1944)
 Kavieng strike (25 Dec. 1943)
 Cape Gloucester, New Britain (26 Dec. 1943-1 March 1944)
 Kavieng strike (1 Jan. 1944)
 Kavieng strike (4 Jan. 1944)
 Green Islands landing (15-19 Feb. 1944)
 Bombardments of Kavieng and Rabaul (18 Feb. 1944)
 Anti-shipping sweeps and bombardments of Kavieng (21-25 Feb. 1944)
 Anti-shipping sweeps and bombardments of Rabaul and New Ireland (24 Feb.-1 March 1944)
 Admiralty Islands landings (29 Feb.-17 April 1944)
 Supporting and consolidating operations designated by Commander 7th Fleet (25 June 1943-1 May 1944)
 ASIATIC-PACIFIC RAIDS—1944*
 Truk attack (16-17 Feb. 1944)
 Marianas attack (21-22 Feb. 1944)
 Palau, Yap, Ulithi, Woleai raid (30 March-1 April 1944)
 Sabang raid (19 April 1944)
 Truk, Satawan, Ponape raid (29 April-1 May 1944)
 Soerabaja raid (17 May 1944)
 WESTERN NEW GUINEA OPERATIONS* (21 April-15 Nov. 1944)
 Designated duty in connection with motor torpedo boat operations (21 April-15 Nov. 1944)
 Hollandia operations (Aitape-Humboldt Bay-Tanahmerah Bay) (21 April-1 June 1944)
 Toem-Wakde-Sarmi area operation (17 May-21 June 1944)
 Biak Is. operation (27 May-21 June '44)
 Noemfoor Is. operation (2-23 July 1944)
 Cape Sansapor operation (30 July-31 Aug. 1944)
 Morotai landings (15 Sept. 1944)
 Supporting and consolidating operations designated by Commander 7th Fleet (21 April-15 Nov. 1944)
 MARIANAS OPERATION* (10 June-27 Aug. 1944)
 Neutralization of Japanese bases in the Bonins, Marianas and Western Pacific (10 June-27 Aug. 1944)
 Capture and occupation of Saipan (11 June-10 Aug. 1944)
 First Bonins raid (15-16 June 1944)
 Battle of Philippines Sea (19-20 June 1944)
 Second Bonins raid (24 June 1944)
 Third Bonins raid (3-4 July 1944)
 Capture and occupation of Guam (12 July-15 Aug. 1944)
 Capture and occupation of Tinian (20 July-10 Aug. 1944)
 Palau, Yap, Ulithi raid (25-27 July 1944)
 Fourth Bonins raid (4-5 Aug. 1944)
 WESTERN CAROLINE ISLANDS OPERATION* (31 Aug.-14 Oct. 1944)
 Raids on Volcano-Bonin Islands and Yap Islands (31 Aug.-8 Sept. 1944)
 Capture and occupation of the Southern Palau Islands (6 Sept.-14 Oct. 1944)
 Assaults on the Philippine Islands (9-24 Sept. 1944)
 LEYTE OPERATION* (10 Oct.-16 Dec. 1944)
 Leyte landings (10 Oct.-29 Nov. 1944)
 Battle for Leyte Gulf (24-26 Oct. 1944) (Including Battle of Surigao Strait, Battle off Samar, Battle off Cape Engano, submarine participation)
 3d Fleet supporting operations
 Okinawa attack (10 Oct. 1944)
 Northern Luzon and Formosa attacks (11-14 Oct. 1944)
 Luzon attacks (15, 17-19 Oct., 5-6, 13-14, 19-25 Nov., 14-16 Dec. 1944)

Visayas attacks (20-21 Oct., 11 Nov. 1944)
 Ormoc Bay landings (7-13 Dec. 1944)
 LUZON OPERATION* (12 Dec. 1944-date to be announced later)
 Mindoro landings (12-18 Dec. 1944)
 Lingayen Gulf landings (4-18 Jan. 1945)
 3d Fleet supporting operations
 Luzon attacks (6-7 Jan. 1945)
 Formosa attacks (3-4, 9, 15, 21 Jan.)
 China Coast attacks (12-16 Jan. 1945)
 Nansai Shoto attack (22 Jan. 1945)
 Bataan-Corregidor landings (13-18 Feb.)
 IWO JIMA OPERATION* (15 Feb.-16 March 1945)
 Assault and occupation of Iwo Jima (15 Feb.-16 March 1945)
 5th Fleet raids against Honshu and the Nansai Shoto (15 Feb.-16 March 1945)
 ESCORT, ANTISUBMARINE, ARMED GUARD AND SPECIAL OPERATIONS (one star for each):
 USS *Navajo*—Salvage Operations (8 Aug. 1942-3 Feb. 1943)
 Naval Group China (19 Feb. 1943-date to be announced later)
 Action off Vanikoro (17-21 July 1943)
 Units defending Piva Yoke; air installations designated by CincPac (8 March-12 April 1944)
 Task Group 12:2 (5 July-9 Aug. 1944)

European-African-Middle Eastern

NORTH AFRICAN OCCUPATION* (8 Nov. 1942-9 July 1943)
 Algeria-Morocco landings (8-11 Nov. 1942)
 Action off Casablanca (8 Nov. 1942)
 Tunisian operations (8 Nov. 1942-9 July 1943)
 SICILIAN OCCUPATION (9-15 July 1943; 28 July-17 Aug. 1943)
 SALERNO LANDINGS (9-21 Sept. 1943)
 WEST COAST OF ITALY OPERATIONS* (22 Jan.-17 June 1944)
 Anzio-Nettuno advanced landings (22 Jan.-1 March 1944)
 Bombardments Formia-Anzio area (12 May-4 June 1944)
 Elba and Pianosa landings (17 June 1944)
 INVASION OF NORMANDY, including Bombardment of Cherbourg (6-25 June 1944)
 NORTHEAST GREENLAND OPERATION (10 July-17 Nov. 1944)
 INVASION OF SOUTHERN FRANCE (15 Aug.-25 Sept. 1944)
 ESCORT, ANTISUBMARINE, ARMED GUARD AND SPECIAL OPERATIONS (one star for each):
 Russian convoy operations (16 Dec. 1941-27 Feb. 1943)
 Convoy ON-166 (20-25 Feb. 1943)
 Convoy UC-1 (22-24 Feb. 1943)
 Convoy SC-121 (3-10 March 1943)
 Convoy UGS-6 (12-18 March 1943)
 Convoy HX-233 (16-18 April 1943)
 Task Group 21.12 (20 Apr.-20 July 1943)
 Task Group 21.11 (13 June-6 Aug. 1943)
 Task Group 21.12 (27 June-31 July 1943)
 Convoy MKS 21 (13 Aug. 1943)
 Task Group 21.14 (25 Sept.-9 Nov. 1943)
 Norway raid (2-6 Oct. 1943)
 Convoy KMF-25A (6 Nov. 1943)
 Task Group 21.13 (11 Nov.-29 Dec. 1943)
 Task Group 21.14 (2 Dec. '43-2 Jan. '44)
 Task Group 21.12 (7 March-26 April 1944)
 Task Group 21.16 (11-31 March 1944)
 Convoy UGS-36 (1 April 1944)
 Convoy UGS-37 (11-12 April 1944)
 Convoy UGS-38 (20 April 1944)
 Task Group 21.11 (22 April-29 May 1944)
 Convoy UGS-40 (11 May 1944)
 Task Group 22.3 (13 May-19 June 1944)
 Task Group 22.5 (3 June-22 July 1944)

American Area

ESCORT, ANTISUBMARINE, ARMED GUARD AND SPECIAL OPERATIONS (one star for each):
 Convoy ON-67 (21-26 Feb. 1942)
 Convoy TAG-18 (1-6 Nov. 1942)
 Convoy SC-107 (3-8 Nov. 1942)
 Task Group 21.13 (12 July-23 Aug. 1943)
 Task Group 21.14 (27 July-10 Sept. 1943)
 Task Group 21.15 (24 March-11 May 1944)

For listing of merchant ships participating in Armed Guard operations, see ALL HANDS, May 1945, pp. 69-70.

* Only one star authorized for participation in one or more of the engagements listed under this heading.

ALONG THE ROAD



Fit to be Tied

When the USS *Franklin* was hit by a Jap suicide plane, the USS *Hickox* came alongside to rescue some survivors who were isolated on the carrier's deck by fire. The destroyer also dropped her whaleboat into the turbulent waters to pick up men who had been blown overboard or forced to jump. Among the men in the whaleboat were Dick Lechler, Cox, USNR, and Irving Levine, S1c, both of Brooklyn. They spied a man swimming in the water and flipped him a line.

"Here," they shouted, "tie yourself to this line and we'll haul you in, sailor!"

"I'm no sailor," growled the man in the water. "I'm a marine—and I don't know much about knots."

Then, after a thoughtful pause, the leatherneck added: "But, I'm learnin' fast. . . ."

Three Seats Up Front

The three Seabees volunteered to take a bulldozer ashore on Okinawa's L-day and dig a gas dump revetment somewhere up at the front. They hit the beach about four hours after the first assault waves. Earl R. Leytham, Ptr2c, USNR, was at the wheel, while Egbert H. Vaughan, S1c, USNR, and Byron R. Hunt, MM2c, USNR, trudged alongside, their carbines at the ready. On the beach, they asked directions. An MP tiredly waved them inland.

"Just head that way, mates," he yawned, "and just keep askin'."

So they kept heading inland. And kept asking. And kept getting waved on. After they had gone quite a ways, Leytham wheezed the bulldozer to a halt. There weren't any MPs around, and none had been seen for quite a while. In fact, there weren't any marines at all. Just trees.

The three Seabees wondered a bit about that, but decided to keep going. Just then, a Marine patrol scout overhauled them.

"What the hell," he bawled breathlessly, "are you guys doing up here with that thing?"

"We're supposed to dig a gas dump," Leytham answered. "We're lookin' for the spot. It's somewhere up near the front. . . ."

"Front!" yiped the marine. "Up near the front! Why you idiots (Ed. Note: Or words to that effect.) you just passed the last advance scouting parties about 200 yards back!"

Mutual Admiration Society

Here's what flyers think of sailors . . . and vice versa:

Shot down off Ahami Shima, 1st Lt. Junie Lohan, USMCR, was picked up by a light warship. He was drying out in the wardroom over a cup of jamoke when general quarters sounded. He skipped topside and found the lads somewhat engaged in beating off Jap suicide planes. Trying to earn his room and board, Lohan went to the bridge and helped out on identification until the tiny ship was mortally wounded by four suicide hits. Into a landing craft piled crew survivors, Lt. Lohan with them.

When they all had reached eventual safety, you couldn't get the Marine flyer to talk about anything except the bravery of the sailors with whom he had worked side by side in those wild minutes aboard the ill-fated res-



cue ship. He was most impressed by the way they stayed at their gun mounts in the face of attack after attack.

"They didn't even duck," he said with awed admiration. "They just kept on firing. Boy, they've got more guts than I have!"

But, on the other hand . . .

Off Okinawa, an underwater explosion blew the *PGM 18* four feet out of the water and she sank within three minutes.

As survivors struggled dazedly in the water, combat air patrol flyers dipped low over them and dropped their own lifejackets and a rubber

life boat into the surf. Aided by this manna-like life-saving equipment, the survivors managed to stay afloat until picked up by minesweepers.

"Imagine that," said Lt. Cyril Bayly, USNR, Clearwater, Fla., the PGM's skipper, after he had been picked up. "Imagine those fellows dropping that equipment to us when they didn't know how soon they might be needing it desperately themselves. Man, that's guts! I never saw such sheer guts!"

'Among My Souvenirs . . .'

On night picket duty off the entrance to Nakagusuku Wan—now Buckner Bay—on Okinawa's east coast, the crew of *LCI(G) 82* spied an enemy Kate afloat on the water. The plane sank quickly in their blast of gunfire. Then they turned their attention to a life raft bearing three crewmen from the Jap bomber. The gunboat skipper, Lt.(jg) Theodore Arnow, USNR, of the Bronx, N. Y., hoped to capture them, but one pulled a hand grenade and all three were killed.

The riddled raft was hauled aboard the little gunboat as a souvenir.

It was, however, destined for more than just a dusty resting place on some mantelpiece. Minutes after the gunboat had sunk the plane, an enemy suicide boat bore down at high speed and hit the U. S. craft just forward of the conning tower. Holes were torn in her side and deck; fires were started in two fuel tanks; and the craft listed dangerously. Lt. Arnow ordered the ship abandoned.

The executive officer, Lt.(jg) Sheldon A. Briggs, USNR, of Cambridge, Mass., helped wounded men over the side and then, looking about for something to help keep him afloat, spotted the Jap raft. He snatched it up from the deck, bulged it under his arm to form an air pocket and jumped in. He was followed by Lt. Arnow and Raymond R. Haut, S1c, USNR, of West View, Pa., and the three of them, lending a hand at the same time to one of the wounded men, Alonzo Carmel Vigil, S1c, USNR, of Buoyeros, N. M., who had been lowered over the side in a life jacket, clung to the "souvenir" raft for 20 minutes until rescued.

TO TOKYO



Plane on the Surface

The barge and the tug were both well hidden as they rode at anchor in the shadow of tall jungle trees at the water's edge of Noenoekan Island, Borneo. But, peering down from his patrolling PBM Mariner, Lt. V. L. Flint, USNR, of Milton, Mass., managed to pick them out.

The high trees, Lt. Flint quickly and rightly figured, prevented successful low-level bombing or strafing attacks on the Jap craft, and the chance of wasting a bomb from high level didn't seem worthwhile. Yet the Mariner pilot didn't want to let the craft go unscathed.

For a moment, he pursed his lips and knitted his brows in thought . . . then, his decision made, he dipped his wings, wheeled his plane and set the huge flying boat down on the calm seas. Taxiing back and forth, much the same as a bombarding warship, Lt. Flint let his aircrew gunners go to work.

In no time at all, the plane's machine-gun fire sank both the barge and the tug. Easy victor in this strange sea battle, the PBM then took off and went back to its more normal business of seeking out and destroying enemy shipping . . . from the air.

Initial Invasion

Elmer E. Ashley was a welder in a shipyard at Evansville, Ind., when he decided to join the Marine Corps. The day before he left his shipyard job he welded his initials on the side of a winch frame that was to become part of an LST. That was back in March 1943.

Ten months later, Ashley, who had become a bulldozer operator in the 1st Engineering Btn. of the 1st Marine Division, boarded an LST bound for Peleliu and right away went prowling around the ship looking at winch frames.

Yeah, sure, you've guessed it—right there on one of the LST's winch frames were his initials: "E. E. A."

Chicken Coup

Thomas B. Scott, WT2c, USNR, of Mt. Holly, N. J., loves eggs—fried, scrambled, boiled. But in more than



two years overseas the best he could get were the powdered variety. And he was mighty unhappy.

Then fortune smiled—for a brief moment. Scott found a hen. A Japanese hen, to be sure, but her production was like clockwork: an egg a day. If she could do that on her diet of land crabs, small tree lizards and saki, Scott figured, what would she do when she ate good solid Navy food! The possibilities were unlimited. Almost.

Anyway, Scott carefully set out the best food he could find for his little protegee. But egg production, strangely, declined. From an egg a day the hen slumped to one every other day, one every third day, finally maybe an egg on Sundays and holidays.

Then one morning when Scott awoke the hen was gone. A hole in the side of her coop told its own story. Scott wasn't surprised that night when some of his Seabee mates invited him over for a fried chicken dinner. And it wasn't too hard for him to conclude that an enemy saboteur had met her deserved fate.

Scratch One Jitney

A motorist down in Australia holds a distinction probably unique in the annals of maritime believe-it-or-nots: He collected insurance for damages suffered when his automobile was hit by an aircraft carrier.

Seems he parked the car one day near the edge of a Sydney wharf where a visiting U. S. flattop was tied up. While he was away, the tide went out. As it fell, a part of the carrier, projecting over the wharf, descended irresistibly upon the parked car.

Result: two flattops.

Navy Weekly, Dailies Starting as Part Of New Informational Services Program

Two new publication projects—a yet unnamed weekly magazine comparable to the Army's *Yank* and the Marine Corps' *Leatherneck*, and a chain of daily newspapers in the Pacific to be known as *Navy News*—will appear shortly as part of an expanded and integrated informational services program.

Another phase of the program, Ships' Editorial Association (SEA), the Navy's own news and feature service, began operation last month.

The new comprehensive program also includes:

- A field office in San Francisco, which will combine and edit the news reports of the world and news of the Navy for use in the Pacific.
- A Navy News Bureau (NNB), to obtain news of the Navy from Washington for use of all media.
- ALL HANDS, the Navy's service magazine.

The new setup is to serve the needs of naval personnel, especially overseas, for Navy newspapers and magazines. Service will include news and features—local, world-wide, and Navy news, features, stories, pictures, cartoons, comics and aid to editors.

The new large daily newspapers are designed to satisfy, in localities where publication is practicable, the needs of men overseas for complete coverage of news in a Stateside manner. Where such dailies cannot be published, present "daily press" papers will get help.

The new magazine will fill the need for a weekly publication for general Navy reading and entertainment.

Ship and station newspapers, which fit into the over-all picture as the local weekly news and feature papers (see ALL HANDS, July 1945, p. 17), will be given all possible help.

ALL HANDS will continue to meet the need for a monthly publication providing comprehensive information to the Navy.

The program, developed in accord with the personal interest of Secretary Forrestal, is under a new Informational Services Section of the Welfare Activity, BuPers.

Navy News (Guam Edition) began publishing last month on a tentative basis on a small press and in limited quantity until its big press arrives. Equipment and personnel are being gathered for the Philippines and Okinawa editions, and these papers are expected to begin mass production within the next few months. Other editions may be published where there are large concentrations of personnel and no civilian newspapers.

Navy News will be an 8-page, 5-column, offset-printed tabloid newspaper, distributed free, and will include everything that the men used to see in their home-town papers—comic strips, columnists, photographs, sports, domestic news, world news, crossword puzzle. A 12,000-word news report, a composite of the civilian news service reports and Navy Department news from NNB, will be

furnished by SEA through the San Francisco field office; the syndicated features will come through SEA in Washington. A special Sunday supplement will include color comics.

Because all personnel will not have access to *Navy News*, even though it will be distributed as widely as possible, emphasis also is being placed on the small "daily press" papers aboard ship. SEA will transmit to Guam a condensation of the 12,000-word basic news report, for sending to ships and outlying bases by hour-long plain Morse code radio broadcasts at 12-hour intervals, supplemented by 15-minute broadcasts at 6-hour intervals and news flashes and bulletins.

A plan is underway to make the same comic strips appearing in *Navy News* available to the "daily press" papers by means of pre-cut mimeograph stencils, which would provide a "comic page" six days a week. Effort also will be made to provide the color comics for the seventh day.

The new Navy weekly has just been authorized by the Secretary and tentative plans call for a 32-page large-size magazine in two colors, with eye-witness articles, humor, fiction, pin-ups, photographs, sports, cartoons, the straight dope and "gripes." Staffed by professionally qualified personnel, it will be printed in the continental United States as is *Leatherneck* to insure a high quality publication, and will be rushed to sailors, marines and coastguardsmen throughout the world, including the U. S. It will sell probably for 10 cents a copy.

INCLUDED in the new program are the SEA Clipper (a clipsheet of material for use in ship and station papers) and the SEA Watch (an editors' trade journal) which began going out last month to more than 750 Navy papers.

SEA, the Navy's news and feature service, began issuing the SEA Clipper (a weekly clipsheet) and the SEA Watch (a monthly "trade journal" for editors) within the past month. More than 750 ship and station newspapers have already been enrolled as members in accordance with BuPers Circ. Ltr. 70-45.

Membership in SEA is of two types, in order to insure the ship and station newspapers that their material will be exclusive and not duplicated in the larger "multiple-activity" publications.

Full members are those papers published in accordance with EXOS Circ. Ltr. 45-611—or those papers serving specifically as one-ship or one-station needs. These papers, if SEA members, get special original Navy cartoons and feature material, as well as news, through the SEA Clipper. Mats or pre-cut stencils are provided as required. Through the SEA Watch and through individual service where practicable, the papers will also be given editorial aid in improving their content and appearance. A Navy Editors' Manual also is being prepared.

"Affiliate members," the multiple-activity papers such as *Navy News*, will be provided with their special news and feature materials by SEA but they will not receive the SEA Clipper or material designed for the ship and station newspapers. All service publications overseas—especially the "daily press" papers—may use the SEA news as broadcast, without receiving special permission, but the special 12,000-word news report and feature material will be available only by arrangement with BuPers (Informational Services Section). Insofar as practicable, special services will be provided multiple-activity "affiliate-member" publications on request.



NEW BOOKS IN SHIPS' LIBRARIES

Knowing Your Pacific

"The Pacific World Series" is not what it may sound like—the autumn baseball classic on an island-hopping tour. But it might very well prove to be just as interesting. It is a set of paper-bound books just released by The Infantry Journal and also available from regular commercial publishing houses in hard-backed form. For those of you stuck on some Pacific island they are heartily recommended. The dragging days out there might be brightened a bit and shortened somewhat.

Don't get us wrong: We don't guarantee these books will make you stop day-dreaming about the end of the war or push away a one-way ticket to Stateside. But once you settle down with these books, your island prison no longer need be merely a sunbaked, rain-drenched lump of land peopled with pesky insects, freakish, frightened animals and strange-looking folk whose customs are as unfathomable as their language. Instead, it could become a fascinating wonderland; still not as good, of course, as a sidewalk in Flatbush or a cornfield in Iowa . . . but definitely something to talk about wisely and well when you get gack home.

In these books you will learn all about the Pacific isles, from Magellan to Dorothy Lamour. You will read about lizards that fly, and birds that cannot; of kangaroos that live in trees and mammals that lay eggs. These books will tell you all there is to know about the Pacific Ocean area . . . its birds and peoples, its fishes and shells, its animals and plants.

The Starting Point

First of the series on your reading list should be "The Pacific World," edited by Fairfield Osborn, president of the New York Zoological Society, with an introduction by William Beebe.

This volume presents a skimming over-all picture of the Pacific—its vast distances and depths, strange lands,

Figure It Out For Yourself

While the three bluejacket brothers were at sea, a wealthy Mohammedan they had met in London died and left them his harem of 17 beautiful ladies. However, his will read that the eldest brother was to have one half of the ladies, the next one third, and the youngest one ninth. The three sailors were in despair, for they obviously could not divide 17 ladies this way without calling in the butcher. They finally cabled an old and wise Arab friend who promised to help them.

When they arrived at the home of their dead friend they found that the wise Arab had sent a member of his own harem to solve the problem in a jiffy. How? (Answer on page 73.)

the life upon them and its peoples. This information was gathered by men of nine educational and scientific institutions. They tell you of the migrations of humanity that swept over the islands; of the discovery of the ocean and its lands by the adventurous old mariners of Spain and Portugal; of the swashbuckling pirates and sailors who fought over its treasures and brought the sins and diseases of civilization to these island paradises; of all the fascinating animal life; and a thousand and one other things. Read this one, and in a couple of sittings you'll be able to sound like a Fitzpatrick travelogue when you get back to the general store or McGuire's Scotch and Soda Fountain.

"The Pacific World" contains detailed descriptions of the nine important Pacific regions—Australia and New Zealand, Melanesia, Micronesia, Polynesia, the East Indies, the Philippines, the Aleutians, the Galapagos and Japan. It's both authoritative and readable.

People of the Pacific

Perhaps the most popular of the other books in the series will prove to be Felix Keesing's "Native Peoples of the Pacific World." In this book you will learn what lies behind the customs of the new people you are meeting. Dr. Keesing tells you of their languages and governments, their food, their trading methods, their likes and their dislikes. From these penetrating, interesting studies, you will find that these people, deep down, are not so different from you. Dr. Keesing, who is professor of anthropology at Leland Stanford University, was born in Malaya and his family has long moved around in the Pacific regions.

Wallabies and Wombats

Useful to you both for reading matter and as a sort of almanac for quick reference will be "Mammals of the Pacific World." Written by three distinguished authorities of the American Museum of Natural History—T. D. Carter, J. E. Hill and G. H. H. Tate—this is one of the most inclusive books ever published on animal life in the Pacific.

It features a parade of fugitives from the crossword puzzle pages such as the wallabies, wombats, bandicoots, warrigals and koalas. It tells of such strange creatures as the half-bird, half-animal Duckbill, which lays eggs and suckles its young.

The book lists the animals by families with excellent descriptive notes. It also features an island checklist which tells you at a glance what animals you'll find in your own immediate vicinity—in addition, of course, to chowhounds and liberty hounds.

Snakes . . .

Snakes and reptiles are not neglected in the series. Arthur Loveridge of the Museum of Comparative

Zoology in Cambridge, Mass., has contributed "Reptiles of the Pacific World." It is full of really exciting information about giant turtles eight feet long and weighing half a ton; of pythons, 30 or more feet long, that can swallow a man; of vicious lizards with lashing powerful tails.

Plants . . .

You may be Robinson Crusoe'd on some barren sand bar where nothing but your beard and your boredom grow, but in "Plant Life of the Pacific World" you will learn that there are 45,000 different kinds of plants existing in the Pacific Ocean area—and that scientists still believe there are many more as yet unidentified. Look about you . . . maybe you'll discover a long-hidden wonder and you will have some type of orchid or dandelion named after you. Dr. E. D. Merrill of Boston's Arnold Arboretum has done a masterful job on this book.

. . . And Sea Shells

Breathes there a man with sole so thin that he hasn't kicked up a sea-shell here and there? One of the most interesting in this series is "Fishes and Shells of the Pacific World." Written by John T. Nichols of the American Museum of Natural History and Paul Bartsch of the Smithsonian Institute, this is the only book on both fishes and shells, although Walter Webb's "Handbook for Shell Collectors" is on its way to you. In "Fishes and Shells" you will be introduced to rays, coral-reef fishes, sharks, seahorses, pilotfish, Portuguese men-of-war, mudskippers and all the rest of the inhabitants of the Pacific's blue waters.

HOW DID IT START?

Tattoo

This word for the bugle call preparatory to taps comes from the old Dutch word, "taptoe," which meant the time to



close the taps or taverns in garrisoned towns—the Dutch word "tap" meaning faucet, or tap, and "toe" meaning, to shut. At the appointed hour, drummers marched from post to post in the town beating their drums. They beat "first post" as a signal they had taken their places and were ready to start their rounds. When they reached the end of their rounds "last post," or "taptoe," was sounded, and the merry drinkers should have been on their way home. In Revolutionary times, tat-too was the signal for soldiers to retire to their barracks or quarters, put out their fire and candle, and go to bed; at the same time public houses were to shut their doors and sell no more liquor that night. Today "tattoo" has nothing to do with alcoholic activity, applying entirely to the matter of turning in. Our word "taps" comes from the same source.



INVASION of southern France was first big action in Coast Guard's 155th year. Coast Guard LCs (above) were among naval craft entering Marseilles.



COAST GUARD CUTTERS in 1944-45 saw the end of the Battle of the Atlantic. (above) and experiments in use of helicopters (below) in air-sea rescue work.



DUCK loaded with Marines takes off

COAST GUARD OF HISTORIC

BIGGER than ever in its history, the U. S. Coast Guard is observing its 155th anniversary this month after completing its busiest year.

An arm of the Navy since shortly before Pearl Harbor, the Coast Guard has carried out assignments in World War II that has taken its forces to battle fronts throughout the world. It has participated in all the major invasions, transported thousands of troops to battle zones and played an active role in the Navy's anti-submarine operations. While performing these wartime jobs, it also has continued peacetime functions vital to the war, such as merchant marine shipping inspection, port security, life saving and maintenance of aids to navigation.

Not the least important of its duties is the saving of life at sea. This activity is now combined under the Coast Guard-commanded Air Sea Rescue Agency set up 15 Feb. 1944 by the Secretary of the Navy at request of the Joint Chiefs of Staff. Admiral R. R. Waesche, commandant of the Coast Guard and its first four-star admiral, is chairman of the inter-service board which directs the agency's activities. Air Sea Rescue task units, comprising planes and fast rescue boats, are operating not only along the coasts of North America, but in



Official U. S. Coast Guard photographs
from Coast Guard-manned LST at two

HAS BIGGEST 155 YEARS

all war theaters. The agency is constantly studying and improving techniques and equipment. Particular attention is being given to development and use of the helicopter in rescue work. In May this year one of these ingenious machines plucked nine Canadian flyers from a remote region of Labrador after their plane crashed. Another was used for reconnaissance during the Mississippi spring floods. Air-sea rescue experiences gathered during these war years will prove invaluable in the postwar era when a vast expansion of coastal and transoceanic air travel is anticipated.

In peacetime the Coast Guard is part of the Treasury Department. It was founded 4 Aug. 1790 when President George Washington signed an Act of Congress inspired by Secretary of the Treasury Alexander Hamilton creating the Revenue Marine. The name later was changed to Revenue Cutter Service and then in 1915, when this service was merged with the Life Saving Service, the new organization became the U. S. Coast Guard.

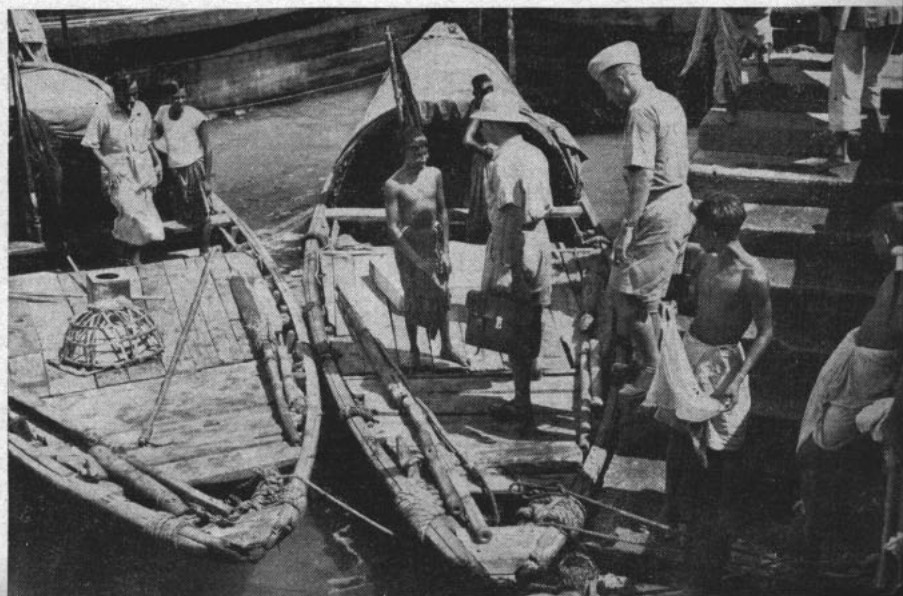
Its wartime strength totals 171,931 which includes 10,162 commissioned male officers, 878 commissioned Spar officers, 1,632 warrant officers, 150,094 male enlisted personnel, 8,846 enlisted Spars and 319 cadets.



OKINAWA invasion was another of the year's big operations in which Coast Guard-manned vessels participated as part of huge amphibious assault force



FARFLUNG AND VARIED are tasks Coast Guard performs—for example, port security (above) and Merchant Marine hearing units around the world (below)



MAGAZINE DIGEST

Excerpts from current articles of interest to naval personnel

Mosaic of Hell

Europe was prepared to outlive defeat and betrayal, nazis and quislings. It was not prepared for its ultimate ordeal, how to survive liberation. For liberated Europe is fed, clothed and sheltered worse even than under German occupation.

Europe's want seems universal and bottomless. It has a thousand faces; it is as petty as lack of matches, as humiliating as lack of soap, as heart-breaking as a child's cry for bread. Even in regions where food is relatively ample, as in Normandy, the people are destitute. The American Quakers, again at war with suffering, made a meticulous survey of Normandy five months after invasion. Their conclusions add up to a mosaic of petty hell.

Abundance of food. No pots or stoves. All remaining trucks and cars demobilized for utter lack of fuel and tires. No window glass. No shoes or blankets. Hundreds of thousands of people without a change of underwear.

What happened to France in 1944 happened, or is going to happen, to all of Europe. When governments of liberation step into territory that has for years been exposed to German social engineering, three gigantic booby traps are set to explode under their feet: production collapses, distribution collapses, currency collapses.

The result of this threefold collapse is the black market. However, not even the black market can perform miracles: it cannot sell goods that have not been produced, and it cannot sell to people who lack purchasing power. And in all liberated Europe, industrial production is paralyzed, unemployment is at an all-time high....

Yet France is faring better than Belgium. The Belgian people are undernourished, in dire need of animal proteins. Their splendid textile factories are locked up, lacking imports of raw materials, though Europe needs clothing perhaps even more urgently than food....

The people in the Netherlands are close to utter starvation. Last February the official daily ration in Amsterdam had dropped to 320 calories a day. And the land itself has been partly corroded. Where sea water has flooded cultivated land, years of sweat will have to undo what the salt did to the earth in a few weeks.

But in the Balkans and in Poland man has hurt man more cruelly than the sea could ever hurt the land. These had been the areas of least industrial contribution to the Nazi war machine, and they had been treated accordingly. Here the Germans just took and took—grain for their stockades, women for their brothels....

To make European rehabilitation a success, three things must be available: supplies, shipping and, above all,

an American rehabilitation policy... (This policy) has to apply the fundamental law of battle—to concentrate superior strength in selected crucial spots. The superior American forces are tools, raw materials and technological efficiency. The crucial spots have already been selected....

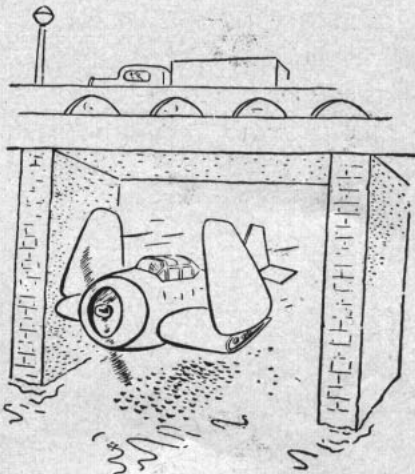
The United States did not accept the lack of materials and shipping as apology for not winning the war. Both shortages were licked in grand style, simply because the war had to be won. If the United States realizes the urgency of the job, shortages will be licked again, simply because the rehabilitation of Europe is just as important to this country as the liberation of Europe.—From "EUROPE: From Freedom to Want," condensed from *Fortune*, in *Reader's Digest* for July.

Auto Heaven

On the day when the President announces the end of the war emergency, the Federal Government, in cooperation with the states, will swing into action upon a vast construction program which will give the American people the finest network of express highways, other than main highways, and secondary and feeder roads which the world has ever seen.

These national interstate roads, which will take from 10 to 20 years to complete, will also save thousands of lives annually through the elimination of traffic hazards.

The \$3,000,000,000 which is to be spent during the first three years, however, will pay for only a portion of the gigantic project to build a National System of Interstate Highways, modernize many miles of federal-laid highways not on the system, and build a connected system of farm-to-market roads. An over-all expenditure of \$10,000,000,000 or more will be needed to complete the Interstate System, and this expenditure will provide not fewer than 6,247,000 jobs of one year's duration each.



Collier's

These jobs probably will be required to relieve unemployment during our transition from war to peace, but they will not be needed any more urgently than the new highway system itself.

To achieve this, about 40,000 miles of express highways will be built under the National Interstate plan. These roads, designed for traffic needs 20 years from now, will form direct links between our larger cities and industrial centers.

Rural sections of the highways will vary in width from 2 lanes to 6 lanes, depending upon the volume of traffic anticipated, but in most instances both roadways and right-of-ways will be broader than at present.

Standards recommended to the states provide that there be no hot-dog stands fronting immediately on the main highways, and no filling stations. Such facilities will be located only at selected points where access roads can lead to them.

Twenty-five years ago 30 miles an hour was regarded as sheer recklessness on most highways. Today the average driver hits an average speed of 47 miles per hour when he gets on a good road. The roads which are about to be built will be designed for speeds of 75 miles per hour.

For the generations of Americans coming back from this war, however, and for their sons and daughters, the National Interstate Highway System should prove a motoring paradise.—From "40,000 Miles of Auto Heaven," by Maj. Gen. Philip B. Fleming, Administrator, Federal Works Agency, in *American Magazine* for August.

A New Jap Shortage

In the breakdown of the total score of 316 Jap planes put out of action [in a two-day strike against Formosa], there were figures which appeared to be highly significant.

On January 3, while destroying, probably destroying and damaging 204 planes on the ground, our fighters had shot down only 27 in the air. On the fourth, while attacking 82 on the ground, our fighters had shot down just three.

Here was dramatic evidence of a phenomenon which our fliers had first noticed over Luzon in December. In the next strikes, the evidence piled up.

On January 6 we began a two-day strike against Luzon... Again, not a single Jap plane came within many miles of the task force... Again the score in terms of airpower showed that interesting disproportion. It was not particularly marked on the first day, when our fighters encountered 14 planes in the air, as against 47 on the ground. But on the second day, for 160 strafed, our fighters shot down in the air a lonely four Jap planes.

It was the same on the ninth, when we struck Formosa again, and along the Ryukyus as far as Okinawa and Ie Jima. The bombers sank or damaged some 50 ships and 60 small craft that day, and the fighters caught 103 planes on the ground. And yet from Formosa to Okinawa our squadrons met so little opposition that at the day's end, the score of Jap planes



Foreign Service

shot down had reached a grand total of five.

This was the phenomenon which our fliers had first noticed in December—a growing reluctance on the part of the Jap air forces to meet carrier planes in combat. Now reluctance had become refusal. The Japs were hiding from us . . .

The phenomenon certainly gave the lie to all our past experience, which had shown the Japs to be almost hysterically aggressive fighters. It could be explained partly by the shock effect of any carrier strike, partly by the constant cap, partly by Japan's ever-tightening shortage of aviation gasoline. But still the explanation needed one more fact to make it complete. The Japs were suffering another shortage. Pilots . . .

Not for a long time had our fliers met opponents as full of courageous guile as the Jap fliers of the early months of the war. Now, it seemed, we were killing off pilots faster than Jap training centers could replace them . . .

In early January, with the scanty pilot material at hand, the Japs almost certainly were figuring that to lose a plane on the ground was a far better bargain than to lose both a plane and a pilot in the air. For us, at the time, it all added up to the fact that the same little men who display the amazing fanaticism of the Kamikaze were running for cover now whenever carrier planes appeared overhead.—*From "So We Hit Them in the Belly," by Vice Admiral John Sidney McCain, USN, in The Saturday Evening Post for 21 July.*

Our Ally, China

China is on the way to a unity, a strength and an efficiency that will make her an aggressive and dependable ally. A hard, toilsome way, still thick with obstacles, but the climb is steady. In the final decisive stages of the war, when we will need a continental force to close with the enemy, I have the deep conviction that Chinese armies can be counted on for valuable contribution to the common effort.

These predictions have firmer base than hope or optimism. Today . . . the Chinese army is in process of reorganization, a new merit system is putting competent officials in key

places, and the ancient supply service is being overhauled. Thanks to Donald Nelson and other American experts, China has a War Production Board, and order is being brought out of a well-nigh incredible chaos . . .

Progress is bound to be slow—heart-breakingly slow in all likelihood—and there is the chance that conditions may get worse before they get better. You don't change a country over from medievalism in a few years, and war-torn years at that. China started from miles behind scratch and, in spite of advances, is still behind scratch. But the people have the spirit, and their leadership has the will. . . .

The Chinese Navy, at the time of (Jap) invasion, consisted of six cruisers that were little more than training ships, and some 50 gunboats without firepower. Some 250 fighter planes, mostly old models, and a handful of trainers made up the air force. The army, while numbering around 2,000,000, lacked officer personnel schooled in modern combat, and was critically weak in heavy artillery and mechanized equipment.

Aside from being inadequately armed, the troops were poorly clothed and half fed. Wearing only thin cotton uniforms in better weather, soldiers tramped through snow in bare feet. Under an antiquated system of supply, the regular rice ration was supposed to be supplemented from money supplied to division commanders. . . . Often supplies were miles removed from troop concentrations and there were only human carriers . . . To this day I marvel that the Chinese managed to do as well as they did.—*From "Don't Count China Out," by Lt. Gen. Albert C. Wedemeyer as told to George Creel, in Collier's for 7 July.*

Home-Buyer, Beware

In the next few years many unwary home-buyers, including many returning veterans, are going to endanger their financial futures. Houses bought in haste will provide unhappy places in which to repent at leisure; so the wary buyer will move slowly . . . He will consider not only the present needs of his family but its probable future needs. He will appraise the special dangers of buying in the present hectic market. He will make his final decision only after he has considered all the possible alternatives by which his housing problem can be met.

No one doubts that we will have a building boom after the war. The question is, what kind of housing will be built? Unless a sizable portion of the new construction is in houses and apartments for rent, we may get a large crop of disillusioned homeowners patching up shoddily built dream homes that cost a good deal more than they were worth. Operative builders quick to cash in on the shortage will throw together houses in pretty subdivisions, spotted with model homes, spick and span in their white paint, fresh shrubs, and furnishings lent by the local department store. With no attractive place to rent, families will find the temptation to buy almost irresistible. Under such con-

ditions home-hunting families might best shelter wherever and however they can—in whatever niche or cranny they can stuff themselves into—until the situation eases and good housing becomes available. . . .

Buying a house is the largest single purchase most men ever make. If the man who can safely buy is sold an honest home by honest methods . . . the tradition of home ownership will perhaps fulfill its promises. But if too many families are hoodwinked by overselling we may someday look back upon the nineteen forties as those fabulous days when men were fools enough to buy their own homes.—*From "Don't Get Stuck With a House," by John P. Dean, in Harper's for July.*

"Disabled" Drivers?

One of the first questions asked by the 12,500 veterans of this war who have lost arms or legs is: "Will I be able to drive a car again?"

Last week . . . in cars equipped with simple supplemental controls designed by the War Engineering Board of the Society of Automotive Engineers, amputees from the Percy Jones General Hospital, Battle Creek, Mich., raced, reversed, stopped, and parked expertly enough to pass the most rigid license inspection.

Started in July 1944 . . . the project involved a study of all driving aids developed in recent years in America and abroad, as well as the invention of new gadgets to fit all makes of cars, old and new models. Many can be installed without interfering with normal operation of the car.

Among the driving aids are:

- A modified steering-wheel knob shaped for a firm grip by either a dress artificial hand or a mechanical hook.

- Steering wheel throttle and brake levers, extending either to the right or to the left as the veteran requires, thus eliminating foot operation of brake pedal or accelerator.

- Hand-starter control lever which does away with the foot button.

- Clutch-pedal bar which enables a one-legged man to operate either clutch or brake pedal, or both simultaneously.

- Accelerator treadle extension permitting use of accelerator by left foot.

- Automatic clutch control which allows operation through accelerator treadle or interconnected handle throttle control.

- Electric direction signal which eliminates left-hand signals.

- A hill holder (cog on the drive shaft), which prevents the car from rolling back on inclines.

- Starter and light-dimmer switches on the dash, where they can be conveniently reached by the hand.

Preparation for driving is speeded up by practical muscular training. . . . Because of this workout, the handicapped man is said to be in better physical condition than the average civilian driver and, with some practice, he can handle a car just as skillfully.—*From "Driving for the Disabled," in Newsweek for 9 July.*

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 on private envelopes; no private reply will be made.

BEWARE OF CODs

SIR: Recently my parents received a letter which offered for sale a set of photographs which was supposed to contain pictures of the ship on which I am serving as well as photographs of an overseas base where I previously had duty. Naturally, they were eager to get these souvenirs.

The package came COD and cost \$12.50. When they opened it, they found it contained useless pictures of natives and familiar scenes overseas, plus a photograph of a ship similar to the one on which I am serving.

I am writing to you so that you may call this fraud to the attention of others who may receive similar offers.—B.R.J., SLC, USNR.

• Recent investigation by the Post Office Department has disclosed that numerous civilians and servicemen in the States have been requested by letter to buy at prices ranging from \$2.50 to \$15.00 sets of photographs similar to those which you describe. Personnel are advised to caution their family and friends not to accept COD packages of this type before they have had an opportunity to investigate whether the offer is on the level or a fraud.—ED.

CROSSING THE KING

SIR: As a thoroughly initiated and full-fledged Shellback who holds no truck with miserable polywogs, mud-creatures, worms and land-lubbers, I protest to the answer you gave to H. J. V. in your June 1945 issue, saying that he was eligible for a Neptune Certificate for merely crossing the Equator when wartime operating conditions made it impossible to hold an initiation.

As one of King Neptune's legal representatives and emissaries I shall see to it that steps are taken to correct the idea that such slimey ilk as mentioned above receive Shellback Certificates without showing the King of the Deep all proper respect and humility.

And furthermore, those who are responsible for such indiscriminate awarding of the Shellback Certificate will find their backsides on the tender side the next time they venture into the Imperial Domain, be they admirals, captains, chief boatswain's mates or seamen second class.

I got my initiation while serving aboard the USS *Mihouakee*, and I really got initiated! Do not risk the king's displeasure. He's a haaaaarrrrrrd man!—J. E. D., PhMlc, USNR.

• We stick to our guns, in the face of danger.—ED.

CHANGE OF RATE

SIR: Can a BM1c who is serving in lighter-than-air be changed to AR1c without his knowledge or consent? If so, what steps may be taken to return to BM1c and be transferred to general service? All rates up to and including BM2c were made in general service.—R. B., AR1c, USNR.

• COs are authorized by Enclosure of BuPers Circ. Ltr. 297-44 (NDB, July-Dec., 44-1145) to effect changes of certain ratings to fill vacancies in allowance without reference to BuPers. Change of various ratings to airship rigger is included in foregoing authority. To be restored to a rating formerly held, request must be submitted to BuPers, via official channels. The same procedure applies to requests for change of duty.—ED.

FANTAIL FORUM

SIR: In your June 1945 "Fantail Forum," p. 80, Charles W. O'Neill, AMM3c, says he's all for the life of a yeoman, when asked what rating he'd strike for if he had it to do over again.

Well, judging from the yeomen on this ship, he's way off the deep end. Our yeomen work day and night and still don't get their work finished. If O'Neill ever worked on monthly reports that a yeoman has to do, he'd want his AMM rating back again.

As for liberty, plenty of times ours have had to give up their liberty to get out some special work. And they've missed chow at times, getting out leave papers in a rush, so fellows wouldn't have to wait. Yes, yeomen do get to sit down, but they sit on their fanny day in and day out pounding a typewriter, which gets tiresome after awhile, just as standing up does. And as for knowing the inside dope, the rest of this crew usually knows what's going on far ahead of the yeoman.

Take it from me, the "soft life" of a yeoman isn't all that O'Neill has cracked it up to be.—R. A. S., SK3c.

IMPORTATION OF PETS

SIR: When I return from the Philippines, I would like to bring home some pets, including several fowls, a parrot and a monkey. Is there much red tape involved?—C. J. G., S1c.

• Because of the serious risk to public health, it is almost impossible to import any animals or birds (particularly parrots and monkeys) from overseas. To import them would require strict compliance with a host of necessary but troublesome regulations issued by the United States Public Health Service, Navy Department, and Departments of Agriculture and Interior. Likewise the countries from which the animals or birds are exported have complicated health and customs rules that must be observed. These, combined with the fact that for all practical purposes it is impossible to obtain permission to transport them on Navy ships or planes, makes their importation more trouble than they could possibly be worth. In addition, Pacific Fleet Notice 26N-44 dated 31 Aug. 1944 sets up a quarantine against the importation of animals and plants into the Territory of Hawaii from all Pacific islands including Australia and New Zealand. Our friendly advice is: leave the birds and beasts overseas. You and your country will be better off if you do.—ED.

CPO RATING BADGES

SIR: (1) Are the CPO rating badges with silver or white eagle and specialty mark, which are now being worn on gray uniforms, official? (2) Should the acorn on the Medical Corps gray shoulder boards be white?—D. K., Lt., USNR.

• (1) No. (2) Yes.—ED.

'WINGED RED CROSS'

SIR: Now that I have completed low pressure technician training, a division of aviation medicine, am I eligible to wear the winged red cross pharmacist mate insignia?—K. H. P., PhM3c, USNR.

• No such insignia has been authorized.—ED.

ADMISSION TO CPO CLUBS

SIR: Recently several transient CPOs quartered at a Navy receiving station overseas were denied admission to the CPO club. When they asked why they were not welcome, they were told that it was a "private" club for CPOs in the respective units only.

I am under the impression that being a CPO is all that is needed to gain admission to any CPO club on any naval base or station. Can you give us any information?—M. R. E., CMM.

• All CPO clubs on Navy property were declared an integral part of the Navy by SecNav Ltr. of 23 April 1945 (NDB, 30 April, 45-405). Consequently, "private" clubs on Navy property no longer exist. However, management and operation policies are left to the discretion of the CO of the station, who decides to whom the facilities of the club can be extended.—ED.

LIBERATION RIBBON

SIR: Your article in the May 1945 issue, p. 72, which reported the eligibility rules for the Philippine Commonwealth ribbons, has created the false impression that those of us who participated in assault landings which did not require 30 days in the area—other than those on Leyte between 17-20 Oct. 1944—are not eligible for the liberation ribbon, even though we saw enemy action. Please clarify.—W.C., Lt. (Jg), USN.

• As stated in ALL HANDS, those who participated in any engagement against the enemy during the campaign are eligible for the liberation ribbon, which would make you eligible. To recapitulate, service personnel who meet any one of the following requirements are eligible for the Philippine Liberation ribbon:

(1) If they participated in the initial landing operations on Leyte and adjoining islands from 17-20 Oct. 1944, which is defined as meaning if they landed on Leyte or adjoining islands, were on a ship in Philippine waters, or were crew members of an airplane which flew over Philippine territory.

(2) If they participated in any engagement against the enemy in the Philippine liberation campaign. This is defined to mean actually having been under enemy fire or air attack. No specific number of days need be spent in the area to fulfill this requirement.

(3) If they serve in the Philippine Islands or on ships in the Philippine area for 30 days or more from 17 Oct. 1944 to a termination date yet to be announced.

Those who meet one of the above requirements are eligible for the ribbon; those meeting two, get the ribbon and one bronze star; those qualifying under all three, earn the ribbon and two bronze stars.—ED.

REENLISTMENT WHILE IN V-12

SIR: Since I entered the V-12 program my enlistment in the regular Navy has expired. I was a MoMM1c before I entered V-12. If I choose to reenlist in the regular Navy while I am still in V-12, am I entitled to shipping-over pay?—F. W. V. W., AS, USN.

• Yes, but you would be discharged and reenlisted as an AS, not as MoMM1c, and you would receive a reenlistment allowance of \$25 for each year you had served, not \$50 for each year which you would receive were you discharged and reenlisted as a MoMM1c.—ED.

BRONZE ARROWHEADS

SIR: Are bronze arrowheads authorized for wear on area campaign ribbons by naval personnel who participated in the first wave of an amphibious assault?—E. C. McG., Lt. (Jg), USNR.

• War Department Circ. Ltr. No. 465 of 9, Dec. 1944 authorized ¼ inch bronze arrowheads to be worn on theatre service ribbons, in addition to the bronze operation star, by members of the Army who: (1) make a parachute jump into enemy held territory as part of an organized unit assigned a tactical mission, (2) make a glider landing in enemy held territory as part of an organized unit assigned a tactical mission or (3) participate in the assault waves of an amphibious landing on enemy held territory.

They are not, however authorized for naval personnel, since it is held that the special insignia authorized for personnel assigned to paratroop and amphibious duties adequately recognize these special services and that the adoption of a bronze arrowhead would be a duplicate of the operation and engagement stars which have been established as a distinct memorial to important engagements.—ED.

NO STRINGS ATTACHED

SIR: Will we be obligated to serve additional time in the Navy when we are transferred from V-12 to NROTC?—K. B., AS.

• No. Reserves will be required to serve for the duration and six months; regulars are in for the period of their enlistment, which is automatically extended for the duration and six months if the enlistment expires before that time. Reenlistment periods would, however, have to be served.—ED.

AVIATION PAINTER INSIGNIA

SIR: Has a special rating badge been authorized for PTrV? If not, I would like to suggest that men of this rating be permitted to wear the old aviation carpenter's mate specialty mark.—B. P. W., CPTrV.

• No special insignia has been authorized for PTrV, nor is likely to be. Men of this rating wear the crossed-hatchets (without wings) specialty mark.—Ed.

DISPLAY OF CHURCH PENNANT

SIR: What is the proper procedure for hoisting and the proper position of the church pennant when the ensign is at half mast?—W. W. W., Lt. Comdr., (ChC)USN.
• The church pennant is hoisted to a point just above the half-masted ensign.—Ed.

CAPTAIN'S EAGLES

SIR: Is there any regulation which specifies that the collar pin-on device for the rank of Navy captain is to be worn with the eagles facing toward or away from the tie?—R. F. K., CY, USNR.

• Yes, Article H-6(b)(5) of Enclosure (B) of BuPers Circ. Ltr. 153-43 (NDB, cum. ed., 1943, 43-1327) states that the eagle's head is to face toward the front.—Ed.

DUTY ON SAN NICOLAS

SIR: My unit was stationed on San Nicolas Island (in the Pacific, off the coast of southern California) from November 1944 to February 1945. Am I entitled to 20% additional base pay as sea duty or foreign service pay for that period?—D. A. M., CY, USNR.

• No. San Nicolas Island is part of the State of California and duty there is not considered either as sea or foreign service duty.—Ed.

CHIEF WARRANT INSIGNIA

SIR: What insignia should be worn on the garrison cap by chief warrant officers?—T. S. H., ChPayClk, USNR.

• The commissioned officers' miniature cap device on the left side and the corps device, in silver, on the right side.—Ed.

REDUCTION IN RATE

SIR: (1) Is there any truth to the belief that a man who came into the service as a PO1c, for instance, may not be broken below his original rate? (2) May a man be demoted more than one grade at a time by sentence of summary court-martial?—E.C.B., Lt., USNR.

• (1) None whatever—(im)pure scuttlebutt! (2) Reduction in rating by SCM is one grade at a time. However, conviction by GCM can carry with it reduction in rating to AS.—Ed.

(SA): DAYDREAMING

SIR: Is there any truth to the scuttlebutt that men classified USN-I(SA)—special assignment—are soon to be discharged?—H. M. K., S1c, USN-I(SA).

• No.—Ed.

NAVY SAVINGS PLAN

SIR: Does the Navy have any savings plan whereby a man may deposit money which will draw interest?—F.L.O., SC, USNR.

• Yes; enlisted personnel in the Navy, Marine Corps and Coast Guard may make savings deposits on approval of their CO with their disbursing officer, either by checkage of their pay account or in cash. Under Navy Regs. Art. 1781(4), the money draws 4% interest per annum when left on deposit for six months or longer. Deposits are limited to one per month per man and to sums not less than \$5.00 and not fractional parts of a dollar.

Deposits made on the first day of the month either in cash or by pay-roll checkage are entered in the deposit record book as of that date, but a deposit made on any other day is entered as of the first of the following month. Deposit record books are retained by the disbursing officer carrying the pay account of the depositor. Withdrawals may be made on application. For details see BuSanda Manual, Art. 2166.—Ed.

CASU DUTY

SIR: Why does duty with a CASU (Carrier Aircraft Service Unit) within the continental U.S. count as sea duty for officers while at the same time counting as shore duty for enlisted men?—C. W. D., Y2c, USNR.

• It doesn't. For personnel permanently based with a continental CASU, such duty counts as shore duty for both officers and enlisted men for purposes of pay and rotation. It likewise counts as shore duty for promotional purposes for enlisted men, unless they are engaged in operations at sea for more than 50% of the days in a given period, provided that no day is counted during which the period of operations was less than four (4) hours. However, personnel assigned to flight duty would in most cases be aviation ratings, for whom no sea duty is required for advancement purposes.—Ed.

DISCHARGES

SIR: Is it possible for an enlisted man of the Merchant Marine Reserve, Class M-1, who is now serving on active duty with the Navy, to be released for return to his merchant marine status?—C. M. M., Y3c, USNR.

• No.—Ed.

PRESIDENTIAL CROSSINGS

SIR: How did the late President Roosevelt cross the ocean when he attended "Big Three" conferences at (1) Casablanca, (2) Teheran, (3) Yalta?—J.P.Z., SAO3c.

• (1) By presidential plane, a specially outfitted C-54, (2) The USS Iowa, (3) the USS Quincy.—Ed.

AVIATION RATING BADGES

SIR: Strangely enough, we are able to buy both right and left arm ABM rating badges. The plane handlers aboard this ship would like to know which is correct.—B. E. H., ABM(PH)3c.

• All aviation ratings are worn on the left arm.—Ed.

CPO CAP DEVICE

SIR: The miniature CPO garrison cap device is so small that it is often confused with an officer's insignia. Is it permissible to wear the regular-size insignia?—J. L. S., CMaM, USNR.

• No; the miniature device was made mandatory by BuPers Circ. Ltr. 97-44 (NDB, Jan.-June, 44-383).—Ed.

SK WANTS (D) DELETED

SIR: When the qualifications for Storekeeper D were issued my rate was changed to SK-KD2c. At that time I was in pay grade 3 and have now completed 18 months in the same pay grade. I have not been advanced since our ship's allowance list does not include a SKD1c, and knowing the size of an MTB unit, it would seem doubtful that we will ever rate one.

Since I have been in MTBs for over two years and am a graduate of SK school which qualifies me for SK duties, is there any way whereby the "D" may be deleted from my rating?—L. J. T., SKD2c, USNR.

• Requests for such changes may be forwarded, via official channels, to BuPers for consideration.—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.

POSTWAR NAVY PROBLEMS

SIR: Will regular and reserve enlisted men who now hold temporary ratings revert to their permanent rates in the post-war Navy?—K. E. W., MoMM1c.

• Until such time as the size of the post-war Navy has been established by Congress, it is not possible to determine what adjustments in ratings will need to be made.—Ed.

CREDIT FOR TIME IN V-8

SIR: Your letter on credit for time in V-12 (May 1945 issue, p. 39) says that time spent in the college training program does not count toward advancement in rating because trainees do not retain their ratings but become AS upon entering training. What about V-8 (Aviation Pilot Training Program) personnel who are returned to general service?—J. B., Y1c, USNR.

• Time spent in V-8 counts toward advancement in rating because V-8 trainees retain their ratings throughout training, thereby meeting service requirements that specific periods be served in the next lower pay grade to be eligible for advancement.—Ed.

WAVE GUNNERS

SIR: How many Wave gunner's mates are there?—C. D. A., F1c.

• None, as the GM rating is not open to Waves. However, there are 460 Waves in Sp(G) rate, who are assigned to teach aerial and ground gunnery.—Ed.

VOLUNTARY REDUCTION

SIR: Is there any procedure whereby a man may have his rate reduced at his own request?—P. J. L., SoM1c, USNR.

• Yes, requests may be submitted to BuPers, via official channels, stating the reasons why a reduction in rating is desired. If the request is approved, the man is required to sign a statement on page 9 of his service record certifying that he voluntarily requested a reduction in rating.—Ed.

TERMINAL LEAVE

SIR: Are enlisted men who are serving as officers under temporary commissions eligible for terminal leave?—T.W.K., Lt. (jg), USN.

• No distinction is drawn between temporary and permanent officers. Both are eligible for terminal leave. For details see ALL HANDS, March 1945, pp 17 and 72.—Ed.

SEA DUTY FOR PROMOTION

SIR: I had more than a year of sea duty as Y3c but have had none since (that is, none while Y2c or Y1c). Is the more than a year as Y3c sufficient to meet the sea-duty requirements for CY?—D. F. S., Y1c.

• No. Sea-duty requirements for promotion to CPO are at least six months sea-duty, either in pay grade 2 (PO1c) or in pay grade 3 (PO2c), or a combination of the foregoing which will total six months.—Ed.

MAY WEAR ARMY RIBBON

SIR: While in the Army I received a Good Conduct ribbon. May I wear it on my naval uniform?—I. W. L., S1c.




• Yes.—Ed.

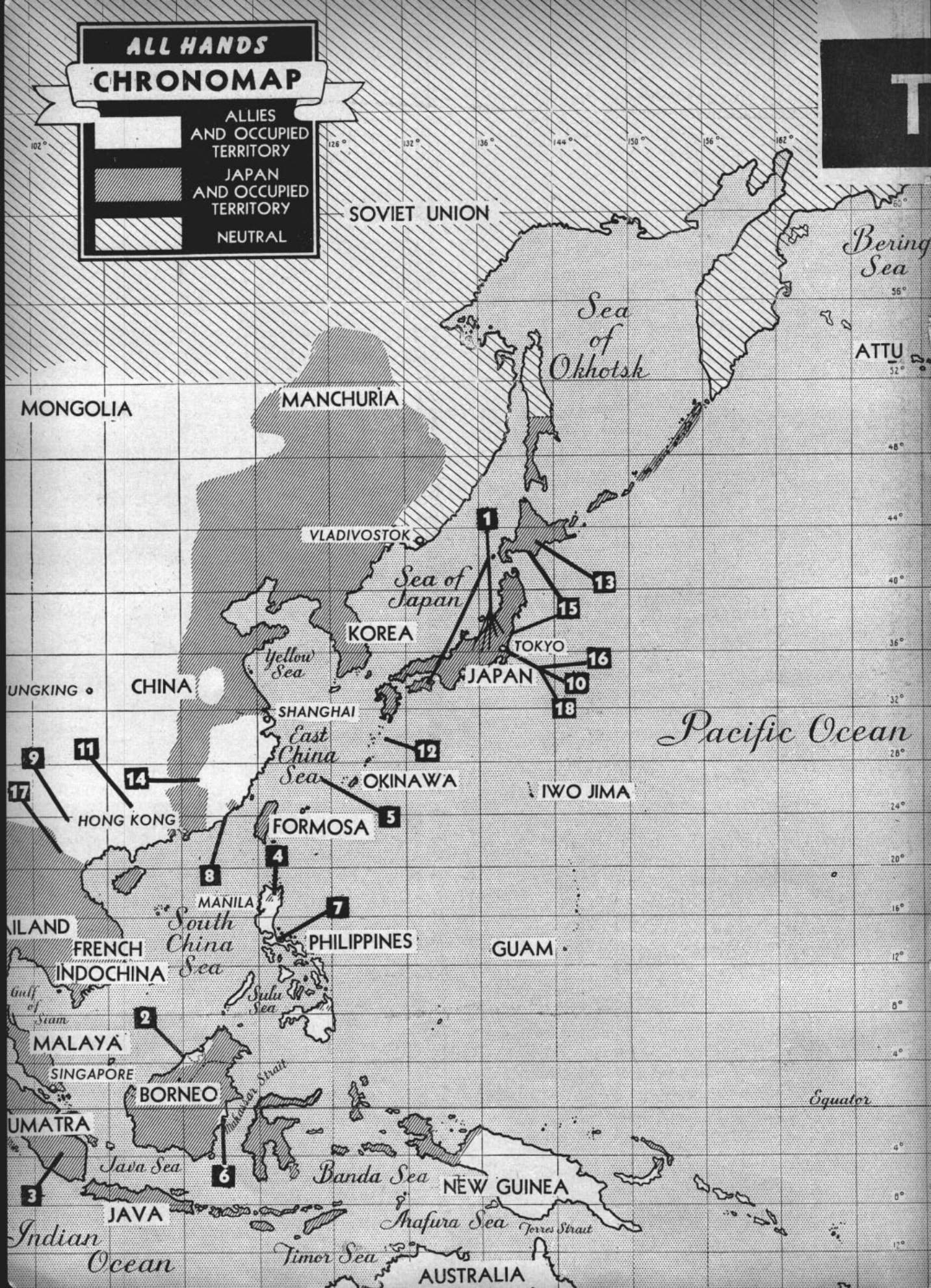
APPOINTMENT AS ENSIGN

SIR: After being recommended to BuPers for appointment as ensign, USNR, in December 1943, I was unable to accept because I was in a limited-duty status. I will appear before a board of medical survey in August and expect to be returned to "all the duties of my rating." What procedure must I go through to have this appointment re-issued?—E.H.A., ACMM, USN.

• Your CO can submit a new recommendation for your appointment to BuPers if he so desires in accordance with Paragraph 18, Appendix "A" of BuPers Circ. Ltr. 126-45 (NDB, 15 May, 45-504); see ALL HANDS, June 1945, pp. 72-73.—Ed.

ALL HANDS CHRONOMAP

	ALLIES AND OCCUPIED TERRITORY
	JAPAN AND OCCUPIED TERRITORY
	NEUTRAL



SOVIET UNION

Bering Sea

ATTU

MONGOLIA

MANCHURIA

VLADIVOSTOK

Sea of Japan

KOREA

TOKYO

JAPAN

SHANGHAI

East China Sea

OKINAWA

IWO JIMA

CHINA

PEKING

Pacific Ocean

HONG KONG

FORMOSA

INDOCHINA

South China Sea

PHILIPPINES

GUAM

MALAYA

SINGAPORE

BORNEO

SUMATRA

JAVA

NEW GUINEA

Indian Ocean

AUSTRALIA

Equator

THE MONTH'S NEWS

NAVY GUNS POUND JAPAN ... AIR WAR INTENSIFIED ... BIG THREE CONFER

PERIOD 21 JUNE THROUGH 20 JULY

Descending Doom

A bruised and shaken Japan, faced with all the factors that eventually spell defeat, last month rocked under the mightiest blows from air and sea that any nation has ever had to take and watched the remains of its stolen island empire being ripped from its greedy clutches. America's massive sea and aerial fleets hammered the home islands from the Kurils to Kyushu while Hirohito's harassed henchmen sent frightened cries of "invasion is near" over the air waves.

U. S. and British fleet ranged the seas unchallenged, so close to Japan that their keels barely cleared the mud. Bombers and fighters of every description thundered in increasing streams over scores of cities and thousands of square miles, burning, blasting, destroying.

Against these challenges to come out and fight, the Japs were either

unable or unwilling to put up any resistance: their fleet was almost non-existent, their naval air power was smashed, their army air force apparently lacked fuel to take to the air.

The Japs' fear of invasion was well founded. Many high American leaders—all veterans of Pacific combat—emphasized the imminence of such an action. Boiled down into one, their collective statements amounted to this: "We can land on Japan any time and any place we choose and in sufficient strength to finish the job."

Fleet Hits Japan

There were no planes, no ships and only a timid spattering of fire from shore batteries to oppose them. The big battlewagons, their 16-inch guns pumping ton after ton of high explosive shells into targets that flamed and erupted and collapsed, paraded brazenly only a few hundred yards off shore, completely ignoring the fact that the shore was the enemy's—Japan.

For two ear-splitting hours, beginning at noon on 14 July, the 35,000-ton battleships *Massachusetts*, *Indiana* and *South Dakota*, the cruisers *Chicago* and *Quincy*, and the destroyers *Black*, *Erben*, *Heermann* and *Southerland* pounded away at Kamaishi, vital steel port on the island of Honshu, 275 miles north of Tokyo.

Targets, for the 16-, 8- and 5-inch rifles of the fleet were the huge Kamaishi steel mill and dockyards sprawling along the water's edge. When the ships finally put back to sea, after steaming in sight of the coast for more than five hours, the steel mill was completely demolished and adjacent coke ovens were blazing furiously.

The assault was the first surface attack on Japan since 1863 when three

American warships destroyed a shore battery that had been firing on neutral shipping.

Just as had carrier-borne aircraft in previous attacks, the fleet caught the enemy completely by surprise. Following a heavy carrier raid on Tokyo four days before (p. 42), Tokyo radio confidently gushed that the 3d Fleet was heading south, only to have it turn up in the north with more bombs dropped in coordination with the fleet shelling.

Next day, another fleet of colossal warships—this time the Navy's newest battleships, USS *Iowa*, USS *Missouri* and USS *Wisconsin*—appeared

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off Hokkaido Island, 250 miles farther north, and began pummeling Muroran, another steel city at the entrance to Uchira Bay.

On the dawn of 17 July the fleet that had wiped out Muroran, reinforced by heavy units of the British Navy, began the biggest fleet strike of the war. Only 50 miles northeast of Tokyo the industrial city of Hitachi writhed and burned under the explosions of 2,000 tons of shells fired from battleships, cruisers and destroyers led by the *Iowa* and HMS *King George V*. Although the night was foggy and a low overcast and rain prevented aerial observation, the ships moved in firing full nine-gun salvos at steel works, munitions plants and engineering factories. Not even a rowboat put out from shore to offer resistance to the attackers. Several cities were hit including Sukegawa, Takahagi and Miri, all in the vicinity of Hitachi.

Nor was that the end of the week-

WHAT HAPPENED & WHERE

- Five Honshu cities attacked by B-29s (22 June), opening month-long incendiary and high-explosive assaults which partially destroyed 40 Jap cities in 13 raids.
- Australians hop 80 miles down Borneo coast, land at Lutong (22 June), capture Miri (27 June) completing reconquest of West Borneo oil fields.
- British carrier planes raid Sumatra (24 June).
- 37th Infantry and 11th Airborne Divisions link up in Luzon's Cagayan Valley, splitting Jap forces into 3 pockets (28 June).
- Marines invade and capture Kume Island, west of Okinawa (30 June).
- Australians land at Balikpapan (1 July). Dutch forces invade north shore of Balikpapan Bay (10 July).
- General of the Army MacArthur declares all Philippines liberated (5 July).
- Jap Marines land on southeast China coast (9 July) but retreat under Chinese counter-attack.
- Tanchuk, former U. S. air base, recaptured by Chinese (10 July).
- More than 1000 carrier planes hit Tokyo and broad stretch of Honshu coast (10 July).
- Sincheng (11 July) and Liuchow (12 July) other former U. S. bases, recaptured by Chinese.
- Announce hurricane damaged 21 vessels of U. S. Fleet between Okinawa and Kyushu on 5 June (14 July).
- 1000 carrier-borne aircraft pound Hokkaido in northern Japan (14 July).
- Kanhsien, former U. S. air base, falls to Chinese (16 July).
- Big U. S. Fleet shells Jap steel cities at point-blank range (14-17 July).
- Tokyo plastered by 1500 U. S. and British carrier planes (17 July).
- Jap puppet troops revolt in French Indochina enabling Chinese to capture Moncay (18 July).
- Camouflaged remnants of Jap Fleet hammered by U. S. carrier planes in Tokyo Bay (19 July).

AUGUST 1945

LAST SEPTEMBER



U. S. forces in the Central and Southwest Pacific seized final stepping stones to Leyte by invading the Palau Islands, Ulithi and Morotai, while powerful task forces of the 3d Fleet struck boldly at the Philippines themselves with crippling air-sea strikes at Jap air, shipping and ground installations.

SEPTEMBER 1945

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/ 30	24	25	26	27	28	29

What will we do this year?

long, unprecedented bombardment. On 19 July a force of six light cruisers and destroyers sped up to Nojima Cape, 55 miles south of Tokyo, and hurled shells at what should have been the most heavily fortified coastal district of Japan. Yet they drew no retaliatory fire during a bombardment lasting several hours.

Although all four of these operations were conducted without damage to the Fleet, U. S. warships ran into difficulty early last month but not from enemy action. A howling typhoon, ripping through the Western Pacific at 138 miles an hour, crippled more than 21 Third Fleet ships on 5 June between Southern Japan and Okinawa. The cruiser *Pittsburgh* suffered the most damage when two heavy seas ripped off 104 feet of her bow. No men were lost because damage control parties had already evacuated the forward section of the vessel. Thin bulkheads were shored and the cruiser made her way back to Guam under her own power. The severed bow was discovered later by a Navy tug which radioed: "We have sighted a suburb of Pittsburgh and have taken it in tow."

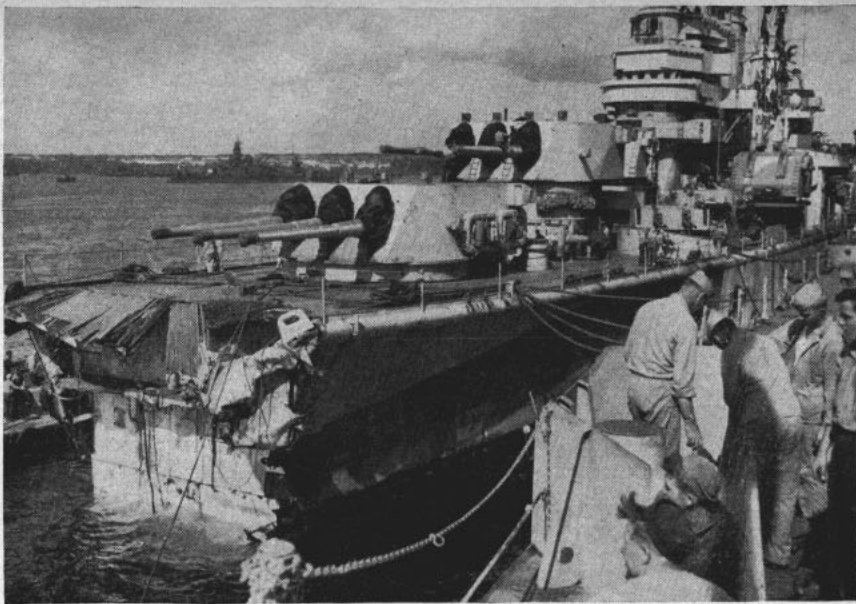
Other ships damaged but now back in action included the battleships *Massachusetts*, *Indiana* and *Alabama* and the carriers *Hornet*, *Bennington*, *San Jacinto* and *Belleau Wood*.

The Third Fleet was not the only one to see action last month. Admiral Thomas C. Kinkaid's 7th Fleet penetrated the waters of Macassar Strait between Borneo and Celebes Island late in June and fought off an airborne torpedo attack, shooting down three Jap planes. Later the fleet returned to Borneo, bombarding shore positions deep in Balikpapan Bay.

Far to the north, units of the North Pacific Fleet penetrated the Sea of Okhotsk, northwest of the Kurils, and sank a medium cargo ship, a small cargo ship and a large tug, probably sank another small vessel and damaged another. Japanese radio reported that U. S. submarines shelled Karafuto, the Jap half of the Russo-Japanese isle close to the Asiatic Coast, on 2 July, and that five surface ships shelled the area next day.

Torrent of Fire

Bombs fell on Japan last month in a torrent of fire and destruction that left more than 40 cities on Honshu, Kyushu, Hokkaido and Shikoku blazing infernos. Air strikes rose to a new height of fury with shipping, transport and air bases buckling under the massive assaults that totaled as many as 1,500 carrier planes and 600 Superfortresses in a single blow.



Official U. S. Navy photograph

UNBOWED is literally the way the cruiser *Pittsburgh* returned to Guam after 120-knot typhoon flayed the 3rd Fleet. Shorn bow was recovered, towed in.

Thirteen times the great B-29s lifted into the skies from the Marianas and roared over Japan, sometimes splitting into as many as five forces, each pounding a separate city or oil refinery. Four times the carriers swept up close to enemy shores and launched hundreds of fast planes in powerful sweeps on shipping, airfields and cities. Two of the carrier strikes pummeled Tokyo in hours-long raids. Army Thunderbolts and Invaders, Marine Corsairs and Avengers, Navy search Privateers and Liberators pounced on enemy ships or laced airfields with rockets, bullets and bombs.

The carrier strikes were the most audacious yet mounted against the Jap homeland and were coordinated with U. S. and British Fleet bombardments of Jap coastal cities (p. 41) and with preparatory and diversionary assaults by B-29s, Iwo-based Mustangs, and Corsairs, Mitchells, Thunderbolts and Mustangs from Okinawa.

Early on the morning of 10 July the massacre began. Some 550 Superfortresses lumbered over before dawn, putting to the torch the minor war production cities of Sendai, Gifu, Sakai, Yokkaichi and Wakayama with 3,500 tons of explosives and incendiaries. With the light of the blazing cities to guide them the carrier planes struck, smashing straight at the ruined Jap capital and its 70 to 80 surrounding airfields. Standing off Japan, Vice

Admiral John S. McCain's Task Force 38 carriers sent wave after wave over Tokyo until at least 1,000 aircraft were blasting the city with bombs and rockets.

Admiral McCain made no bones of his intentions or his location. Repeatedly he broke radio silence to give a running account of the strike and even named the carriers *Lexington*, *Essex*, *San Jacinto* and *Independence*, and the battlewagons *Iowa*, *Indiana*, *Massachusetts* and *South Dakota* as part of his task force.

Kyushu's airfields, from which suicide planes ordinarily take off, were hit repeatedly by the 5th Air Force Mustangs from Okinawa while other fighters struck as far north as the Yellow Sea, strafing airfields, communications and shipping and diverting attention from the carriers.

Throughout the entire attack, in which at least 2,000 planes participated, no serious defense was offered by the Japs. TF 38's planes alone destroyed or damaged 340 enemy planes on the ground and shot down two prowlers which dared to near the fleet.

While Jap leaders speculated on the whereabouts of the 3d Fleet after it had broken off the attack, preparations were under way for another big strike, this time with the battlewagons turning their big guns on targets instead of only protecting the carriers.

Sprinting 250 miles to the north, the carriers struck again, this time against shipping, cities and installations on southern Hokkaido and northern Honshu. Again 1,000 planes were launched.

Climax to the naval battering came on 17 July when 1,500 carrier planes—some from a British task force which had joined the 3d Fleet the day before—again hammered at Tokyo and the surrounding area. While U. S. planes shot up installations in and around the capital, sinking small craft and destroying or damaging plane

CASUALTY FIGURES

Casualty figures among naval personnel through 20 July totaled 136,256. Totals since 7 Dec. 1941:

	Dead	Wounded	Missing*	Prisoners*	Total
U. S. Navy.....	31,237	22,623	10,466	2,042	66,368
U. S. Marine Corps.	18,402	47,747	902	1,721	68,772
U. S. Coast Guard.	808	213	95	0	1,116
Total	50,447	70,583	11,463	3,763	136,256

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

hangars, locomotives, factory buildings and oil dumps, the British hit airfields at Niigata, Matsushima and Masuda, destroying 13 enemy planes on the ground, three locomotives and damaging a railway station, barracks and hangars.

For the second day the Navy planes roared in but this time in poor weather which obscured the results. On the third day the assault continued around the Tokyo area. Some 250 of the bombers and torpedo planes found what they had been looking for. Hiding in Yokosuka naval base in Tokyo Bay, about 18 miles southeast of the capital, they found Jap Fleet units under camouflage. Although met with accurate, intense antiaircraft fire, they pressed home the attack. No reports of damage have been announced as yet.

Starting on 22 June with a five-way bombing of Jap cities on Honshu, the B-29s continued their fire and bomb raids at intervals throughout the month. Targets were smaller industrial cities, most of which had not yet felt the whiplash of American air power, and oil refineries bombed in small precision raids. Eight times the Superforts made multiple raids on four or five cities on Honshu or Shikoku.

Topside Shift

Top-ranking Navy and Army officers were reassigned to new jobs last month in moves coordinated with the rapidly mounting offensive against Japan and designed to utilize their combat experience in the planning and direction of the final phases of the Pacific war.

In the largest shift of top commands ever announced at one time, the Navy Department announced changes of duty for 29 flag officers, including two Fast Carrier Force commanders, Vice Admiral Marc A. Mitscher, USN, and Vice Admiral John S. McCain, USN. Admiral Mitscher will take over the duties of DCNO (Air), succeeding Vice Admiral Aubrey W. Fitch, USN, who goes to the Naval



BOMB BURST blooms in Borneo as six 7th Fleet Venturas and eight Army Lightings sow havoc in Jap base at Brooketon. Target was 95 percent destroyed.

Academy as Superintendent and Commandant of the Severn River Naval Command. Admiral McCain will be relieved as Commander, Second Carrier Task Force, by Vice Admiral John H. Towers, USN, and will report to SecNav for duty and an unannounced further assignment.

Other Navy duty changes announced on 14 July include:

Admiral Henry K. Hewitt, USN, member of the General Board, will relieve Admiral Harold R. Stark, USN, as ComNavEu. Admiral Stark will retire, having passed the statutory retirement age.

Rear Admiral Frederick C. Sherman, USN, will succeed Admiral Mitscher as Commander, First Carrier Task Force, Pacific.

Rear Admiral John R. Beardall, USN, whose Academy post will be taken by Admiral Fitch, will relieve Rear Admiral Howard F. Kingman,

USN, as Commandant, 15ND, and Commander, Panama Sea Frontier and Southeast Pacific. Admiral Kingman will report to CincPac for assignment.

Rear Admiral Van H. Ragsdale, USN, Commander, Fleet Air, Alameda, Calif., has assumed additional duty as Commander, Fleet Air, West Coast, relieving Rear Admiral Alfred E. Montgomery, USN, who relieves Vice Admiral George D. Murray, USN, as ComAirPac.

Admiral Murray will relieve Vice Admiral John H. Hoover, USN, as Commander, Marianas.

Admiral Hoover will relieve Admiral Towers as Deputy CincPac and CincPoa.

Vice Admiral William R. Munroe, USN, will be detached as ComSoLant, to relieve Vice Admiral Robert C. Giffen, USN, as Commander, Caribbean Sea Frontier and Commandant, 10ND.

Admiral Giffen will relieve Vice Admiral Sherwoode A. Taffinder, USN, ComSerForLant, while the latter will relieve Vice Admiral David W. Bagley, USN, as Commander, 14ND and Hawaiian Sea Frontier.

Admiral Bagley will relieve Vice Admiral Alfred W. Johnson, USN (Ret), as member of the U. S.-Mexican Defense Commission and member of the Permanent Joint Board of Defense, U. S. and Canada, and Admiral Johnson will return to inactive duty.

Rear Admiral Edward W. Hanson, USN, recently detached from temporary duty in BuPers, will relieve Rear Admiral William R. Furlong, USN, as Commander, Navy Yard, Pearl Harbor. Admiral Furlong will report to the Chief of Naval Personnel for temporary duty pending retirement.

Rear Admiral W. H. P. Blandy, USN, commander of an amphibious group, Pacific, whose relief has not yet been nominated, will relieve Rear Admiral Walden L. Ainsworth, USN, as Commander, Cruisers, and Commander, Destroyers, Pacific.

Admiral Ainsworth will relieve Rear



Official U. S. Navy photographs

THEY'RE DOWN; THEY'RE UP! That's the story of Jap ships in Okinawa. First the Navy sank 'em; then salvaged 'em to clear harbors for our Fleet.

Admiral David M. LeBreton, USN, as Commandant, 5ND and Commander, NOB, Norfolk. Admiral LeBreton will become President of the Naval Examining Board.

Rear Admiral Francis W. Rockwell, USN, whose functions as Commander, Amphibious Training Command, Atlantic, have been absorbed by Commander Training, Atlantic, will relieve Rear Admiral Gilbert J. Rowcliff, USN, as senior member, Board of Inspection and Survey, West Coast. Admiral Rowcliff will retire.

Rear Admiral Louis E. Denfield, USN, Commander of a BatDiv, will report to SecNav for duty. No relief has been nominated.

Rear Admiral Russell S. Berkey, USN, commander of a cruiser division, Pacific, will report to CNO. No relief for him has been nominated.

Rear Admiral James L. Holloway, USN, will relieve Rear Admiral Francis C. Denebrink, USN, as Commander, Fleet Operational Training Command, Pacific. Admiral Denebrink will report to CincPac for further assignment.

Most of the Army changes dealt with air power in the Pacific as the result of the program of redeployment from Europe. Two top generals who were responsible for the bombing of Europe have been shifted to the Pacific. Gen. Carl Spaatz, former European strategic air force chief, now heads strategic bombing in the Pacific. Lt. Gen. James Doolittle, who headed the 8th Air Force in Europe, will command the same outfit, under Gen. Spaatz, in the Pacific.

Gen. George C. Kenney, General of the Army MacArthur's air chief since the early days of the war, has assumed command of all Army tactical air forces in the Pacific.



Official U. S. Navy photograph

POWERHOUSE BELOW! Two Navy planes survey a sector of the transport area on the west coast of Okinawa. Visible under first plane is Kadena airfield.

Lt. Gen. George E. Stratemeyer, former commanding general, Army Air Forces, India-Burma theater, now holds a comparable post in the China theater.

Maj. Gen. Claire L. Chennault, famous commander of the old Flying Tigers, resigned his post as commander of the 14th Air Force.

Other Army changes included the appointment of Lt. Gen. Robert C. Richardson Jr. as commanding general, Middle Pacific; Lt. Gen. Wilhelm D. Styer, commanding general, West-

ern Pacific; Lt. Gen. Lewis H. Brereton, former commander of the 1st Allied Airborne Army, as commanding general, 3d Air Force; Gen. Jacob L. Devers, former commander of the 6th Army Group in Europe, as commander, Army Ground Forces, succeeding Gen. Joseph W. Stilwell who now commands the 10th Army in the Pacific.

The WAC also had a new commander last month. Col. Oveta Culp Hobby, chief of the corps since its organization three years ago, resigned and was succeeded by Col. Westray Battle Boyce, deputy Director of the WAC since last May.

COMPARATIVE CASUALTIES IN PACIFIC

American sailors, marines and soldiers are killing 17 Japs for every U. S. serviceman killed in action in the Pacific, statistics released by the OWI and the War Department last month disclose. Even including wounded and missing Americans the rate is four Jap dead for every American casualty. The table below shows comparative casualties of American and enemy forces from Guadalcanal through Okinawa. The figures on Japanese dead do not include a great many thousand drowned or killed in ships or barges sunk or damaged by aerial and Navy action, or killed by bombing behind Japanese lines, or fatally wounded or diseased in the garrisons which have been cut off and isolated.

	U. S. NAVY & MARINES			U. S. ARMY			JAPANESE
	Killed	Wounded	Missing	Killed	Wounded	Missing	Killed or Captured
Guadalcanal	1,053	2,620	58	529	1,847	..	25,000*
Attu .....	..	..	..	342	1,135	58	2,525
New Georgia .....	..	..	..	835	3,494	..	25,000*
Papua .....	..	..	..	687	2,186	4	7,050
Arawe .....	..	..	..	118	352	..	586
Bougainville .....	..	..	..	446	2,368	12	12,503
Gilberts	988	2,087	3	66	187	..	6,000
Cape Gloucester .....	..	..	..	326	844	2	4,652
New Guinea .....	..	..	..	40	111	10	1,235
Marshalls	399	1,240	15	177	1,037	..	17,386*
Admiralties .....	..	..	..	237	1,032	11	4,174
Aitape .....	..	..	..	597	1,989	85	9,113
Hollandia .....	..	..	..	88	459	17	5,179
Wakde .....	..	..	..	630	1,742	41	5,054
Biak .....	..	..	..	530	2,570	54	6,958
Marianas	4,453	20,273	719	1,235	5,514	415	53,195
Noemfoor .....	..	..	..	76	521	19	2,866
Sansapor .....	..	..	..	13	29	2	959
Palau	1,198	4,974	..	251	1,465	13	13,460
Morotal .....	..	..	..	26	116	12	111
Philippines .....	..	..	..	11,914	40,388	529	428,732
Iwo Jima	4,189	15,308	..	..	..	..	21,200
Okinawa**	7,480	17,389	..	4,417	17,033	..	115,899
TOTALS	19,760	63,891	795	23,580	86,419	1,284	768,837

*Estimated.

**Okinawa campaign killed and wounded totaled together.

New Air-War Base

"There will be more airfields on this island than ever were squeezed on any patch of land this size in the world."

The words were those of Commodore Andrew G. Bisset, (CEC) USN, commander of construction troops. The island is Okinawa which last month began to pay off for the thousands of American lives lost afloat and ashore during the bitter battle for that largest of the Ryukyus.

Although Kamikaze planes sporadically plunged out of the sky and groups of isolated Japs skirmished with infantry and Marine patrols, Okinawa was already serving as a base for fighter and bomber attacks against the Jap home islands.

Already in control of Okinawa, the Kerama group to the southwest and small islands nearby, U. S. forces reached farther westward during the month as patrols occupied little Kume Island, 45 miles west of Okinawa and 300 miles from the China coast.

Fleet Admiral Nimitz also disclosed that Marines had occupied—early in June—the islands of Iheya and Aguni, the former 20 miles northwest of Okinawa's northern tip, the latter 30 miles west of central Okinawa. In

none of the invasions was any Jap opposition reported.

Previously unreported casualties continued to increase the cost of conquest of the strategic island. Navy losses, according to last reports, were 4,907 killed or missing and 4,824 wounded which, added to Army and Marine Corps casualties, raise the total to 11,897 killed or missing and 34,422 wounded for a total of 46,319.

Enemy losses, also increasing during the mop-up stages, totaled 115,899, including more than 9,000 captured.

Underwater War

Hard-pressed to find targets for their torpedoes as Japan's Navy and merchant fleet, hounded by air and surface craft, dwindled to next to nothing, Allied submariners operating in the Pacific last month sank an enemy cruiser and 10 other vessels in Far Eastern waters.

The cruiser, a 10,000-tonner of the *Haguro* class, was destroyed by a British submarine HMS *Trenchant*—operating under U. S. Navy control in the southwest Pacific.

The 10 other vessels destroyed, all by American undersea craft, included a converted gunboat, a patrol escort vessel, four medium merchant vessels, a large tanker, two small merchant vessels and a small tanker.

Two U. S. submarines were reported overdue from patrol and presumed lost. They were USS *Kete* and USS *Trigger*. Other American losses reported during the month were four minesweepers—USS *Salute*, YMS 39, YMS 50 and YMS 365—off Borneo, and the destroyers *Twiggs* and *William D. Porter*, victims of suicide planes, off Okinawa.

War Ends in the Philippines

General Tomoyuri Yamashita, the Japanese commander in the Philippines who boasted last November that he would demand "unconditional surrender" from General MacArthur, once

TINDER-BOX SCORE

The following is a partial list of Japanese cities hit by B-29 Superfortresses of the 21st Bomber Command, showing the percentage of each destroyed from 24 Nov. 1944 to 9 July, as announced by the War Department:

City	% Destroyed	Population
Tokyo	51	6,788,804
Osaka	26	3,252,340
Amagasaki	11	*
Nagoya	22	1,328,084
Yokohama	44	968,691
Kobe	51	967,234
Kawasaki	25	154,748
Hamamatsu	70	165,000
Kagoshima	44	181,736
Yokkaichi	35	102,000
Omuta	2.5	177,000
Toyohashi	52	242,000
Shizuoka	66	212,000
Fukuoka	20	323,317
Sasebo	18	206,000
Moji	29	140,000
Nobeoka	36	80,000
Shimonoseki	36	196,000
Okayama	63	163,000
Kure	46	275,000
Kochi	48	106,000
Tokushima	74	120,000
Takamatsu	78	110,000
Himeji	72	104,000

* Included as part of Greater Osaka.

commanded 450,000 Japanese troops. Today, if he's still alive, the Jap general may have 30,000 left but they're scattered throughout the island of Luzon, without communications, adequate food supply or any hope of reinforcement or rescue.

The end of the war in the Philippines was announced by General of the Army MacArthur. He said "The entire Philippine Islands are now liberated and the Philippine campaigns can be regarded as virtually closed" on 5 July, seven days after he disclosed the fall of Luzon with the juncture of the 37th Infantry Division and the 11th Airborne Division in Cagayan Valley.

"Some minor isolated action of a guerrilla nature in the practically uninhabited mountain ranges may occasionally persist," said the general, "but this great land mass of 115,600 square miles with a population of 17 million is now freed of the invader."

American Army losses during the campaign—since the landings on Leyte 20 Oct. 1944—totaled approximately 54,000 killed, wounded and missing. The campaign was fought by 17 American divisions against elements of 23 Jap divisions and, said General MacArthur, was "one of the rare instances when in a long campaign a ground force superior in numbers was entirely destroyed by a numerically inferior opponent."

Credit was given the Navy and the air forces. "Working in complete unison the three services inflicted the greatest disaster ever sustained by Japanese arms . . . [the Navy] reduced the Japanese Navy to practical impotence."

Winning Borneo's Oil

Already in a precarious state for lack of fuel for its air force, Japan suffered further punishing blows last month as Australian and Dutch troops landed in other sections of Borneo and captured some of the great fields and refineries which have supplied the Nips for the past three years.

Although the Japs had effectively destroyed most equipment before retreating, the Allies held all three great oil centers in the Borneo area. Tarakan fell on 23 June after 54 days of fighting. Experts said that although Jap destruction had been effective they expected to renew oil production in a comparatively short time.

Eighth Year of War

China rounded out its eighth year of war with Japan last month with cracking offensives on all but one of its many fronts and by recapturing



Official U. S. Army Signal Corps photographs

KICKLESS CANNON, battle-tested in Europe and used by the Army on Okinawa, give infantry the firepower of artillery. The 45-pound 57mm (left) can be fired from shoulder. The 110-pound 75mm is mounted on machine-gun tripod.

four former U. S. air bases and seriously threatening another.

Hitting with more power than ever before, the Chinese armies completely cleared all of southern Kwangsi province to the French-Indochina border and, taking advantage of a revolt among Jap puppet troops from Thailand, swept into the Indochinese seaport of Moncay, on Japan's direct shipping route to southeast Asia.

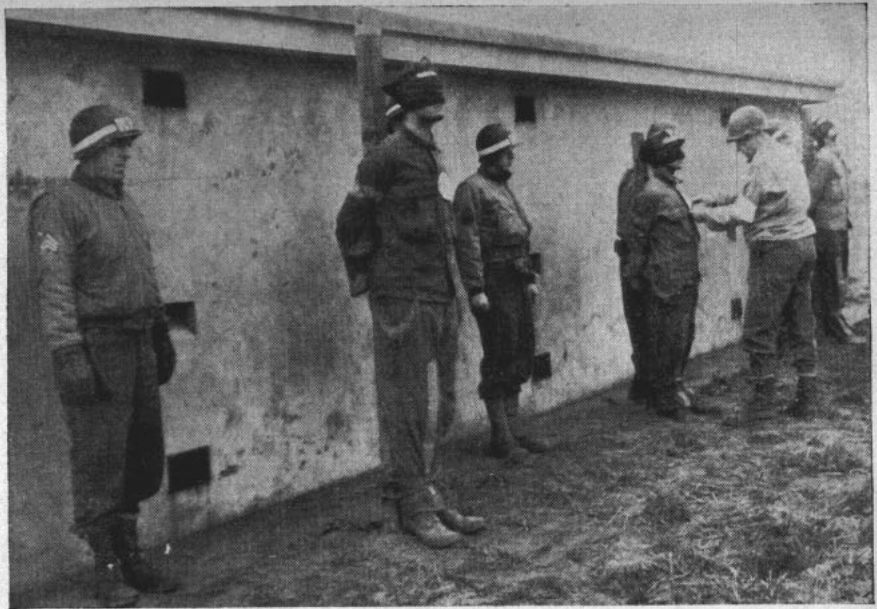
Two of the four former airdromes—once used by B-29s—were in Kwangsi. Liuchow, the largest, fell after a prolonged siege while Tan chuk, in the western part of the province, was taken during a general advance. In Kiangsi Province, cut off from the rest of China by the Jap defense line running in an arc from Shanghai to Hong Kong, two more bases toppled before vicious Chinese attacks. The main drive was aimed at Kanhsien which fell after a five-day battle. Troops on the march for Kanhsien had overrun Sincheng, also a former U. S. base.

Marianas Mop-Up

Six small islands in the Marianas surrendered last month to two platoons of Negro infantrymen in a pair of LCIs accompanied by a DE. Sailing close to the islands the DE announced surrender orders over a loud-speaker to Japs on the islands of Anatahan, Sarigan, Alamagan, Agrihan, Asuncion and Maug. Only one pistol shot was fired when a Jap refused to surrender and was killed by a native guide. Twenty-four Jap civilians who might have caused trouble and 38 natives who were ill were removed from the islands. Food was left for about 260 remaining native and Jap civilians. Only two of the 14 islands in the Marianas chain remain occupied by the Japs—Pagan and Rota.

Nippon's Nonexistent Navy

As far as ability to interrupt future Allied operations goes, the Jap Navy has ceased to exist, according to two of the U. S. Navy's top tacticians—Vice Admiral Marc A. Mitscher, USN, last month assigned the post of Deputy Chief of Naval Operations for Air (see page 43), and Rear Admiral For-



Photograph from Press Association, Inc.

GERMAN SPIES, captured wearing U. S. uniforms and driving U. S. jeep, are lined up for execution by firing squad after conviction by court martial.

rest P. Sherman, USN, CincPoa's deputy chief of staff.

Only approximately 50 combat vessels of an estimated original 300 remain to the Japs, according to the admirals. Included in the 50 are:

Two partially converted battleships which the Japs have attempted to make half dreadnoughts and half carriers;

Two or three fairly large carriers; Thirty destroyers and a few cruisers;

Nagato, an old battleship similar to USS *West Virginia*, and two other old battleships not ready for action;

A small number of carriers which are alongside docks with camouflage nets over them.

Supine Wind

In an astounding torrent of words poured from the transmitters of Radio Tokyo last month Nip announcers talked a very blue streak indeed. There were rumors and alarms—an

expected American invasion south of Japan, a food crisis, an expected American invasion in northern Japan, government operation of communications and railroads, an expected American invasion on Honshu, B-29 and carrier plane raids on homeland cities, and expected American invasions.

From all parts of the Jap empire came reports that great fortress defenses were being erected and that civilians in the People's Volunteer Corps were preparing to repel the invaders. First reports indicated that the Nips feared an invasion of islands between Okinawa and Japan. Next they declared the U. S. 9th Fleet was prowling the North Pacific and that a U. S. mountain division was awaiting action in the Aleutians. Fortification of North China, Manchuria and Korea was also under way on a big scale comparable to the redoubts on Iwo and Okinawa, Chinese sources in Chungking reported.

Members of the civilian army must "not allow themselves to be taken prisoner alive or die dishonorable deaths," a handbook issued to them declared.

Bombed, rocketed and gunned on an ever-increasing scale, Japan's railroads were placed on a two-months' state of emergency to speed distribution of food and arms. The railroads were also militarized with trainmen becoming "volunteers" in the civilian army. All communications—telegraph, telephone and radio—are now under government control to "cope with the conversion of the homeland into a battlefield."

The Japs have also been putting out so-called peace feelers. Acting Secretary of State Grew said there had been four specific approaches on behalf of the Japs but that none were real peace offers. Mr. Grew said the Japs were using feelers in much the same way as Germany did, to try to stir up trouble among the Allies.

QUOTES OF THE MONTH

- *M/Sgt. Frederic Hensel*, who lost parts of both arms and legs on Okinawa: "This sure changes things a lot. . . I'd make an excellent propaganda photo to end all wars."
- *Donna Rachele Mussolini*, widow of the late Il Duce: "We should have gone to America when we first got married. We planned to do it. . . But then Mussolini changed his mind."
- *Norah Carpenter*, English mother of quads fathered by an American soldier: "They have a bigger and better way of doing things in the States."
- *Brazilian Air Force lieutenant*, asked if he was going to fight Japan: "Well, 90% of us would love to go." His interrogator asked about the

other 10%. "They were killed in Italy."

- *Sankichi Takahashi*, former Jap Navy chief: "As long as the air force, which is the main strength, is sound and healthy," the present inability of the Navy to fight "does not matter."

- *Playwright Moss Hart*, returned from acting tour in Pacific: "You can put me down as a ham—cured variety."

- *Army lieutenant*, speaking of Pfc. Clarence B. Craft who killed 58 Japs in 15 minutes on Okinawa: "I could think of only one thing—that damn fool is determined to get out of the Army either via the Medal of Honor or death."

EUROPE

Redevelopment

Sobering evidence was on hand last month of America's intent to prosecute the war in the Pacific as vigorously as it had in Europe.

Veteran campaigners from Germany and Italy were swarming into the States but their stays were brief, their 30-day leaves passed quickly, their assignment to retraining camps and to Pacific battlefronts accomplished with a minimum of delay.

By the end of June 258,000 troops had come home by sea and 82,000 by air, the latter mostly air-force personnel.

SHAEF Dissolved

Supreme Headquarters, Allied Expeditionary Force, the organization the Allies under General of the Army Eisenhower had used to win victory over Germany, was dissolved last month, its job completed. The general, just returned to Europe after a visit to the United States, declared SHAEF dissolved one minute after midnight on 14 July and the generals and admirals and others who had planned and carried out the campaign went back to their own armies and navies. Gen. Eisenhower's new headquarters from which he will administer the U. S. part in Europe's occupation becomes USFET (United States Forces, European Theater).

Corral Movement

A fatal disease was sweeping Europe last month. Its symptoms: a tightening of the throat muscles, a fear of enclosed places, a neurotic allergy to barbed wire and an over-all feeling of despondency. Its diagnosis: terror of death from hangman's noose or firing squad. Its victims: Nazi war criminals, still being hauled into PW stockades by the Allies' relentless dragnet.

By the end of the month only a few were missing, among them (possibly) Adolf Hitler and Martin Bormann, his Nazi party secretary.

Meanwhile, the Allies agreed that war makers themselves are just as criminal as the men who cremated slaves and murdered Allied prisoners. Other categories to be prosecuted included those suspected of offenses against U. S. military personnel, offenders who will be returned to the scene of their crimes for prosecution, and the Quislings and traitors whom each country is free to prosecute on treason charges in its own courts.

The Hitler enigma was still unsolved. War correspondents reported a blood-stained sofa in a shelter beneath the Berlin chancellery where Hitler and Eva Braun, his mistress whom he is reported to have married just before his supposed death, are said to have committed suicide. But no high official would commit himself to saying der former Fuhrer was actually dead. Scuttlebutt as to whereabouts of Hitler and Eva Braun—if they were about—continued to be lively. One rumor had them popping up in a submarine and landing on the coast of Argentina; Argentina denied it.



Photograph from Press Association, Inc.

BIG THREE LINE-UP had a new face when President Truman stood with Premier Stalin and Prime Minister Churchill for first time at Potsdam on 17 July.

Indictments of war criminals proceeded in several countries. Marshal Henri Philippe Petain, former Vichy leader, was to appear for trial in Paris on 23 July. Ernst Wilhelm Bohle, director of the Nazi world "Fifth Column," was indicted by the United Nations War Crimes Commission. Paul Derdonnet, Stuttgart radio traitor known as the French Lord Haw-Haw, was condemned to death. John Amery, son of the British Secretary of State for India, was charged with high treason on grounds that he broadcast for the Germans and Italy.

Under New Management

Occupied—but still confused—Europe moved slowly last month from chaos towards order. Several big issues had been solved, among them the occupation and rule of Berlin. And the GIs of the American occupation force decided the job might not be too bad after the Army partially lifted the ban on fraternization.

Most of the major problems of defeated Germany—food, industry, politics and transportation—were expected to be solved by the Big Three meeting in Potsdam (see next column).

After weeks of disagreement the Allies finally formed a four-power "Kommandatur" (command post) for the government of Berlin and the pooling of food and fuel. Each American, British, Russian and French commander will head the military administration for 15 days, rotating the leadership. Each occupation force will provide food from its own occupation zones in Germany to feed the city's populace.

Displaced persons—the millions that the Nazis grabbed from all over Europe for slave labor—were gradually getting back to their homelands. The Allies had uncovered almost 5,800,000 of them but 3,260,000 of these had been repatriated.

WORLD AFFAIRS

Big 3 at Potsdam

President Truman, Prime Minister Churchill and Marshall Stalin met in Potsdam, a Berlin suburb, for their anxiously awaited conference on problems faced by the Allies both in Europe and in the Pacific.

The meetings, known officially as the Berlin Conference, were formally opened at 1700, 17 July, with President Truman presiding by invitation of his two colleagues. This was the first Big Three conference at which there was a formally elected presiding officer. The other conferences at Yalta, Casablanca, Teheran, Quebec and Washington were headed by only a semi-official officer.

At the first formal session of the meeting a preliminary exchange of views took place and it was decided that the Foreign Secretaries of the three countries, James F. Byrnes, Anthony Eden and V. M. Molotoff would plan the work of the conference.

Public announcements regarding the deliberations were to be made at the close of the conference. Among subjects known to be on the agenda for discussion were those of the control of Germany, including the future government of that state, boundaries and the extent of her industrial rehabilitation; the feeding of the starving populations of Europe next winter and the problem of the transportation of fuel and supplies. A Soviet foreign office spokesman said that discussions would also be held on Russia's request to be included in conferences on the future administration of Tangier.

The President, accompanied by a staff of diplomatic and military advisers, crossed the Atlantic on the battle-tested cruiser *Augusta* to Antwerp. There he boarded the C-54 transport plane which formerly had been used by President Roosevelt, to fly to Potsdam.

The *Augusta*, the first ship to enter Casablanca harbor in 1942 and Rear Admiral Alan Kirk's flagship in the Normandy invasion, was the scene of the historic Atlantic Charter meeting of President Roosevelt and Prime Minister Churchill. The *Augusta* was escorted to Antwerp by the cruiser *Philadelphia*.

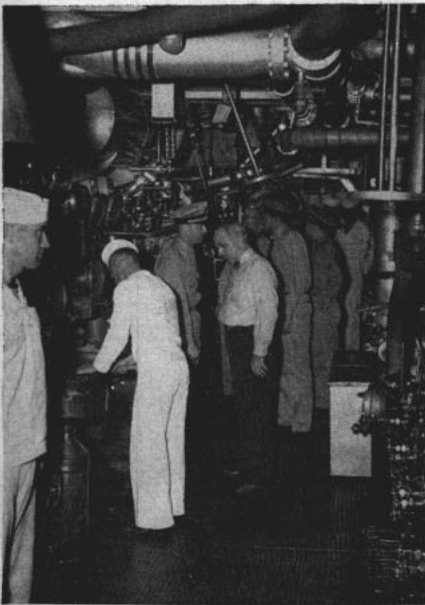
President Truman, speaking on the occasion of the raising of the American flag over the capital of Germany on 21 July, said:

"We are not fighting for conquest. There is not a piece of territory or one thing of a monetary nature we want out of this war."

- Carpatho-Ukraine (Ruthenia), which is a mountainous agricultural region of 5,500 square miles and the easternmost province of Czechoslovakia, was ceded to Russia under a recent agreement and is to be incorporated into the Ukrainian Soviet Republic. The area has a population of about 800,000 and has been an autonomous province of Czechoslovakia since 1919. The agreement also provides for the exchange of population by Russians and Czechs.

- A new Polish government, including representatives of both the London and Lublin factions, has been formed and will hold power until elections can be held. The United States government will assist in the supervision of the elections and U. S. Ambassador Arthur B. Lane plans to go to Warsaw as soon as possible.

- King Leopold III of Belgium announced that he would not abdicate until the Belgians had had a democratic opportunity to select their own leaders in an election. He said that he surrendered to the Germans in 1941 because "I felt I should stay with my people and also because I felt that with me in Belgium the Germans would rule the country on a military basis instead of a civilian basis."



Official U. S. Navy photographs

INFORMAL INSPECTION of the *Augusta* was made by the conference-bound President in shirt sleeves. Here he makes his way through engine room.



NOON LINE-UP on the crews' mess deck on the *Augusta* found President Truman, destined for Postdam's state banquets, pushing his tray with sailors.

NEWS OF THE NAVY

- The Navy is becoming an "Air Navy" and sometime Air probably will be 60% of the Navy's strength both in men and material, Secretary of the Navy James Forrestal told a press conference 14 July 1945 at the Navy Department.

The Secretary explained: "It will be an evolution—not a revolution."

Pointing out that for the first time in the Naval Academy's history, all officers now hold the posts of both superintendent and commandant of midshipmen (see p. 43), Mr. Forrestal said he looks forward to the day when everyone who goes to the Naval Academy and who is physically qualified will learn to fly.

Such a plan was being contemplated when the war broke out, Vice Admiral Randall Jacobs, USN, Chief of Naval Personnel, revealed at the same conference.

Secretary Forrestal said he could visualize a day when the leading commands of the Navy will be occupied by men who deal with air in one form or other.

"We mustn't forget, however," he added, "that there are submarines, surface and amphibious forces. The submarines, for example, in the Pacific, are picking up airmen all the time, and I can assure you that every time an airman gets picked up, he becomes a convert to the submarine."

When asked whether the Navy might eventually have a Deputy Cominch for Air, the Secretary replied that it would be a naval office, not an air office—the difference being that instead of calling it a Deputy Commander in Chief for Air, it would be a case of almost the entire Commander in Chief's staff being Air. The office would be Navy, but it would be a Navy comprised mostly of Air.

- Dedicated primarily to the enlisted

personnel of the Navy, Marine Corps and Coast Guard, a new nation-wide radio program—"The Navy Hour"—was inaugurated on 10 July over the National Broadcasting Company network.

Secretary of the Navy Forrestal took part in the first broadcast as did the 90-piece Symphony Orchestra of the U. S. Navy Band.

The programs will be broadcast at 2100 (EWT) each Tuesday. Jointly created by the program department of NBC and the radio program section of the Navy's Office of Public Information, future "Navy Hour" broadcasts will include guest stars, dramatic selections and highlights of naval activity on the battlefronts.

- One hundred and eighty-nine reserve officers who have distinguished themselves in the service have been selected for the 10-months course in naval science and tactics to be given starting 7 August at the U. S. Naval Academy, the Secretary of the Navy announced last month. This course, the first of its kind, is considered especially significant as it will serve as a test of the educational pattern proposed for postwar training of reservists who plan to transfer to the regular Navy. (See p. 67).

Nearly 800 candidates applied for the course, following announcement by Alnav 56-45 (NDB, 31 March, 45-283), and 31 lieutenant commanders, 137 lieutenants and 21 lieutenants (junior grade) were selected on the basis of previous education, experience in the Navy with particular emphasis on sea duty, and general performance record.

- About 10% of present Naval Reserve officers will be needed for the postwar Navy, Under Secretary of the Navy Artemus L. Gates revealed last month at the graduation exer-

cises of the Midshipmen's School at Notre Dame University.

"It has been estimated," said Mr. Gates, "that the peacetime Navy will need, in addition to its regular line officers and this year's and next year's graduates from the Naval Academy, some 30,000 other officers." They will come, he said, from the Reserves.

Paying tribute to the Naval Reserve, Mr. Gates indicated that of the approximately 350,000 officers now in the Navy "less than 4% are graduates of the Naval Academy. The figure is about 11,350. Nearly all the rest—well over 300,000—are Reserves. In short, the Navy which is fighting this war, and winning it, is a civilian Navy."

• The following nominations to flag rank have recently been confirmed by the Senate:

To be rear admiral:

James L. Holloway Jr., USN.
David W. Mitchell, (SC) USN, pay director.

Wilfrid N. Derby, USCG, as district Coast Guard officer, 1ND.

Frank J. Gorman, USCG, as chief planning and control officer.

Raymond T. McElligott, USCG, as assistant chief personnel officer.

William K. Scammell, USCG, as district Coast Guard officer, 12ND.

William F. Towle, USCG, as district Coast Guard officer, 11ND.

To be commodore:

George H. Bowdey, USN (Ret), as chief of staff to the president, Naval War College.

Lewis L. Strauss, USNR, as member of the Joint Army-Navy Munitions Board.

Gerald A. Eubank, (SC) USNR, pay director, as fiscal director of BuSandA.

William H. Godson Jr., (CEC) USNR, as O-in-C of a naval construction brigade.

Milton C. Jackson, USNR, as field representative and assistant director of NATS.

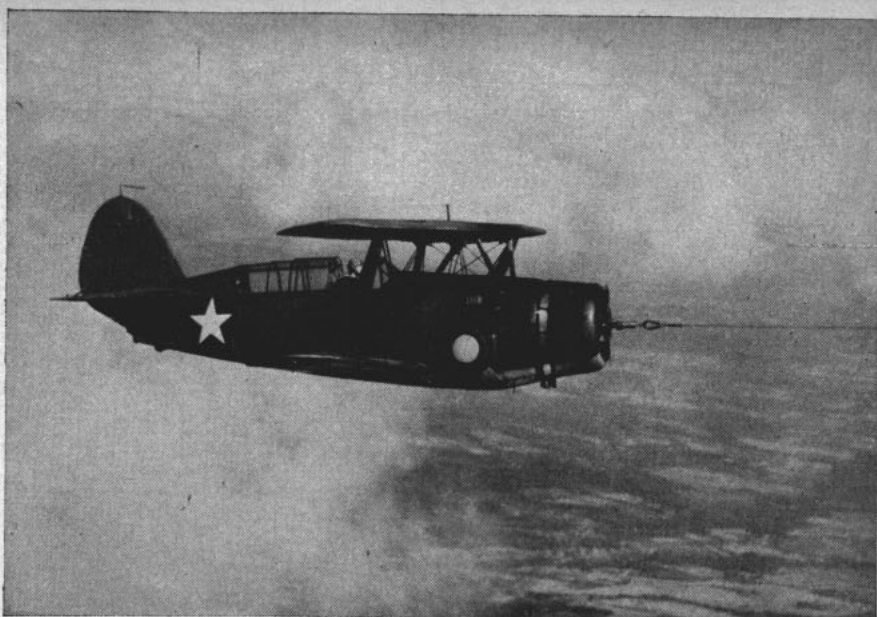
Bernard O. Wills, USNR, as port director of 12th ND.

Penn L. Carroll, USN, as deputy chief of staff to commander 7th fleet.

Charles T. Dickeman, (CEC) USN, as O-in-C of a naval construction brigade.

Henry Hartley, USN, Service Force, Pacific.

William C. Wallace, (SC) USN, pay director, as fleet supply officer, ServForLant.



HIGH SPEED TOWING is now standard Navy practice for getting forced-down planes to base fast. Oil line failure in this plane started the idea.

Thomas A. Durham, (SC) USN, pay director, as O-in-C, NSD, Aviation Annex, Oakland, Calif.

John E. Wood, (SC) USN, pay director, as senior assistant to the aviation supply officer, Philadelphia.

James B. Ricketts, (SC) USN, pay director, as force supply officer on staff of ComAirPac.

Virgil E. Kornis, USN, on staff (shipping) of CincPac (reappointed).

Thomas J. Keliher Jr., USN, Service Force, Pacific.

Elmer E. Duvall Jr., USN, Service Force, Pacific.

Jasper T. Acuff, USN, Service Force, Pacific.

Norman C. Gillette, USN, chief of staff to commander Philippine Sea Frontier.

Herbert J. Ray, USN, deputy director naval division, U. S. Group Council, Task Force 124.

Jennings B. Dow, USN, director of electronics, BuShips.

Michael J. Ryan, USCG, as district Coast Guard officer, 6ND.

Ellis Reed-Hill, USCG, as Chief, Public Information Division.

John E. Whitbeck, USCG, as district Coast Guard officer, 7ND.

Edward M. Webster, USCG (Ret), as chief, Communication Division.

William H. Barton, USCG, as district Coast Guard officer, 10ND.

Beckwith Jordan, USCG, as district Coast Guard officer, 9ND, St. Louis.

To be lieutenant general in the Marine Corps:

Roy S. Geiger, USMC.

To be major general:

Harry K. Pickett, USMC.

Raymond R. Wright, USMC.

To be brigadier general:

Ray A. Robinson, USMC.

William C. James, USMC.

William O. Price, USMC.

Also Rear Admiral Frederick C. Sherman, USN, was designated last month by the President as Commander 2nd Carrier Task Force, Pacific, with the rank of vice admiral, and Vice Admiral Sherwoode A. Taffinder, USN, was redesignated as Commander, Hawaiian Sea Frontier and Com14.

• The results of German experiments and developments in weapons of war will be used by the Navy against Japan, according to Commodore Henry A. Schade, USN, chief of a 200-man technical mission now in Germany.

The commodore reported that German scientists "had a large development program under way" and "we are reaping a fairly rich harvest."

Except in the fields of some weapons, particularly buzz bombs and V-2s, the commodore said the Germans, although possessing excellent technical ability, had not advanced in general any farther than American research experts.

Commodore Schade said he had "heard a good many expressions of admiration from German naval officers for our amphibious developments" and reported that the Germans were not amphibious-minded.

German naval officers felt that their Navy did not have a chance to develop because the Army received preferential treat-

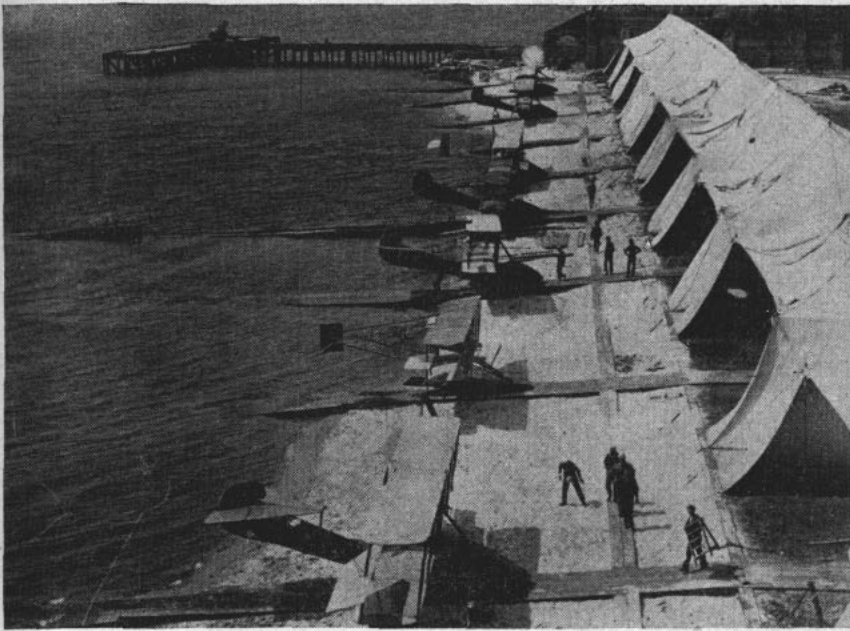


Official U. S. Navy photographs

SMOKE POTS on the stern of LCVPs were used to draw protective screen around U. S. ships at anchor off Okinawa. It's an old trick but still good.

'WAY BACK WHEN . . .

PENSACOLA in March 1914, when naval aviation was seven months old.



Official U. S. Navy photograph

NAVAL AVIATION STARTS 33d YEAR

Naval aviation—virtually our lone bulwark against the Japs in the Pacific immediately following Pearl Harbor—observes its 32d formal anniversary on 30 Aug. 1945.

Powerful weapon in the Navy's unrelenting attacks on the Japanese enemy, naval aviation has grown from World War I strength of 38 officers, 163 enlisted men and 54 airplanes to a vast sky armada of more than 37,000 planes and 55,000 naval flyers; air facilities throughout the world; a Naval Air Transport Service operating over 60,000 route miles; a 30,000-a-year pilot training program; a 100,000-a-year mechanic training program; scores of new combat carriers and "baby flattops," and numerous new fields of activity, including Air Information, Aerology (weather forecasting), Combat Photography and Photo Interpretation.

But 32 years ago, when Admiral George Dewey signed the report of the General Board recommending establishment of an air department "suited to the needs of the Navy in war," it is doubtful whether he could have foreseen what an important part it would play in global warfare.

Capt. Washington Irving Chambers, USN, might well be called "the father of naval aviation," although not a flyer himself. He became interested in flying when assigned as a Navy observer at some early air meets and in 1910 he interested Glenn Curtiss, the plane designer, and Eugene Ely, well-known pilot, in a proposition to fly a plane off the deck of a ship. This Ely did, from a platform built on the bow of the USS *Birmingham*. In January of the following year, Ely landed a plane aboard a ship, this time on a platform built on the stern of the USS *Pennsylvania*.

Lt. Theodore G. (Spuds) Ellyson, USN, qualified as the first naval aviator, and early in 1911 the Navy's first aviation unit, consisting of three planes, was set up at Annapolis.

First taste of battle action came when Vera Cruz was occupied by American forces in April 1914, but it was World War I that brought the first great expansion, with 24 stations and training schools established in North America and 22 aviation bases abroad.

Naval aviation was considerably reduced in size following the war but experiments continued. A Navy plane, the NC-4, landed in Plymouth, England, on 31 May 1919, the first plane to fly the Atlantic Ocean. The collier USS *Jupiter* was converted into the first aircraft carrier and rechristened the USS *Langley*. The success of this experiment led to the conversion of the *Saratoga* and *Lexington*, originally laid down as cruisers.

Need for a bureau to design and procure aircraft was recognized in 1921 and the Bureau of Aeronautics was established. In 1925 a five-year building program was authorized, calling for 1,000 modern planes.

World War II found naval aviation ready. While initial strength was not great, planning had been complete and less than two months after Pearl Harbor, Navy planes blasted the Gilbert and Marshall Islands in the first of a long succession of aerial triumphs over the Japanese. In the Atlantic, the Navy provided an aerial cover for the North African landings and waged a successful campaign against the German submarine menace. Today, in the Pacific, the Navy is knocking down 9.4 Japanese planes for every one we lose.

ment and administered naval affairs. In gunnery the Germans were "very good" and their torpedoes and mines were excellent while their E-boats, longer than American PT-boats but of the same general type, were very fast.

- One of the Navy's crack air evacuation squadrons—VRE-1—flew 446 missions of mercy during the bloody Okinawa campaign, evacuating 9,424 casualties to the safety and comfort of hospitals on the Marianas. Starting eight days after the invasion the squadron's four-engined Skymasters flew 1,248,800 over-ocean miles, hauling whole blood, medical supplies, flame throwers, mortar shells and other equipment as well as 35,484,000 letters to the island, and evacuating wounded on the return trips. Other flights to Honolulu carried 4,663 wounded fighting men.

The squadron reached peak operation late in May with 12 round trips to Okinawa in 24 hours to return 576 wounded. During the final days of the campaign it flew 8 to 10 planes to the island daily (16-hour trips). On the last day before the island was secured VRE-1 flew eight evacuation missions, returning 254 wounded.

This and other NATS squadrons have saved thousands of wounded with their shipments of whole blood direct from the United States to island battlefronts. Over 15,000 gallons of blood were flown to the Pacific by NATS aircraft during the first four months of the year, enough to replenish the entire supply of 10,000 men. Only 90 hours after blood is taken from donors' arms it is landed in the Marianas. End of the war in Europe contributed greatly to the amount of whole blood available to Pacific fighting men.

- Twenty-seven times during April PBM Mariners of a Navy squadron landed in open sea near Japan—six times under enemy fire—to rescue 39 U. S. airmen downed in the Pacific. With the aid of JATO—jet assisted take-off—the Mariners were able to lift their bulk from the sea in a fraction of the ordinary time, thus cutting down the hazard of the operation.

- If Admiral William F. Halsey, USN, gets his wish to ride Emperor Hirohito's white horse through the streets of conquered Tokyo, he'll probably do it in a handmade, silver-mounted, super-duper saddle made for that sole purpose. Work has already started on the special saddle at Reno, Nev., as the result of a 7th War Loan drive promise made by the Reno Chamber of Commerce to Washoe County, Nev. The Chamber said it would make the saddle if Washoe County exceeded its War Loan quota. It did. The promise resulted from Admiral Halsey's expressed desire to ride the Emperor's horse of which he had seen a picture. He asked B-29 bombardiers to spare the Imperial stables so that the horse would be in good shape for the triumphal march. As an added precaution the Reno Chamber is adding a lasso—"just in case there are any Japs left."

- The U. S. Navy is "the greatest in the world" in the opinion of Pope Pius XII. Giving the Navy his blessing during a visit by members of the naval subcommittee of the House Ap-

propriations Committee, the Pope said:

"May its most cherished successful mission of the future be to protect and defend the most precious treasure of this world—peace, a peace among all nations because all nations are at peace with God governed in the spirit of justice, equity and Christian charity."

- The natives of the Marshall Islands learned one lesson from comparing their life under Jap occupation with that under the U. S. forces which liberated them.

Naval Military Government officials recently received petitions from the Marshallese requesting that the Marshall group become a U. S. protectorate. Documents signed by residents of Majuro, Arno and Aur Atolls, comprising 43% of the population under U. S. control, were presented to the Navy.

"When this world war is over we request as it is written below," stated the petition from Arno Atoll. "1. We ask the United States of America to look over us; 2. And it should also keep our customs; 3. We want the United States as long as we live on the world." Names and fingerprints of 380 men and 455 women were affixed.

Every person on Majuro Atoll—a total of 1,025 men and women representing Majuro and eight other atolls—signed another petition which stated:

"We make this request for when the war is over and the United States will deliberate about the Marshall Islands. We all agree to this, that America should not give away these Islands to any other nation. We have known Americans for 89 years and Americans have lived with us since 1857. . . . We want and ask the United States of America to be our guardian and protector."

- Material Recovery Units of the Navy, following closely in the wake of island battles, are recovering millions of dollars in vital scrap materials to be converted into usable war items again.

In one month Unit No. 14, composed of 3 officers, 34 enlisted men and 50 occasional helpers, saved for reissue materials worth \$597,681 and sent critical scrap valued at \$259,060 back to the States. Salvaged material included 400 tons of steel pipe fittings, plates and structurals and 286,000 board feet of lumber. Scrap returned to the States included 100 tons of used rubber tires, 380 tons of fired brass shells and 10,028 tons of prepared heavy-melting scrap. Issues of usable material were made to 63 ships and 124 shore bases.

- In order to eliminate any possibility that Navy men will suffer from scurvy, the disease that once was the curse of sailors on long voyages, the Navy has developed a new type of vitamin C-enriched lemonade for distribution to Fleet vessels. Compounded of dehydrated lemon juice, fruit acid and pure ascorbic acid, the lemonade is packed as a powder concentrate in 12-ounce hermetically sealed cans. When added to water, with five pounds of sugar, this makes six gallons of the beverage. The new lemonade, iced,

is served as a daily drink. One 12-ounce glass provides more than half of a person's daily vitamin C requirement. The Navy has earmarked 40,000,000 gallons of it for the Fleet.

- Jap-hunting Navy and Marine Corps air fighters have been armed with a new weapon, the Chance Vought F4U-4 Corsair, an improved version of the original Corsair which has been scourging enemy airmen throughout many Pacific campaigns.

Although almost the same in appearance as the older type F4U-1, the new Corsair is speedier, can climb higher and faster and carries more armament than the earlier model. The first enemy plane to meet one was shot down in a two-minute battle with three bursts from the Corsair's six .50-caliber machine guns.

Main changes are a four-bladed propeller measuring 13 feet, 2 inches from tip to tip, and a 2100-horsepower Pratt and Whitney radial engine which gives it tremendous speed. The gull wings have been retained as has the Corsair's noted maneuverability.

The Corsair is in the 425-mile-an-hour class. It's rate of climb has been increased almost 1,000 feet a minute and it has an altitude advantage over high-flying land-based Jap aircraft.

The new Corsairs can be used both as bombers—with a 2,000-pound load—and as fighters. They also can carry rockets under their wings.

- The battle of the Pacific Fleet against fanatical Jap suicide planes around Okinawa will be presented to the American public in a two-reel motion picture—"The Fleet That Came to Stay"—scheduled for release 26 July.

Produced by Navy Photographic Services, the picture is based on 200,000 feet of film taken under fire by more than 100 Navy, Marine and Coast Guard combat photographers for tactical study and training purposes. It is the first official two-reeler of the fight against Jap Kamikazes, and the first film ever made of a complete battle between land-based planes and sea forces.

- Sgt. Lena Mae Basilone, USMCWR, widow of GySgt. John Basilone who was awarded the Medal of Honor for extraordinary heroism on Guadalcanal, will christen a destroyer to be named in honor of Basilone at Orange, Tex., late this fall. Sgt. Basilone, whose husband was killed on the first day of the invasion of Iwo Jima, is stationed at Camp Joseph H. Pendleton, Ocean-side, Calif.

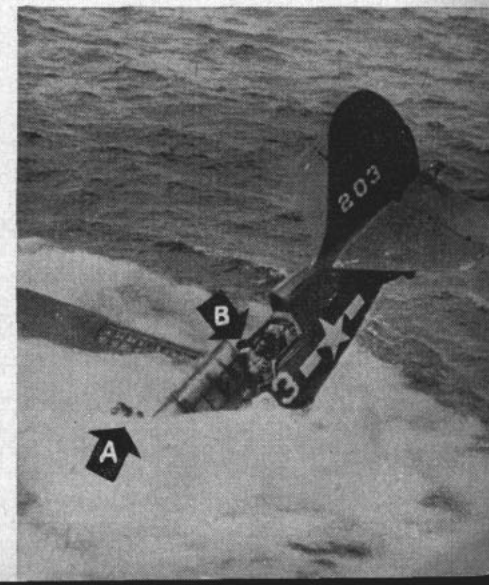
- Preventive measures employed by Navy and Army doctors overseas have reduced malaria among American troops and naval forces to a fraction of the 1943 peak. Through the use of protective clothing, chemical repellents and spraying with DDT, the overseas malaria rate among Army personnel has dropped to 40 hospital admissions per 1,000 men per year from a peak of 155 in August 1943. A marked decrease in malaria among Navy and Marine forces has also been reported, with only about one-sixth of the patients hospitalized in early 1944 and the latter part of 1943 now being treated.



TROUBLE AT TAKEOFF sent this Navy scout plane careening wildly into the sea from the deck of a carrier.



BUT as plane went to pieces (above) pilot (arrow A, below) and crewman (arrow B) climbed out to safety.



SHIPS & STATIONS

• A German U-boat loaded with mines which it intended to spread at the entrances of either New York or Halifax harbors was rammed and sunk by the DE USS *Thomas* on 5 July 1944, the Navy Department disclosed last month.

Ordered to proceed toward Cape Race, Newfoundland, to intercept the 1600-ton minelaying sub, the *Thomas*, part of a task force, attacked with gunfire after the U-boat was depth-charged to the surface by USS *Baker*, a sister ship.

"We were about 11,000 yards from the scene of action when the sub's bow broke water dead ahead," said Lt. Comdr David M. Kellogg, USNR, the *Thomas*' skipper. "The *Baker* opened fire. At 9,000 yards the *Thomas* opened fire with all forward guns and continued rapid fire all the time she was closing in for the kill..."

"Word was passed throughout the ship to stand by for a ram."

The crash knocked men sprawling all over the ship although they had been warned and were prepared for it. The *Thomas* picked up 29 survivors including the sub's commander.

• Eleven of the 12 guns installed on

the USS *Pennsylvania* when she put into drydock at Hunter's Point, San Francisco, for regunning were salvaged from the ruins of Pearl Harbor.

After pouring 6,700 rounds into Jap installations from Attu to Luzon, the old battlewagon's main batteries were somewhat worn.

At Hunter's Point, ordnance experts installed five guns from the USS *Oklahoma*, sunk by the Jap attack; six more from USS *Nevada*, damaged but later returned to service. The other 14-incher installed had been removed from the *Pennsylvania* herself after her damage at Pearl Harbor..

The entire job took only five days after preliminary work was completed, due mainly to a new method of regunning battleships that was used for only the second time on the *Pennsylvania* job. The battleship's old 14-inchers will be relined and put back in service again aboard another ship.

• The battle-scarred, smoke-grimed Nevada State flag, missing from the battleship USS *Nevada* for more than three years since the Japanese attack on Pearl Harbor, reposes now in the State Capitol at Carson City, Nev.

Apparently thrown away by mistake while the *Nevada* was undergoing repairs the State flag was recovered from a refuse "skidbox" of the dry-

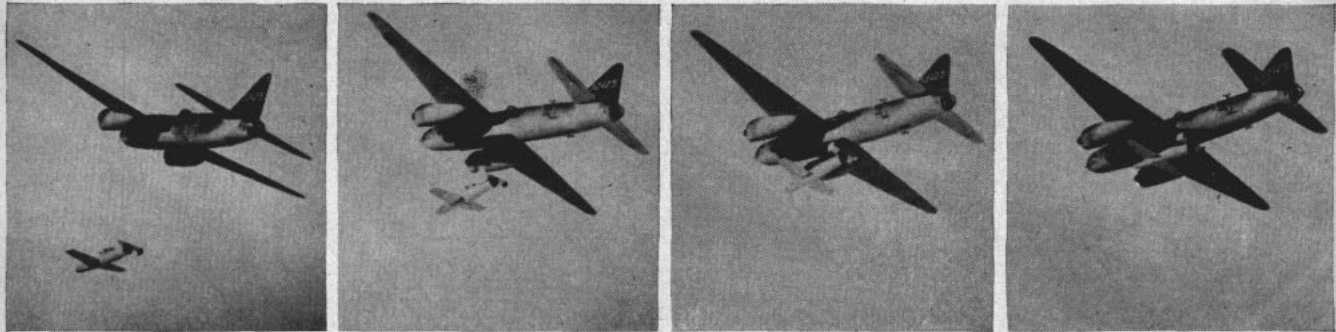
dock at Pearl Harbor where the battleship was towed following the 7 Dec. 1941 attack. It was presented to Gov. E. P. Carville of Nevada on 19 June 1945 by Capt. Howard A. Yeager, USN, executive officer of the *Nevada*.

• Like the Phoenix bird of mythology, which died in the flames of her own nest, only to rise anew from the ashes, the light cruiser USS *Phoenix* emerged from the chaos of Pearl Harbor to complete more than 30 operations against the enemy—and with the loss of only one man killed, one missing and 27 injured.

In eight actions in the Philippines campaign, the "Poo-bird," as she is called by her crew, shelled the beaches of Leyte, participated in the landings at Lingayen Gulf and Corregidor and, as flagship of her division, took part in the Surigao Strait engagement.

Prior to this, the *Phoenix* had participated as a unit of the 7th Fleet in raids and invasions at Borgen Bay (near Cape Gloucester), Madang, Finschhafen, Los Negros, Hollandia, Wakde, Noemfoor, Sansapor, Galea, Morotai and many others.

• Cash War bond purchases by naval personnel in June topped the hundred-million-dollar mark for the second time in the program's history, with sales totaling \$110,517,669.75.



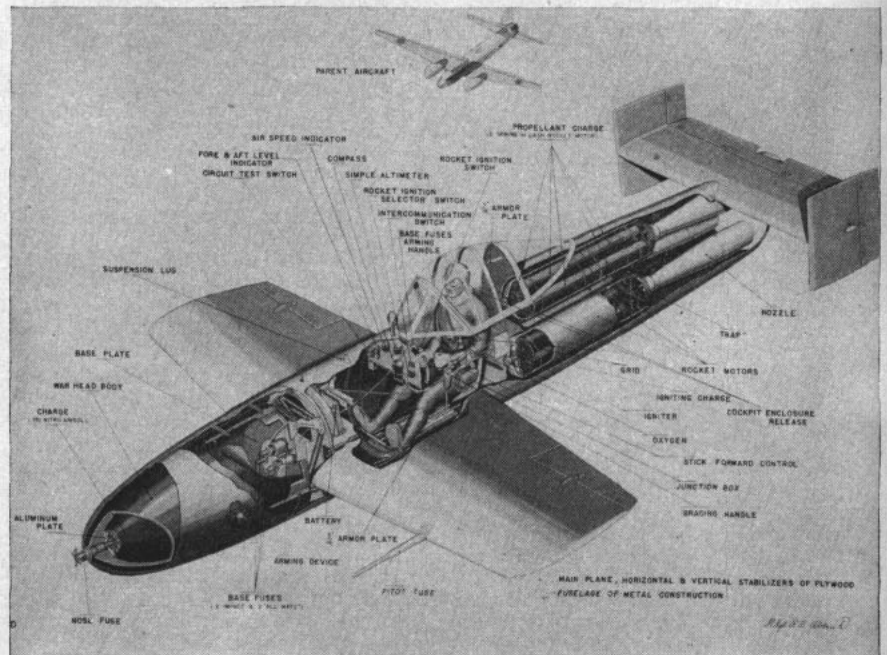
BAKA BOMB LAUNCHING from the under-belly of a mother plane is shown in this series of four Navy photographs.

BAKA: Latest Development in Kamikaze Bag of Tricks

The low mid-wing monoplane with a 15-foot wing span, oval fuselage and twin vertical fins and rudders came skidding above the water at more than 400 miles an hour to crash into the USS *Mannert L. Abele* at the waterline. A terrific explosion shook the DD, its second in an hour. She sank.

That is how the latest development in Jap suicide planes—the Baka bomb—looked to survivors of the destroyer sunk off Okinawa after first being hit by a Kamikaze plane.

Additional details of the construction and operation of the Baka were disclosed at Naval Aircraft Modification Unit in Johnsville, Pa. The pilot aims the plane—and the 2,645-pound bomb in its nose—at the target through a rifle-type sight. Three tail rockets, fired singly or at once, increase its speed to 630 miles an hour. When released from the parent plane, the bomb fuse is automatically set to explode on contact. The pilot is assured death for Hirohito.



DETAILS OF BAKA (fool) bomb which lets Jap pilots join ancestors.

REPORT FROM HOME

Less Travel

Tens of thousands of European war veterans streaming home ahead of schedule for furlough and reassignment placed a record and increasing strain on the nation's transportation systems last month. In a series of swift moves to provide more and better accommodations for servicemen, the Office of Defense Transportation gave first call to the armed forces on virtually all of the nation's railway cars. First, the ODT ordered that no sleeping cars be operated between cities 450 miles or less apart. It was estimated this would result in withdrawal of approximately 900 cars from civilian use. Then the ODT banned shipment of race horses, racing dogs and show animals by rail or other public carriers. Third move saw the placing of all passenger coaches, baggage and express cars in a huge pool to be available on demand for use of the armed forces. This order affects more than 30,000 cars. It does not automatically curtail service available to civilians, but ODT said that, in the end, there will be less equipment for civilian use and as the impact of redeployment increases it may be necessary to cancel some regularly scheduled trains.

ODT acted after the nation's indignation was aroused over stories of returning GIs being forced to ride cross-continent in hot, airless coaches because Pullmans weren't available. In some cases, soldiers reported seeing German POWs and Italian labor units in Pullmans. The War Department explained that in one instance the Germans were mental cases being transferred from an Oklahoma camp to a New York hospital. The only Italians who get Pullman accommodations, the War Department said, are sick and disabled men being repatriated.

Bretton Woods Approved

The Bretton Woods international monetary agreement was approved by the U. S. Senate, and, having been acted upon earlier by the House, was forwarded to Berlin for the signature of President Truman.

In approving legislation bringing the U. S. into the 44-nation Bretton Woods agreement, the Senate passed bills under which the U. S. will put a total of approximately six billion dollars into (1) an International Bank for reconstruction and development and (2) an International Bank for the stabilization of world currencies.

The Senate also passed a \$2,800,000,000 increase in the lending powers of the Export-Import bank. The increase in this fund would be used to start world trade flowing until the International Bank begins operating in about 18 months.

Capital Notes: FBI's annual report showed that 10 spies and 45 saboteurs were convicted during the past fiscal year. There also were 974 convictions for illegal wearing of a uniform and

3,093 convictions under the Selective Service Act . . . The War Food Administration announced substantial increases in supplies of beef, chicken and canned goods for civilians because of cuts in military demands . . . For the first time in its 156 years' history, the Patent Office couldn't issue patents to inventors. Reason: there was no Patent Commissioner. Conway P. Coe had resigned and the Senate had not yet acted on the nomination of his successor, Casper M. Ooms . . . Under a new War Department policy, all officers and enlisted men with less than six months' overseas duty will get foreign assignments by 1 May 1946. Only exceptions are enlisted men over 38, physically unqualified personnel and those covered by the policy exempting members of families from which two or more persons have been killed, prisoners or lost. Those shipped out will be replaced by returning combat veterans, civilians and Wacs . . .

Employment Notes: Reorganization of his cabinet was continued by President Truman. Edward R. Stettinius Jr. resigned as Secretary of State soon after conclusion of the San Francisco Conference and was succeeded by James F. Byrnes, former director of war mobilization and reconversion. Mr. Stettinius, at the same time, was named U. S. member of the Security Council and chairman of the American delegation to the General Assembly of the United Nations when that organization is established (see p. 6). About 10 days later, Henry Morgenthau Jr. resigned as Secretary of the Treasury. President Truman nominated Fred M. Vinson, currently war mobilization and reconversion director, as Mr. Morgenthau's successor.



UNITED NATIONS CHARTER arrived in Washington under heavy guard, but just in case it got lost the State Department's return address was on case.



BARREL OF FUN was had in Rockford, Ill., when 295-pound Sheriff King went to his local ration board to campaign for a suit of summer clothes.

Home-Town Topics

A runaway horse raced through 20 blocks of New York City's teeming traffic—pausing cautiously at each red light! . . . Gals can't wear shorts on the streets of Decatur, Ill. . . . In Cleveland, blind William Johnson was convicted when a deaf-and-dumb witness testified in writing he saw the blind man rob a deaf man of \$323 . . . Robert B. Evans keeps his *Elk-mont, Ala.*, postoffice open six hours on Sunday to deliver servicemen's mail to their sweethearts.

Two ex-GIs found a fortune in ambergris floating off Long Island while clam-digging; another in Cripple Creek, Colo., hit a rich vein in a gold mine he got for nothing . . .

Army doctors are puzzled over the appetite of 140-pound Pfc. Chester J. Salvatori of Southbridge, Mass. Under observation at Ft. McPherson Station Hospital, Ga., he thinks nothing of devouring a breakfast of 40 eggs, 20 pieces of toast, several quarts of milk, eight pieces of bacon, a quart of coffee and a whole box of cereal.

New York's Central Park is going to be stocked with fish for convalescing GI Izaak Waltons . . . Teaneck, N. J., which already provides free marriage, birth and death certificates to ex-servicemen, has voted free licenses for returning war dogs . . . William (Red) Hill slipped through police lines and shot Niagara River rapids in a barrel—the same barrel his dad used three times for the same stunt . . . New Yorkers had to stand in line at newspaper offices for their daily papers during the month; the deliverers' and mailers' union was on strike for 17 days. The union returned to work under its old contract while agreeing to accept the jurisdiction and authority of the War Labor Board in settling the dispute.

SPORTS

Turfmen saw the doom of Florida and California winter racing as the result of the ODT's ban against shipment of horses, dogs and show animals. The ban was necessary because of the railroad situation (see p. 53). Owners can transport their animals in vans if they have them, but long trips cannot be taken in this manner. . . . In the month's big races, Pot o'Luck, the Calumet Farm's Kentucky Derby runner-up, captured the \$85,450 Arlington Park Classic at Chicago with Air Sailor (owned by Lt. Comdr. T. D. Buhl, USNR) second and Fighting Step third, while Wildlife took the \$50,000-added Dwyer Stakes at New York's Aqueduct with Gallorette second and Esteem third. Pavot, Belmont Stakes winner and a 4-5 choice in the Dwyer, was a dismal last in the six-horse field . . . A world record daily betting average of \$2,723,408 for seven-race programs was set during the 18-day Aqueduct meeting. July 4 saw a record \$3,804,362 wagered.

Byron Nelson, transplanted Texan of Toledo, Ohio, won the Professional Golfers' Association championship, beating Sammy Byrd, former Yankee outfielder, 4 and 3 in the final. It was Nelson's ninth straight tournament victory. The Army Rehabilitation Fund realized \$50,000 from the tournament; Nelson got a \$5,000 war bond.

Seven major league exhibition games netted \$242,000 for war relief. Top take was at Boston where \$73,000 was contributed. Best show was at Washington where Lt. Bert Shepard, who lost his right leg when shot down over Germany, pitched the Senators to victory over the Dodgers before a crowd that included Gen. Alexander Vandegrift, commandant of the Marine Corps, and Lt. Gen. A. M. Patch Jr., 7th Army commander . . .

Hank Greenberg's comeback with the Tigers has been marred by a pesky

sore arm . . . Pat Seerey of the Indians blasted three homers in one game against the Yanks recently, one with the bases full and one with two aboard . . . Both major league races continue tight with the Tigers, Yanks and Senators scuffling around the top of the American while the Cubs, Cardinals and Dodgers scramble for the National lead . . . Tommy Holmes, Braves' outfielder, set a new consecutive-game hitting record when he batted safely in 37 straight games . . .

The world outdoor record for the mile was lowered to 4:01.4 by Gunder Hagg, long-striding Swede, as he beat Arne Andersson at Malmo, Sweden.

ENTERTAINMENT

Alla Nazimova, noted stage and screen actress, died from a heart attack in Hollywood at the age of 66. Her better-known films included "War Brides," "Blood and Sand," "The Bridge of San Luis Rey," "In Our Time," "Escape," "Since You Went Away," and "The Passion Flower" . . . The House Committee on Un-American Activities has assigned an agent to investigate reports of "subversive activities" in the Hollywood film colony . . . In a poll of 2,000 actors, stagehands, critics, producers and technicians in New York, "The Glass Menagerie" was chosen the best play of 1945, "Carousel" the best musical, Laurette Taylor's the best actress' performance (in "Menagerie") and Frank Fay's the top male performance (in "Harvey") . . . Harold Lloyd has signed to make two films under Preston Sturges' direction. The veteran comedian hasn't performed before the cameras since 1938.

Sally Rand divorced Turk Greenough . . . Barbara Hutton sued Cary Grant for divorce . . . Merle Oberon married Lucien Keith Ballard, a cameraman . . . Luise Rainer and publisher Robert Knittel were married.

VETERANS

• *Veterans looking for homes* will be given high preference for the purchase of any Government-owned war housing that becomes surplus to war needs. While little is expected to become available in the immediate future, there are some 200,000 publicly financed permanent family dwellings which will become surplus either during or after the war.

• *Changes in ration regulations* now permit veterans to open small businesses making use of rationed foods.

Two types are opened to veterans by the OPA: (1) establishments using rationed foods as raw materials, such as bakeries, ice-cream makers, soft-drink bottles, potato-chip fryers and candy manufacturers, and (2) establishments using rationed foods in the service of "refreshments," such as small restaurants, hot-dog stands, ice-cream and soft-drink stands, etc.

• *All disabled veterans* with amputations because of service-connected injuries are to be furnished with an additional artificial limb, so that they will always have a "spare" on hand for emergency use, under a new policy of the Veterans Administration.

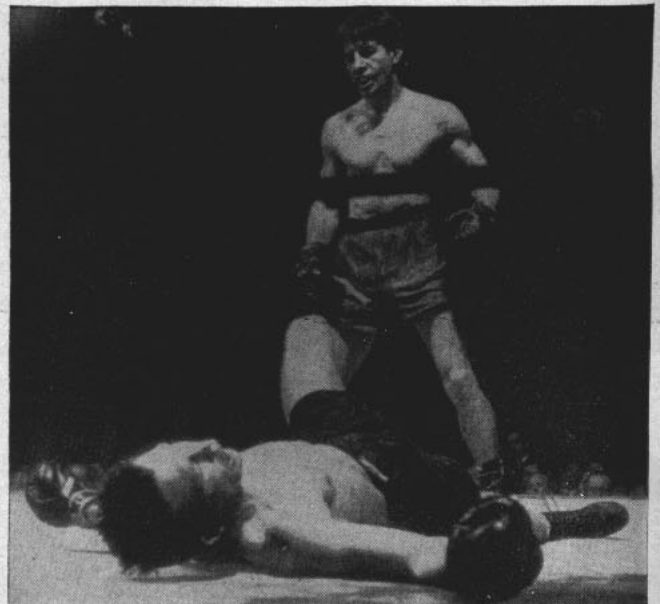
Previously, a veteran who incurred damage to his artificial limb had to get along without one while it was being repaired or a new one made.

• *Apprenticeship agreements* entered into by former servicemen have been analyzed by WMC's Apprentice-Training Service, and the study shows that about three-fourths of the veterans are receiving or have applied for financial assistance from the Federal government. (For types, see p. 22.)

• *Rights for women* are part of the GI Bill set-up, War Manpower Commission wants it known, and WMC's U. S. Employment Service is giving discharged servicewomen the same assistance as returning servicemen with respect to counseling and placement.



HANK GREENBERG, released from Army, received this welcome from young admirers as he joined Detroit Tigers.



WELTER KING WELTED! Freddie Cochrane sprawls on canvas in ninth. Tommy Graziano KOed him in tenth.

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

WINNERS OF PRESIDENTIAL UNIT CITATION

Sixty-four vessels and units of the Navy and Marine Corps have been awarded the Presidential Unit Citation through 21 June 1945. Submarines head the list by types, 19 of them having received the award; one submarine, USS *Guardfish*, won the PUC twice. Thirteen awards have gone to destroyers, seven to patrol squadrons, three to cruisers and three to landing craft.

Following is the complete list:

Ship or Unit	Type	Date of Action
USS <i>Alchiba</i>	AKA	Aug.-Dec. 1942
USS <i>Atlanta</i>	Cruiser	12-13 Nov. 1942
USS <i>Barb</i>	Submarine	(no dates announced)
USS <i>Bernadou</i>	Destroyer	8 Nov. 1942
Bombing Squadron 104		15 Aug. 1943-19 March 1944
Bombing Squadron 109		31 Dec. 1943-14 Aug. 1944
USS <i>Bowfin</i>	Submarine	2d war patrol
USS <i>Buchanan</i>	Destroyer	17 July 1942
USS <i>Cole</i>	Destroyer	8 Nov. 1942
USS <i>Dallas</i>	Destroyer	10 Nov. 1942
USS <i>England</i>	Des-Escort	19-31 May 1944
USS <i>Enterprise</i>	Carrier	7 Dec. 1941-15 Nov. 1942
1st Marine Division (Reinforced)		7 Aug. 1942-9 Dec. 1942
4th Marine Division		30 Jan.-11 Feb. 1944
USS <i>Greenling</i>	Submarine	3 war patrols, May-Dec. 1942
USS <i>Guardfish</i>	Submarine	2 war patrols, May-Dec. 1942 2d PUC for 8th war patrol (no dates announced)
USS <i>Gudgeon</i>	Submarine	First 8 war patrols, 7 Dec. 1941-25 April 1943 (dates for patrols not announced)
USS <i>Haddock</i>	Submarine	2d, 5th, 6th and 7th war patrols
USS <i>Harder</i>	Submarine	First 5 war patrols
USS <i>Houston</i>	Cruiser	7 Dec. 1941-28 Feb. 1942
USS <i>Laffey</i>	Destroyer	15 Sept.-13 Nov. 1942
USS LCI (L) 1	Landing Craft	Assault on Selly, July 1943
USS LCT (5) 30	Landing Craft	6 June 1944
USS LCT 540	Landing Craft	6 June 1944
USS <i>McFarland</i>	Seaplane Tender	20 June-16 Oct. 1942
Marine Aircraft Group 22		June 1942
USS <i>Maury</i>	Destroyer	1 Feb. 1942-6 Aug. 1943
Motor Torpedo Boat Squadron 12 (includes 4 members of Combat Photographic Unit 3)		October 1943-March 1944
Motor Torpedo Boat Squadron 21		October 1943-March 1944
USS <i>Nautilus</i>	Submarine	3 war patrols
Navy Combat Demolition Unit Force "O"		6 June 1944: Invasion of Normandy
USS <i>Nicholas</i>	Destroyer	July 1943
USS <i>O'Bannon</i>	Destroyer	7 Oct. 1942-7 Oct. 1943
USS <i>Parehe</i>	Submarine	(no dates announced)
Patrol Squadron 11		15 Sept. 1943-1 Feb. 1944
Patrol Squadron 22		8 Dec. 1941-3 March 1942
Patrol Squadron 33		1 Sept.-4 Oct. 1944
Patrol Squadron 34		15 Sept. 1943-1 Feb. 1944
Patrol Squadron 52		15 Sept. 1943-1 Feb. 1944
Patrol Squadron 101		8 Dec. 1941-3 March 1942
Patrol Squadron 102		8 Dec. 1941-3 March 1942
USS <i>Radford</i>	Destroyer	July 1943
USS <i>Rasher</i>	Submarine	First 5 war patrols (no dates announced)
USS <i>Sailfish</i>	Submarine	10th war patrol
USS <i>Salmon</i>	Submarine	(no dates announced)
USS <i>Sandlance</i>	Submarine	1st war patrol
USS <i>San Francisco</i>	Cruiser	11-12 Oct. and 13 Nov. 1942
USS <i>Seahorse</i>	Submarine	(no dates announced)



PRESIDENTIAL UNIT CITATION ribbon is shown (left) in actual size. The burgee pennant design (right) for units cited is drawn to scale. Colors are same in both.

Ship or Unit	Type	Date of Action
2nd Marine Division (Reinforced): Division Headquarters Special Troops (including Co. "C", 1st Corps Medium Tank Btn.) Service Troops		20 to 24 Nov. 1943: Seizure and occupation of Tarawa
2nd, 6th, 8th, 10th and 18th Marine Regiments		18th U. S. Naval Construction Battalion
USS <i>Silversides</i>	Submarine	4th, 5th, 7th and 10th war patrols
Six Anti-Submarine Task Groups which cooperated with the USS <i>Bogue</i> as Flagship		T. G.—USS <i>Bogue</i> , Lea, Green, Belknap, Osmond Ingram, George E. Badger and VC-9
		T. G.—USS <i>Bogue</i> , Osmond Ingram, George E. Badger, Clemson and VC-9
		T. G.—USS <i>Bogue</i> , Osmond Ingram, George E. Badger, Clemson, Dupont and VC-19
		T. G.—USS <i>Bogue</i> , Haverfield, Swening, Willis, Hobson, Janssen and VC-95
		T. G.—USS <i>Bogue</i> , Haverfield, Swening, Willis, Janssen, F. M. Robinson and VC-69
		T. G.—USS <i>Bogue</i> , Haverfield, Swening, Willis, Janssen, Wilhoite and VC-42
USS <i>Smith</i>	Destroyer	26 Oct. 1942
USS <i>Tang</i>	Submarine	1st, 2d and 3d war patrols (no dates announced)
Task Unit 21.14		27 July to 26 Oct. 1943
USS <i>Card</i>	Carrier Escort	
USS <i>Barry</i>	Destroyer	
USS <i>Borle</i>	Destroyer	
USS <i>Goff</i>	Destroyer	
VC Squadrons 1 and 9		
Torpedo Squadron 8 (USS <i>Hornet</i>)		4 June 1942 (Air Battle of Midway)
USS <i>Trigger</i>	Submarine	5th, 6th and 7th war patrols
USS <i>Trout</i>	Submarine	(no date announced)
USS <i>Wahoo</i>	Submarine	11 Jan.-7 March 1943
Wake Detachment		8 to 22 Dec. 1941
1st Defense Battalion		
Marine Fighting Squadron 211 of Marine Aircraft Group 21		
All Army and Navy personnel present		

232 OF FRANKLIN CREW DECORATED

Skipper and 11 Others Receive Navy Crosses

Standing on the scarred flight deck of the carrier they saved when a Jap bomb touched off explosions and fires that made her doom seem certain, 232 officers and men of the USS *Franklin* were recently rewarded for their courageous efforts. In two ceremonies at the New York Navy Yard, where the ship is being repaired, presentations of 12 Navy Crosses, 20 Silver Star Medals and 92 Bronze Star Medals were made. The remainder of the awards included Purple Hearts and Letters of Commendation.

Among those to receive the Navy Cross was the *Franklin's* skipper, Capt. Leslie E. Gehres, USN, Coronado, Calif., who, when the plane attacked on 19 March, displayed outstanding resourcefulness in directing the measure which eventually brought the fires under control and got power back on his ship, thus enabling her to be withdrawn from a position close to the Japanese coast. Comdr. Joe Taylor, USN, Long Beach, Calif., the executive officer, was awarded a gold star in lieu of a third Navy Cross for his part in leading and participating in the jettisoning of heated live ammunition and bombs. He also took charge of towing operations which resulted in getting the ship underway.

Others who received the Navy Cross were:

Comdr. Henry H. Hale, USN, Hollywood, Calif., the air officer, took charge of firefighting and damage control parties on the flight deck and hangar deck. The navigator, Comdr. Stephen Jurika, USN, Parris Island, S. C., under conditions that made the loss of the ship seem inevitable, remained steadfast and, with great calm and cool courage, continued to navigate the ship. Comdr. Francis K. Smith, USN, Minneapolis, Minn., senior medical officer, established an emergency sick bay and personally treated the wounded in the face of constant explosions, raging fires and enemy air attacks.

Below decks, chief engineer Lt. Comdr. Thomas J. Greene, USN, Omaha, Neb., kept power on the ship until forced by suffocating smoke to abandon engineering and boiler room spaces. Later, under further enemy air attacks, he penetrated smoke-filled compartments, and by his inspiring leadership, succeeded in restoring power and enabling the ship to get underway. Lt. William S. Ellis, USN, Boone, N. C., led others into smoke and firegutted spaces below decks and succeeded in keeping certain auxiliary power plants in operation so that the ship was able to get underway.

Lt. Comdr. William R. McKinney, USN, San Francisco, Calif., gunnery officer; Lt. Comdr. Robert B. Downes, USNR, Coral Gables, Fla., first lieutenant, and Gunner Thomas M. Stoops, USN, Deshler, Neb., organized firefighting and damage control parties, jettisoning hot ammunition and

bombs. Lt. Comdr. McKinney reorganized gun crews and rapidly replaced a number of batteries which drove off at least one close and dangerous attacking plane.

Lt. Comdr. Walter H. Kreamer, USN, Black Mountain, N. C., the communications officer, established an emergency radio receiver and transmitter on the flight deck when communications were completely disrupted. With great courage, he personally operated the radio equipment and continued to transmit and receive vital messages while exposed to flying fragments of exploding bombs and rockets and enemy strafing.

The aviation ordnance officer, Lt. Comdr. George L. P. Stone, USNR, Beverly Hills, Calif., directed a disposal party which jettisoned a large number of high caliber bombs and rockets, some of which were extricated from amidst the wreckage of burning aircraft and were so heated and damaged it was impossible to defuse them.

A list of the men who received Silver Star Medals and Bronze Star Medals follows:

SILVER STAR MEDAL

ABBOTT, Gilbert P., QM3c, USNR, Cooperstown, N. Y.
BERGER, David, Lt. Comdr., USNR, Philadelphia, Pa.
COSTA, Laurentino E., MM3c, USNR, Taunton, Mass.
DAVIS, Holbrook R., QM3c, USNR, Cape Cod, Mass.
GATLIN, Grimes W., Lt., (ChC) USNR, Dallas, Tex.
GRAHAM, Stanley S., Lt.(jg), USNR, New York, N. Y.
GREEN, William E. Jr. Mach., USN, Fresno, Calif.
GUDBRAHENSEN, James H., MM1c, USNR, Boston, Mass.
HAMEL, William H., EM3c, USN, Clyde, Kans.

MACOMBER, Walter E., Mach., USN, Sedro-Wooley, Wash.
MAYER, Norman C., S1c, USNR, Chicago, Ill.
MCCRARY, Robert D., Ens., USN, Coronado, Calif.
MILLER, Charles E., SF1c, USN, Albany, N. Y.
NEWLAND, Walter M., 1st Lt., USMCR, Nashville, Tenn.
RODGERS, Earnest B., Lt., USNR, Knoxville, Tenn.
STONE, Harold S., CRT, USNR, San Francisco, Calif.
SWANSON, Ernest A., Lt.(jg), USNR, Sioux City, Iowa.
TIARA, Joseph B., Lt.(jg), USN, Union City, N. J.
WASSMAN, Edward H. R., Lt.(jg), USNR, New Rochelle, N. Y.
WHITE, Bill J., Lt.(jg), USNR, Earle, Ark.

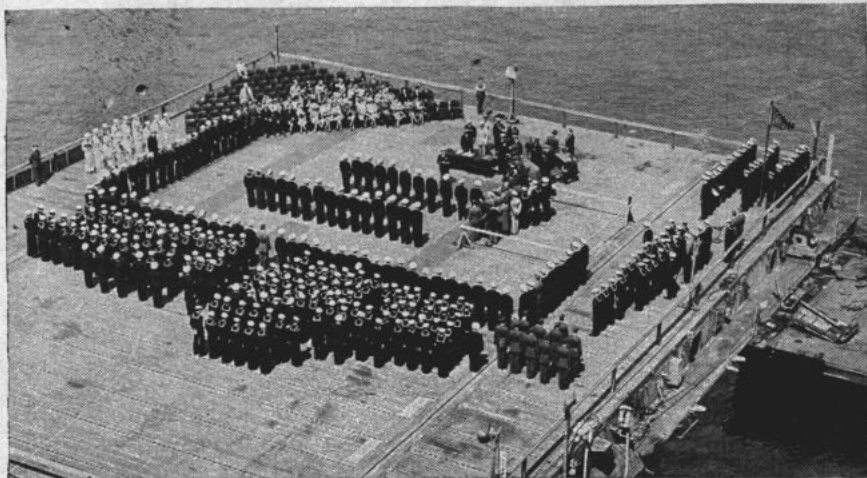
BRONZE STAR MEDAL

Gold star in lieu of second award:

EDDINS, Lewis R., Ch. Carp., USN, Charlottesville, Va.
PHILLIPS, Elmer C., Ch. Elec., USN, Tulsa, Okla.
TAPPEN, Melvin M., Lt., USNR, Chulkatuck, Va.
THAYER, Robert M., Lt.(jg), USNR, Cresco, Iowa.

First award:

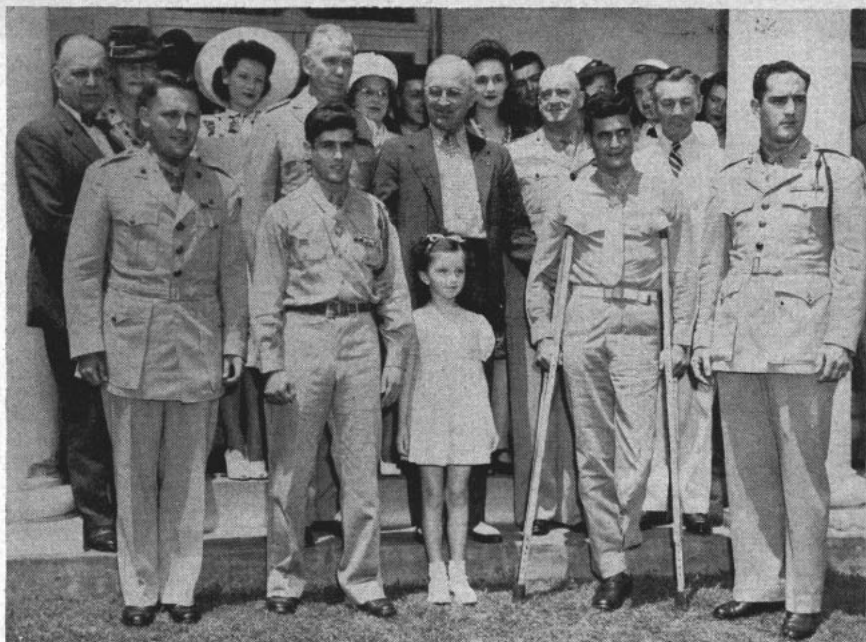
AIZURU, Joe, Lt.(jg), USNR, Tampa, Fla.
ALBRECHT, William R., S1c, USNR, Morristown, N. J.
ALBRITTON, Jesse M. Jr., Lt., USNR, Arlington, Va.
ALMEIDA, Arthur S., AOM3c, USNR, Bristol, R. I.
BARNABY, Donald R. E., Lt.(jg), USNR, Skowhegan, Maine.
BARR, John B., Lt., USNR, Grosse Pointe Farms, Mich.



Official U. S. Navy photograph

Awards made on *Franklin* by Vice Admiral Aubrey W. Fitch as DCNO (Air.)

BARRY, Ralph, WT1c, USN, Hastings, Neb.
 BOWMAN, Alex E., Y3c, USNR, Altoona, Pa.
 BOWMAN, Marvin K., Lt.(jg), USN, Buckley, Wash.
 BOYD, Robert L., S1c, USNR, Nocone, Tex.
 BRUNDIGE, Maurice M., Lt.(jg), USNR, Granger, Tex.
 BRUMFIELD, James I., WT1c, USNR, Gallipolis, Ohio.
 BROWING, William L., SM3c, USNR, Takoma Park, Md.
 BROWN, Paul W., S2c, USNR, Fort Worth, Tex.
 CANNAY, Frank C., Lt., USNR, Norfolk, Va.
 CARTWRIGHT, John E., GM3c, USNR, Paragould, Ark.
 CHARNSTROM, Lloyd E., Pfc, USMCR, Montevideo, Minn.
 CHASE, Frank T. Jr., S2c, USNR, Seabrook, N. H.
 CHENEY, George W. Jr., Lt., USNR, Washington, D. C.
 CLOSE, Hugh W. Jr., Lt.(jg), USNR, Lansdowne, Pa.
 COLLINS, Arthur L., F1c, USNR, Tulsa, Okla.
 DAVIS, Lewis F., Lt. Comdr., USNR, Jonesboro, Ark.
 DURR, Charles G., Lt., USNR, Bellingham, Wash.
 ELLIOTT, Herbert T. Jr., Maj., USMC, Pueblo, Colo.
 FELLOWS, Clyde H. Jr., Lt., USNR, Seattle, Wash.
 FINKENSTEDT, Charles L., SSML3c, USN, Cressent Springs, Ky.
 FOWLER, Alvin L., CPC, USN, Lewiston, Pa.
 FOWLER, William J. Jr., AOM1c, USN, Baltimore, Md.
 FOX, Elmer L., Lt., USN, Hayward, Calif.
 FRIEDMAN, Herman S., SF2c, USNR, Bronx, N. Y.
 GEIER, Philip O. Jr., Lt., USNR, Cincinnati, Ohio.
 GUGLIELMO, William, S1c, USNR, Garfield, N. J.
 HALE, Roy G., Gunner, USN, Los Angeles, Calif.
 HART, Stephen C., SM3c, USNR, Wethersfield, Conn.
 HATCHER, Walter S., Ch. Gunner, USN, San Francisco, Calif.
 HELSEL, Wilson K., Lt.(jg), USNR, Los Angeles, Calif.
 HIZER, DeVon M., Lt. Comdr., USN, Kewanna, Ind.
 HOGGE, Wilton G., F1c, USNR, Newport News, Va.
 HOLSTROM, Edward, MM2c, USNR, Biwabik, Minn.
 HOPKINS, Joseph P., F1c, USNR, Bronx, N. Y.
 HOTTINGER, Eugene J., S1c, USNR, Chicago, Ill.
 HUNTINGTON, Theodore T., Lt., USNR, Minneapolis, Minn.
 JACOBS, Charles W. Jr., S1c, USNR, Coolsemme, N. C.
 JORTBERG, Richard E., Ens., USN, Portland, Maine.
 KIDWELL, Irving L., Y2c, USNR, Washington, D. C.
 KISSWELL, Lynn M., AOM2c, USNR, Springfield, Ohio.
 KLEIBER, Bernard, WT2c, USNR, Manitowoc, Wis.
 KLIMKIEWICZ, Wallace L., Pvt., USMC, Jersey City, N. J.



Official U. S. Marine Corps photograph

MEDALS OF HONOR were awarded by President Truman at White House last month to three marines and a soldier, left to right in front row above: Maj. Everett P. Pope, USMC; Pfc. Gino J. Merli, of Army; Pfc. Luther Skaggs Jr., USMCR; 1st Lt. Carlton R. Rouh, USMCR. Shown with them are members of their families and, just behind the medal winners, General of the Army George C. Marshall, the President, Gen. A. A. Vandegriff, Marine Commandant, and Secretary of the Navy Forrestal. The little girl standing in front of the President is 7-year-old Florette Graham, niece of Lt. Rouh. Citations of the three marines are reported in an article on the next page.

LABIANCO, Joseph, S2c, North Bergen, N. J.
 LEBLANC, Harold, CPC, USN, Abbeville, La.
 LEFF, Marvin G., Lt.(jg), USNR, Los Angeles, Calif.
 LIGHTFOOT, Frederick S., Ens., USNR, New York, N. Y.
 LINDBERG, John H., EM2c, USNR, Chicago, Ill.
 LOCKE, Robert Jr., SF1c, USNR, Stockport, Ohio.
 MACALLISTER, William M., EM1c, USNR, Cedar Rapids, Iowa.
 MARSHALL, Guy S., Ens., USN, Long Beach, Calif.
 MCCAFFREY, John W., WT1c, USN, Parkersburg, W. Va.
 MCCLELLAN, William A., Ens., USNR, Washington, D. C.
 MONKUS, Frank, SF1c, USNR, Chicago, Ill.
 MOZDZIAK, Henry J., S1c, USNR, Buffalo, N. Y.
 NARDELLI, Walter, Lt.(jg), USNR, Waltham, Mass.
 NOBLE, Charles M., BM1c, USN, Columbus, Ohio.
 NOTT, William J., MM2c, USNR, Groton, Conn.
 ODOM, James P., MM1c, USNR, Wainesboro, Miss.
 OLIVER, Audrey L., S1c, USNR, Ossining, N. Y.
 ORENDORFF, Carl S., ACOM, USNR, Nutter Fort, W. Va.
 OXLEY, Robert W., GM3c, USNR, Johnsbury, Pa.
 REYNOLDS, William W., AerM3c, USN, Kansas City, Mo.

RICKS, Benjamin M., S1c, USNR, Ashland, Oreg.
 RITZ, George B., Lt.(jg), USN, Long Beach, Calif.
 ROBERTSON, Frederick S. Jr., Lt., USN, Finchville, Ky.
 SHEPARD, John W. Jr., CPC, USN, Cambridge, Ohio.
 SKORICH, John, 1st Lt., USMC, Marble, Minn.
 SMITH, John F., F1c, USNR, Medford, Mass.
 STREICH, Hans A., WT3c, USNR, Madison, Wis.
 TAMMEAD, Niloai, BM2c, USN, Astoria, N. Y.
 TAYLOR, Everett J., Lt.(jg), USNR, Downingtown, Pa.
 TUCKER, Charles V., Cox., USNR, Pierport, S. D.
 TUREK, Charles B., Lt., USNR, La Jolla, Calif.
 TURNER, James W., WT1c, USNR, Greensburg, Ind.
 VALLONI, Thomas J., CEM, USN, San Jose, Calif.
 VAUGHAN, James A. Jr., Lt., USNR, Minneapolis, Minn.
 WEST, James W. Jr., Lt. Comdr., USNR, New York, N. Y.
 WELLMAN, Frederick E., MM2c, USN, Michigantown, Ind.
 WHITAKER, John D., Lt. Comdr., USNR, Glencoe, Ill.
 WILLIAMS, Wilfred J., Y3c, USN, Belle Fourche, S. D.
 WILSON, Dorris W., S1c, USNR, Stephens, Ark.
 WINEMAN, Robert J., Lt.(jg), USNR, Braintree, Mass.

Medals of Honor Awarded to Four Marines For Extraordinary Heroism Against Japs

Three marines who risked their lives to defend their comrades against suicidal Jap attacks and a fourth who died to prevent the explosion of a hand grenade from killing his men have been awarded Congressional Medals of Honor.

Maj. Everett P. Pope, USMC, Wollaston, Mass.; 1st Lt. Carlton R. Rouh, USMCR, Lindenwold, N. J., and Pfc. Luther Skaggs Jr., USMCR, Brownsville, Ky., were presented with their medals at the White House by President Truman last month. Mr. and Mrs. Lawrence K. Bausell, Washington, D. C., received the Medal of Honor awarded posthumously to their son, Corp. Lewis K. Bausell, USMC, from Secretary Forrestal.

While serving as commanding officer of Co. C, 1st Btn., 1st Marines, 1st Marine Division on Peleliu, 20 Sept. 1944, Maj. (then Capt.) Pope led his company in an assault on a steep coral hill. Subjected to cannon fire which caused heavy casualties, he rallied his men and gallantly led them to the summit. Forced to deploy his men thinly, and with his machine guns out of action, insufficient water and ammunition, he remained on the exposed hill with 12 men and one wounded officer, determined to hold through the night. Attacked continuously with grenades, machine guns and rifles from three sides, twice subjected to suicidal charges during the night, he and his valiant men fiercely beat back the enemy, using rocks when their supply of ammunition dwindled. He maintained his lines with his eight remaining men until daylight brought more deadly fire and he was ordered to withdraw.

On 15 September on Peleliu, Lt. Rouh, who was serving with the 1st Btn., 5th Marines, 1st Marine Division, entered an enemy pillbox before permitting his men to use it for a mortar observation post. Upon entering he was severely wounded by Jap rifle fire from within. Assisted to a less exposed area by two marines, he was further endangered by an enemy grenade which was thrown into their midst. Quick to act in spite of his weakened condition, he lurched to a crouching position, thrust the men aside, and took the full blast of the explosion himself.

Pfc. Skaggs, a squad leader with a mortar section of the 3d Division on the Asan-Adelup beachhead, Guam, on 21-22 July 1944, assumed command when the section leader became a casualty and led his men 200 yards through intense fire to deliver coverage for the assault on a strategic cliff. Valiantly defending this position through the night, he was critically wounded when a Jap grenade lodged in his foxhole and shattered the lower part of his leg. He quickly applied a tourniquet and, propped up in his foxhole, gallantly returned the enemy's fire with his rifle and hand grenades for eight hours. Later he crawled unassisted to the rear to continue the

fight until the Japs had been annihilated.

Within a few hours of Lt. Rouh's exploit, Corp. Bausell, who served in the same battalion, led his squad in a charge against an enemy pillbox which was covering a vital sector of the beach. As the first to reach the emplacement, he immediately fired his automatic into the aperture as the rest of his men closed in on the enemy. When a Jap



Corp. Bausell

grenade was hurled into their midst, he threw himself on the deadly weapon, taking the full blast of the explosion and sacrificing his life to save his men.



NAVY CROSS

Gold star in lieu of fourth award:

★ GALLAHER, Antone R., Comdr., USN, Washington, D. C.: As commanding officer of a submarine in Japanese waters he was aggressive and determined, boldly launching a series of brilliantly planned and executed at-



Comdr. Gallaher

tacks which resulted in the sinking of a number of Japanese vessels and the damaging of others. A superb seaman, cool and courageous in carrying the fight to the enemy at every opportunity, he inspired his gallant officers and men to heroic efforts in the successful fulfillment of a vital and hazardous mission.

Gold star in lieu of third award:

★ MITSCHER, Marc A., Vice Admiral, USN, Hillsboro, Wis.: As commander of a fast carrier task force from

January to May 1945 he led it in a series of relentless attacks against the enemy in support of our amphibious operations at Iwo Jima and Okinawa. Four times he led his force deep into enemy waters close to the shores of Japan. Twice he struck airfields and installations in the Tokyo area; twice he struck airfields in the Kyushu area, on one occasion also heavily attacking enemy combatant vessels in the Inland Sea. On another occasion when an enemy task force consisting of the battleship *Yamato*, a light cruiser and nine destroyers sortied from the Inland Sea and threatened our forces, he immediately turned north to intercept the enemy, and on 7 April, in a brilliant attack with carrier aircraft southwest of Kyushu, sank the *Yamato*, the light cruiser and four destroyers. When not engaged in these attacks in the vicinity of the Japanese homeland, his force operated continuously in direct support of our forces at amphibious objectives. Throughout a long and exhausting campaign, under almost daily attack by enemy aircraft, he maintained an indomitable spirit of the offensive, never missing an opportunity to meet with his entire available combat strength any threat to our amphibious operations. Forces under his command inflicted great damage on the enemy and maintained control of the sea and air from the Marianas to the shores of Japan. His heroic personal example was an inspiration to the officers and men of his command and combined with his skillful and aggressive leadership assured the success of the operations.

★ SHELBY, Edward E., Comdr., USN, Groton, Conn.: As commanding officer of a submarine during a war patrol, he successfully launched well-planned attacks which resulted in sinking enemy vessels totaling nearly 25,000 tons. His conduct throughout was an inspiration to his officers and men.

Gold star in lieu of second award:

★ BANKER, Donald F., Lt. Comdr., USN, Duluth, Minn. (missing in action): As commanding officer of a bombing squadron attached to the USS *Lexington* during an offensive action in Manila Harbor on 5 Nov. 1944, he gallantly led his flight in a vigorous, intensive attack against Jap fleet units. In bold defiance of the enemy's fierce aerial opposition, he plunged through withering anti-aircraft fire to press home his attack. Accurately releasing his bomb load at perilously low altitude, he succeeded in scoring a direct hit on an enemy heavy cruiser which contributed materially to her destruction before his plane was shot down as he pulled out of his dive. His superb airmanship, indomitable fighting spirit and extreme courage in the face of tremendous odds during this and numerous other brilliantly executed strikes were essential factors in the extensive and costly damage inflicted on hostile shipping, shore installations and aircraft in the Pacific area.

★ MELVIN, Donald J., Lt. Comdr., USNR, Falls Church, Va.: As commander of a torpedo squadron at-

WINNERS OF THE NAVY CROSS



Donald F. Banker
Lt. Comdr., USN

Robert B. Downes
Lt., USNR

William S. Ellis
Lt., USN

Leslie E. Gehres
Capt., USN

E. B. Grantham, Jr.
Comdr., USN

Thomas M. Gutowski
PhM3c, USNR



Henry H. Hale
Comdr., USN

Stephen Jurika
Comdr., USN

William H. Keighley
Lt. Comdr., USNR

Bernhard LeCaptain
PhM2c, USNR

William P. Marontate
Lt., USMCR

Donald J. Melvin
Lt. Comdr., USNR



Marc A. Mitscher
Vice Admiral, USN

Charles V. Porras Jr.
PhM3c, USNR

Alan Reed
Lt., USNR

William S. Rising, 3d.
Lt., (ig) USNR

John S. Roberts
Capt., USN

Edward E. Shelby
Comdr., USN



Hugh A. Shiels
Lt., USNR

Clyde A. Simons
Sgt., USMC

Francis K. Smith
Comdr., USN

Raymond A. Spruance
Admiral, USN

G. L. P. Stone, Jr.
Lt. Comdr., USNR

Joe Taylor
Comdr., USN

Photographs not available of Elec. Lewis R. Baker, USN; Capt. Clarence E. Ekstrom, USN; Lt. John R. Gorman, USN; Lt. (ig) Ira G. Loverin, USNR; John A. Messer Jr., PhM1c, USN, and Mach. Marley O. Polk, USN.

tached to an aircraft carrier during the Battle for Leyte Gulf, he was a daring and skilled airman, dauntless and aggressive in combat. He boldly led his squadron in two vigorous torpedo attacks, braving intense and accurate anti-aircraft fire to strike at the enemy and score several damaging hits against major Jap ships. His forceful leadership, personal courage and gallant devotion to the completion of each hazardous mission were essential factors in the success achieved by his squadron.

First award:

★ **BAKER, Lewis R.**, Electrician, USN, Champaign, Ill.: While serving in the steering motor room on board the USS *Lexington* when a hostile torpedo severely damaged that ship, crippled the steering mechanism and filled his compartment with noxious gas, he worked tirelessly and with unwavering determination to adjust the rudder. Despite injuries and the lack of adequate equipment, and fully aware that the hatch above his section was covered with water and escape cut off,

he steadfastly continued his efforts until the rudder was finally brought to amidships. His great personal valor in the face of grave peril and his devotion to duty were an inspiration to his shipmates.

★ **EKSTROM, Clarence E.**, Capt., USN, Seattle, Wash.: As commanding officer of an escort carrier in a battle with major units of the Japanese fleet he handled his ship at all times in a highly expert and seamanlike manner. By his courage, skill in combat, and determination, he gave encouragement to his officers and men and to his air

NAVY CROSS cont.

personnel in a manner that caused his action to be largely instrumental in the defeat of a large Jap task force.

★ GORMAN, John R., Lt., USN, Summerville, S.C.: While aboard the USS *Lexington* during rescue operations after the torpedoing of his ship by Japanese forces, he worked desperately despite freon gas which filled the access trunk, continuing attacks and rising water, to free four enlisted men trapped below decks by the explosion. Fully realizing the constant threat from bulkheads in imminent danger of collapsing, he remained at this station, pumping from the access trunk until he finally succeeded in rescuing the four trapped crew members. By his unflinching devotion to duty and great personal valor, he undoubtedly saved the lives of his men.

★ GRANTHAM, Elonzo B. Jr., Comdr., USN, Norfolk, Va.: As commanding officer of the USS *Robinson* during the Battle of Surigao Strait, he skillfully placed his ship in an advantageous striking position despite extremely hazardous conditions. Launching his torpedoes with precise timing in a sudden, coordinated attack, he surprised the enemy and rendered him vulnerable to the smashing blows of our heavy naval units. Subsequently retiring without damage from the furious engagement which resulted in the sinking of two Jap battleships and three destroyers before effective return fire could be brought to bear against our task force, Comdr. Grantham contributed materially to the decisive defeat of the aggressive enemy force.

★ GUTOWSKI, Thomas M., PhM3c, USNR, Northampton, Mass. (posthumously): While serving with the 1st Platoon, Co. A, 1st Btn, 29th Marines at Saipan on 15 June 1944, he and his company were pinned down by fierce, concentrated enemy artillery fire during an advance deep into enemy territory. When several members of the forward platoon were wounded by bursting shellfire, he boldly faced the withering barrage to go to the aid of the marines. While ministering coolly and efficiently to his fallen comrades he was himself seriously wounded by shrapnel from an exploding shell. Disregarding his own intense pain, he steadfastly refused to be evacuated and continued his valiant service until he succumbed to his wounds. His daring aggressiveness, exceptional fortitude and self-sacrificing efforts contributed to the saving of many lives.

★ KEIGHLEY, William H., Lt. Comdr., USNR, Huntington Park, Calif.: As pilot of a torpedo plane attached to the USS *Kalinin Bay* during the Battle for Leyte Gulf he unhesitatingly plunged on an enemy disposition, scoring three direct hits on an enemy cruiser. He repeatedly defied the terrific concentration of enemy fire from guns of all calibers to make bold torpedo runs; then, with his torpedoes expended, he relentlessly strafed the ships, gallantly drawing their fire to his own plane and diverting it from friendly torpedo planes. A superb airman, he contributed essentially to the extensive damage inflicted on the enemy and aided materially in saving his own force from disaster.

★ LECAPTAIN, Bernhard, PhM2c, USNR, Glen Flora, Wis. (posthumously): While attached to the 2d Btn, 9th Marines, 3d Marine Division during the battle for Fonte Hill, Guam on 25 July 1944, he repeatedly risked his life to minister to men wounded in battle. He unhesitatingly ran through heavy machinegun fire 75 yards to a wounded marine and then carefully used the scant cover of a small parapet to protect the marine. He himself remained exposed while administering first aid. Continuing his daring and gallant service, he dragged another casualty to a nearby ravine to provide comparative safety during medical treatment. A few minutes later he braved the intense barrage to rescue another wounded man who lay in the fire lane. Although severely wounded by rifle fire while caring for his patient, LeCaptain calmly continued his task. He attempted to rise from his kneeling position only to collapse from extreme loss of blood and succumb before assistance could reach him.

★ LOVERIN, Ira G., Lt. (jg), USNR, Dinuba, Calif.: As a pilot attached to an escort carrier in the Southwest Pacific Area on 25 Oct. 1944 he participated in the first strike of the day on an enemy task force. He executed bold attacks in the face of intense fire in a desperate attempt to render aid to our own vessels which were being shelled by the enemy ships. Although he knew that his small guns could do little damage to the armor of the large enemy ships, he made his runs with courage and audacity.

★ MARONTATE, William P., Lt., USMCR, Seattle, Wash. (posthumously): While attached to Marine Aircraft Group 14 in combat in the Solomon Islands area from 9 Oct. 1942 to 15 Jan. 1943, he led his four-plane division in his first tour of duty with such skill that 56 enemy aircraft were destroyed. He personally accounted for 9 hostile aircraft. On 5 January, while leading a section of fighter planes as protection for a task force, he gallantly fought off enemy aircraft which were attacking our vessels and brought down two Jap divebombers and one Zero. While escorting a striking force of divebombers on 15 January in an attack against enemy shipping off New Georgia Island, he succeeded in destroying at least one enemy aircraft before he was shot down by Jap fighters.

★ MESSER, John A. Jr., PhM1c, USN, Picher, Okla. (posthumously): While serving with a Marine artillery battalion on Saipan, 7 July 1944, when hostile forces overran an artillery position and inflicted heavy casualties, he unhesitatingly volunteered to penetrate the Jap lines to bring out the wounded. Although three of his four men were wounded as he led them across an open field under intense sniper and mortar fire, he courageously continued moving forward and evacuated eight men. Subsequently, with utter disregard for his own personal safety, he made two more trips into this hazardous area, recovering numerous other casualties, but was mortally wounded by Jap sniper fire before completing his third mission.

Admiral Ruddock Wins 5 Medals for Pacific Service

Two Navy Crosses and three Legion of Merit awards have been presented to Rear Admiral Theodore D. Ruddock Jr., USN, Annapolis, Md., for extraordinary heroism and meritorious conduct during the Marianas and Philippine campaigns and as CO of the USS *Massachusetts*.

Admiral Ruddock's first Navy Cross was awarded for his heroic action as commander of a battleship division during the Battle of Surigao Strait. With his division placed in the strategic T-formation, he directed shattering broadsides against a formidable column of Jap warships. Before they could return effective fire, two battleships and three destroyers were annihilated.

Later, while commanding a task group during the assault on Mindoro, he won his second Navy Cross. He held his battleships, escort carriers, cruisers and destroyers to an undeviating course through the dangerous waters of the Mindanao and Sulu seas and

within easy striking distance of about 600 hostile aircraft. Fighting off savage aerial onslaughts, he directed a continuous, accurate bombardment of coastal defenses, providing effective protection for our ground forces throughout the landing operations.

His services in directing bombardments of Tinian and Leyte earned for him his first and third Legion of Merit. As commander of a fire support group he continued to direct a devastating bombardment of the Sunharon section of Tinian despite heavy damage to his flagship and his own painful wounds. At Leyte, as commander of a battleship division he assisted in the invasion plans and provided continuous, heavy bombardment of the enemy's positions.

As commanding officer of the USS *Massachusetts* from 27 Sept. 1943 to 8 April 1944, he participated in numerous campaigns throughout long and arduous operations. By his skill and courage under repeated and vigorous night and day aerial attacks, he aided in holding the damage to the forces of which the *Massachusetts* was a unit to a minimum. For his direction of this command, Admiral Ruddock was awarded a gold star in lieu of a second Legion of Merit.



Admiral Ruddock



Hoist (NTC, San Diego)

"Quick! Rush back and restrict all the qualified swimmers to the starboard side of the ship!"

★ **POLK, Marley O., Machinist, USN, Tacoma, Wash. (posthumously):** While attached to the USS *Johnston* during the Battle off Samar when she was hit by terrific salvos from enemy gun batteries, he courageously volunteered to go below and close the overboard discharge valve from the main condenser in an effort to check the flooding of that compartment. Swimming through dangerous, debris-laden waters, he reached the valve and was in the act of closing it when additional hits in the engine room caused his death. Polk's initiative, resolute determination and unwavering devotion to duty were in keeping with the highest traditions of the naval service.

★ **PORRAS, Charles V. Jr., PhM3c, USNR, Los Angeles, Calif. (posthumously):** While serving with an assault platoon of Company L, 3d Btn., 1st Marines, 1st Marine Division during action at Peleliu on 22 Sept. 1944 when one marine was killed and two others seriously wounded during an attempt to evacuate casualties in a reconnaissance patrol, he unhesitatingly proceeded far in front of his own lines to aid his helpless comrades. Courageously advancing alone under a withering barrage from Jap machine guns, he succeeded in treating and carrying back, unaided, four of the wounded men before he himself was fatally struck down by a burst of enemy fire.

★ **REED, Alan, Lt., USNR, Wyncote, Pa. (posthumously):** While serving aboard the USS *Birmingham* when the USS *Princeton* was attacked and her crew ordered to abandon ship during the Battle for Leyte Gulf, he volunteered to lead a fire-fighting crew to the stricken vessel. Despite the constant danger from further imminent detonations and enemy aerial attack, he fearlessly boarded the *Princeton* in the face of raging flames. Directing his men with skill and superb courage, he succeeded in extinguishing a number of fires before he was recalled to his own ship as a large group of enemy aircraft again approached his task force and contact with an enemy submarine was reported. When the *Birmingham* subsequently returned alongside the *Princeton*, he continued his valiant efforts until he was mortally wounded during a sudden violent explosion in the magazine section of the crippled vessel.

★ **RISING, William S. 3d, Lt. (jg), USNR, Brooklyn, N. Y.:** In a battle against major units of the Japanese fleet off Cape Engano, Luzon, on 25

Oct. 1944, he scored one of eight direct hits which sank a *Chitose*-class carrier. Undaunted in the face of relentless, devastating antiaircraft fire, he rendered gallant service during the bitterly fought engagement in which all carriers, a light cruiser and a destroyer of the enemy's task force were sunk and heavy bomb and torpedo damage inflicted on battleships and other important naval units.

★ **ROBERTS, John S., Capt., USN, Danville, Ky.:** As commanding officer of a warship in action against major units of the Jap fleet during the Battle of Surigao Strait he skillfully maneuvered his vessel into advantageous striking position. With cruiser units deployed in a flanking maneuver as tactically disposed destroyer units initiated a series of deadly torpedo attacks against a formidable column of Jap battleships, cruisers and destroyers advancing under cover of darkness, he directed his powerful gun batteries with precise timing in a sudden, coordinated attack. Delivering a smashing naval bombardment, he surprised the enemy and put him to rout. Subsequently retiring from the furious engagement which resulted in the sinking of two Jap battleships and three destroyers, Capt. Roberts' forceful leadership, brilliant professional ability and indomitable determination in the face of tremendous odds, contributed essentially to the decisive defeat of an aggressive enemy force.

★ **SHEELS, Hugh A., Lt., USNR, Santa Barbara, Calif.:** With bold determination and utter disregard for his personal safety, he drove home an aerial attack on a major ship of the enemy. The strike in which he participated resulted in serious damage to the ship.

★ **SIMMONS, Clyde A., Sgt., USMC, Gary, Ind.:** While serving with a Marine infantry battalion on Saipan on 17 June 1944 when the front lines were attacked by enemy tanks before dawn, Sgt. Simmons led his bazooka section to assist the troops being attacked. With extremely cool courage he brought his men through the darkness over open fields to contact the enemy, although subjected to intense fire all along the route. Soon after engaging the Jap tanks, one of his men was severely wounded. Seeing three enemy tanks approaching simultaneously, Simmons manned the wounded marine's weapon and scored hits on all three vehicles. During this outstanding display of accuracy and speed, he exposed himself continuously to intense enemy machine-gun, 37-mm. and 75-mm. fire. His courageous conduct assisted materially in repulsing the Japs on this occasion.

★ **SPRUANCE, Raymond A., Admiral, USN, Indianapolis, Ind.:** While Commander, 5th Fleet, from January to May 1945, he prepared for and commanded the operations for the capture of Iwo Jima and positions in the Ryukyus, including the covering operations by Pacific Fleet forces in connection therewith. Carrier units of his force penetrated deep into the waters of the enemy homeland and Nansei Shoto, inflicting severe damage upon enemy aircraft, shore installations and shipping. As the officer in

command of the operations for the capture of Iwo Jima and Ryukyu positions, including Okinawa, his forces met and overcame desperate enemy resistance. His outstanding professional ability and sound judgment were extremely valuable factors in the seizing of important military objectives with a minimum loss of lives and material to our forces. His initiative, leadership and fighting spirit assured the success of our operations and prepared the way for further strikes against the enemy.

4 More Medals Awarded To Comdr. McCampbell

Comdr. David McCampbell, USN, Norfolk, Va., the Navy's top air ace and holder of the Congressional Medal of Honor, was awarded a second Navy Cross, a Silver Star Medal, a third Distinguished Flying Cross and an Air Medal for his aerial exploits in the Philippines during ceremonies at NAAS Oceana, Va., last month.

His coolness, quick thinking and outstanding leadership resulted in the sinking of a Jap aircraft carrier, a light cruiser and two destroyers, the heavy damaging of a large and a small carrier and two destroyers, and the damaging of a

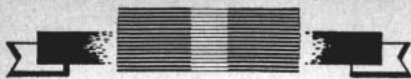


Official U. S. Navy photograph

Comdr. McCampbell receives one of his four new medals from Commodore Gordon Rowe, USN, at Quonset, R. I.

battleship in action off Luzon. His outstanding performance which kept our own losses to a minimum won for him a gold star in lieu of a second Navy Cross.

The Silver Star Medal was awarded for his fighter plane attack in the Central Philippines when he destroyed enemy planes in aerial combat and caused serious damage to a merchant ship. As leader of a fighter sweep in the same area he destroyed three enemy planes in the air and two more on the ground. For this action he won a gold star in lieu of a third Distinguished Flying Cross. He was awarded the Air Medal for meritorious acts as pilot of a carrier-based fighter plane in action against enemy land bases and shipping throughout the Central Pacific from 19 May to 24 Sept. 1944.



DISTINGUISHED SERVICE MEDAL

Gold star in lieu of second award:

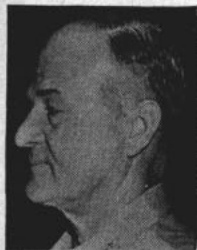
★ **BLANDY, William H. P.**, Rear Admiral, USN, Washington, D. C.: As the commander of an amphibious task group prior to and during the seizure of Peleliu and Angaur and the occupation of Ulithi Atoll from July to September 1944, he was a brilliant organizer, exercising meticulous care and foresight in the formulation of plans for these aggressive missions. He operated his command efficiently and with forceful determination, accomplishing the capture of Angaur on 17 September with minimum loss of life and, within three days, clearing the island of all but a small group of Jap defenders. When a change in strategy made the capture of Ulithi more urgent, Rear Admiral Blandy effectively revised his original plans and, by his outstanding professional skill and distinguished leadership, achieved his objective on 23 September, making available a fleet base of vital importance to the success of future naval operations.



Admiral Blandy

First award:

★ **CALHOUN, William L.**, Vice Admiral, USN, Coronado, Calif.: As Commander Base Force and Commander Service Force, Pacific Fleet, from December 1939 to February 1945, he was charged with logistic support of the Pacific Fleet and naval shore-based establishments in the Pacific Ocean Area. He applied



Admiral Calhoun

keen intelligence and resourceful initiative to the complexities of his assignment and, working with tireless energy, planned and organized a greatly enlarged service of supply which enabled him to provide personnel, provisions, fuel and ammunition for all fleet operations. An extremely able administrator, he also planned the requirements for each proposed new base and, in addition, acted for the Commander in Chief, Pacific Fleet, in supervising matters relating to the maintenance of ships of the fleet. By his keen foresight, decisive judgment and tenacious determination in the fulfillment of an urgent mission, he contributed essentially to the efficiency of combined operations and to the success of our war effort in the Pacific Area.

★ **ROYAL, Forrest B.**, Rear Admiral, USN, Arlington, Va.: As commander of an amphibious task group during

the preparation for and throughout our assault operations against the enemy-held islands of Leyte and Luzon from July 1944 to January 1945, he was a resourceful tactician and brilliant leader. He displayed exceptional ability in organizing and training the forces under his command into a smoothly functioning unit and in formulating plans for the invasions, working tirelessly and with meticulous attention to the most minute details incident to our landing operations. A master of amphibious warfare, deeply imbued with the spirit of combat, he maintained his force at the peak of battle efficiency, contributing immeasurably to the successful accomplishment of the missions assigned to his command, with minimum loss in personnel and material. His outstanding professional skill, daring aggressiveness and valiant devotion to duty throughout were essential factors in the success of our sustained drive toward a fanatic, determined enemy. The award was made prior to Admiral Royal's death aboard his flagship in June.



Admiral Royal

★ **SIMARD, Cyril T.**, Commodore (then Capt.), USN, La Mesa, Calif.: As commanding officer of NAS, Midway Island, in action against enemy Japanese forces during the period 3-7 June 1942, the forces under his command successfully repulsed repeated enemy aerial attacks and carried out efficiently executed scouting operations in the area of action, thereby contributing materially to the decisive defeat of the enemy in the Battle of Midway.



Commodore Simard



LEGION OF MERIT

Gold star in lieu of second award:

★ **FURLONG, William R.**, Rear Admiral, USN, Washington, D. C.: Commandant of the Navy Yard, Pearl Harbor, 27 Dec. 1941-24 May 1945.
★ **RICHARDSON, Clifford G.**, Capt., USN, Norfolk, Va.: Commander of a transport group, central and southwest Pacific waters, 15 Sept.-23 Oct. 1944.
★ **TUFTS, David A.**, Lt. Comdr., USNR, West Medford, Mass.: CO of the USS *Inch*, 3 July 1944.

WHERE used in the listings of medal winners in this section, dates refer to the day or period of the particular performance for which the award was made and do not necessarily cover the whole period of service in the duty indicated.

First award:

★ **CARTER, Jesse H.**, Capt., USN, Texarkana, Ark.: Commander of a destroyer squadron, and commander, screen of a task group, Iwo Jima, Chichi Jima, Hachijo Jima, and Jap mainland, 10 Feb.-21 March 1945.
★ **CROSSE, Charles W.**, Rear Admiral, USN (Ret), San Francisco, Calif.: Commander, Subordinate Command, Service Force, Pacific Fleet, 2 June 1941-2 Dec. 1944.
★ **GARDNER, Matthias B.**, Rear Admiral, USN, State College, Pa.: CO of a fast carrier, western Pacific.
★ **GREENMAN, William G.**, Capt., USN, Watertown, N. Y.: Head of the advance base planning section, CincPac and CincPoa, 17 Sept. 31 Dec. 1943.
★ **HALL, Norman B.**, Commodore, USCG, Chevy Chase, Md.: Chief of the port security division of the Coast Guard, Washington, D. C., June 1942 to December 1944.
★ **JOHANSEN, John M.**, Lt.(jg), USN, Houston, Tex.: Aboard a warship, Philippines.
★ **MOORE, Frederick T.**, Lt. Comdr., USN, Brighton, Mass.: CO of an air group, Pacific area, 15 March-28 Nov. 1944.
★ **MURPHY, Vincent R.**, Rear Admiral (then Capt.), USN, Norfolk, Va.: War plans officer, staff of CincPoa, 1 April-2 July 1942.
★ **PACE, Leo L.**, Capt., USN, Guide Rock, Neb.: Commander of a submarine division, Pacific war area.
★ **PEAVEY, William B.**, Lt., USNR, Southold, N. Y.: CO of the USS *SC 690*, Anzio, 15 Feb. 1944.
★ **PERRY, John**, Capt., USN, Greenville, S. C.: CO of the USS *Belleau Wood*, Marianas, Battle of the Philippine Sea.
★ **RICHARDSON, Alvin F.**, Comdr., USN, Ackerman, Miss.: CO of the USS *Gatling*, Palau and Philippine invasions, air strikes against the Philippines and Formosa.
★ **RICHARDSON, Clifford G.**, Capt., USN, Norfolk, Va.: Commander of a transport group, Tinian, 24-28 July 1944.
★ **ROBERTS, Ralph H.**, Capt., USN, Tuscola, Ill.: CO of a warship, Pacific war area, 12 Oct. 1943-3 Jan. 1945.
★ **SALLADA, Harold B.**, Rear Admiral, USN, Cincinnati, Ohio: Commander, support aircraft, Kwajalein Atoll, January and February 1944.
★ **TUFTS, David A.**, Lt. Comdr., USNR, West Medford, Mass.: CO of the USS *Inch*, 11-12 June 1944.



SILVER STAR MEDAL

Gold star in lieu of second award:

★ **BRYANT, James S.**, Lt., USNR, Los Angeles, Calif.: Assistant approach officer in a submarine.
★ **GOSSETT, Roy A.**, CQM, USN, Santa Ana, Calif.: Aboard a submarine, Southwest Pacific Area.
★ **KNOX, Stuart C.**, Lt., (MC) USNR, Los Angeles, Calif.: Landings at Empress Augusta Bay, 1 Nov. 1943.

First award:

★ **ADAMS, Cecil L.**, PhM3c, USNR, Yancey, Ky. (posthumously): 2d Marine Div., Saipan, 19, 25 June 1944.

★ BACHMAN, William R., MoMM2c, USN, Harrisburg, Pa.: Aboard a sub.

★ BESSE, William E., Pfc., USMC, Danville, Ill.: Marine rifle company, Peleliu, 27 Sept. 1944.

★ BURNHAM, Daniel J., PhM3c, USNR, Springfield, Mass.: Eniwetok Atoll, 18 Feb. 1944.

★ CARLISLE, Charles S., BM2c, USNR, New Orleans, La.: Gun captain, USS *Wadsworth*, Bougainville, 1 Nov. 1943.

★ CLEARY, Frederick, PhM2c, USNR, Danvers, Mass. (posthumously): 5th Amphibious Corps, Saipan, 21 June 1944.

★ DAVIS, Clifford M., HA1c, USNR, Stanton, Ala. (posthumously): 1st Marine Div., Peleliu, 1 Oct. 1944.

★ ENSMAN, James F., Pfc., USMC, Toledo, Ohio: Artillery regimental wire team, Saipan, 15 June 1944.

★ FISHER, Lewis S. Jr., PhM3c, USNR, Huntington, W. Va. (posthumously): 1st Marine Div., Peleliu, 22 Sept. 1944.

★ FLANAGAN, Henry J., Lt.(jg), USN, San Diego, Calif. (missing in action): Officer of the desk aboard a sub.

★ FRANK, Howard P., Lt.(jg), USNR, Oberlin, Ohio (posthumously): Aboard ship.

★ GARDNER, Charles L., HA1c, USNR, Louisville, Ky. (posthumously): 2d Marine Div., Saipan, 27 June 1944.

★ GILMAN, John E. Jr., Lt., USNR, New York, N. Y.: Aboard ship.

★ HARDY, Robert J., Comdr. (then Lt. Comdr.), USN, Sea Cliff, N. Y.: CO of destroyer, Palaus, 30 March-1 April 1944; Battle of Philippine Sea; Guam, 20 July 1944.

★ JACOBSEN, Benjamin F., PhM2c., USN, Sacramento, Calif. (posthumously): 3d Marine Div., Guam, 21 July 1944.

★ JOHNSON, Roy H., PhM2c, USN, Hill City, Minn.: Marine infantry battalion, Saipan, 18 June 1944.

★ JONES, Sidney W., CQM, USN, Seattle, Wash. (missing in action): Aboard a submarine.

★ KREISLER, Wilbur J., Pvt., USMC, Irvington, N. J.: Demolition team, Peleliu, 15 Sept. 1944.

★ LOCKLEAR, Melvin L., CCS, USN, Oklahoma City, Okla. (posthumously): USS *LST 531*, England, 28 April 1944.

★ LONGBERRY, James T., HA1c, USNR, Youngstown, Ohio (posthumously): 7th Marines, Peleliu, 17 Sept., 4 Oct. 1944.

★ MINER, John O., Comdr., USN, Kirkwood, Mo.: CO of a destroyer, Pacific, 15 June to 27 Nov. 1944.

★ NELLIGAN, John J., PhM3c, USNR, Williamsett, Mass. (posthumously): Marine battalion, Guam, 28 July 1944.

★ NIZZARDI, William E., PhM3c, USNR, Blissfield, Mich. (posthumously): 4th Marine Div., Saipan and Tinian, 15 June-23 July 1944.

★ PASELER, William T., Lt.(jg), USN, North Bergen, N. J.: Aboard ship.

★ PRAUGHT, Benet A., Corp., USMC, Rogers, Minn.: Marine rifle company, Saipan, 27 June 1944.

★ SIMON, Bernard G., Pfc., USMCR, New York, N. Y.: Marine infantry battalion, Peleliu, 17 Sept. 1944.

★ SOWELL, Don R., PhM2c, USNR, Normangee, Tex. (posthumously): 2d Marine Div., Saipan, 18 June 1944.

★ SPRY, Philip A., Pfc., USMC, Munith, Mich.: Marine artillery battalion, Saipan, 7 July 1944.

★ STEVENSON, William A., Comdr., USN, Eugene, Ore.: CO of a submarine.

★ THORNBURG, Harold B., Lt., (MC) USN, Rochester, Ind. (posthumously): Observer in a torpedo plane, Halmahera, 21 Sept. 1944.

★ TISDALE, Ryland D., Comdr., USN (Ret), Sherman Oaks, Calif. (posthumously): Corregidor, 1 May 1942.

★ VERKULLEN, Ronald W., PhM2c, USN, Stanley, Wis. (posthumously): 2d Marine Div., Saipan, 28 June 1944.



DISTINGUISHED FLYING CROSS

Gold star in lieu of second award:

★ DRIESSEN, William F., Lt.(jg), USNR, St. Charles, Ill.: Torpedo bomber pilot.

First award:

★ BOGERT, Robert W., AMM3c, USN, East Rutherford, N. J. (missing in action): Turret gunner, torpedo plane, Sibuyan area, Battle for Leyte Gulf.

★ ERICKSON, Lyle A., Ens., USNR, Salt Lake City, Utah (posthumously): Fighter pilot, USS *Princeton*, Philippines, 21 Sept. 1944.

★ FOSHEE, Joseph L., AMM2c, USNR, Lufkin, Tex.: Gunner of a carrier-based torpedo plane.

★ GORDON, Glen E., Ens., USNR, McCracken, Kans. (missing in action): Fighter pilot, Camranh Bay, 12 Jan. 1945.

★ HORNBEAK, Leslie S., Ens., USNR, Springfield, Mo. (missing in action): Bomber pilot, USS *Enterprise*, Philippines, 18 Oct. 1944.

★ JENNINGS, E. F. Kahle, Lt., USNR, Bristol, Va.: Liberator pilot, Pacific, 26 June 1944.

★ MARTIN, George C., Lt.(jg), USNR, Parkersburg, W. Va. (missing in action): Fighter pilot, Philippines, 14 Nov. 1944.

★ MASTERSON, Robert J., Lt.(jg), USNR, Rochester, N. Y.: Pilot, Southwest Pacific Area.

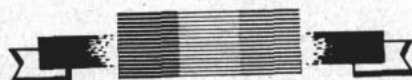
★ MCCARTHY, James P., Lt.(jg), USNR, Chicago, Ill.: Pilot, Philippines, 24 Oct. 1944.

★ REDMON, Clarence Jr., Lt.(jg), USNR, Marshall, N. C.: Navigator, bombardier of a patrol plane, Solomons, Bismarck Archipelago area.

★ RISING, William S. 3d, Lt.(jg), USNR, Brooklyn, N. Y.: Divebomber pilot, Luzon, 5 Nov. 1944.

★ ROCKEFELLER, Frederic L., 1st Lt., USMCR, Greenwich, Conn.: Pilot, Philippines.

★ SOUTHARD, Paul E. Jr., Lt.(jg), USNR, Fairfield, Conn. (missing in action): Torpedo bomber pilot, USS *Essex*, Battle for Leyte Gulf.



NAVY AND MARINE CORPS MEDAL

First award:

★ ANTHONOPOULAS, Norman J. H., Corp., USMC, St. Louis, Mo.: Marine infantry btn., Saipan, 23 June 1944.

★ BENTON, DeWitt S. Jr., QM2c, USN, Monroe, La.: Aboard USS *LCT 125*, Salerno.

★ BRAUN, Alois J., PhM3c, USNR, Milwaukee, Wis. (posthumously): Pearl Harbor, 21 May 1944.

★ BREWER, Charles E., CMM, USN, Danielsville, Ga. (posthumously): USS *Corry*, Normandy invasion.

★ CLARK, Reese C., GM1c, USN, Peru, Ind.: Marianas Islands, 19 June 1944.

★ CREGGER, James L., SF1c, USN, Sattville, Va.: USS *Kimberly*, 19 June 1943.

★ CUMBY, Carl E., BM2c, USN, Atlanta, Ga.: USS *LCI(L) 209*, 26 Jan. 1944.

★ ESCHELMAN, Walter G., BM1c, USN, Leechburg, Pa. (posthumously): USS *Leary*, Atlantic area, 24 Dec. 1943.

★ GABB, Henry J. Jr., S1c, USNR, Oshkosh, Wis.: Philippines, 24 Oct. 1944.

★ GREEN, Theodore R., Ens. (then PhM2c), USNR, Fresno, Calif.: LST, Vella Lavella, 1 Oct. 1943.

★ JOHNSTON, Donald L., AOM2c, USNR, Denver, Colo.: Philippines.

★ JONES, William L., PhM2c, USNR, Bakersfield, Calif.: LST, Vella Lavella, 1 Oct. 1943.

★ LANE, Tyras G. Jr., SM2c, USNR, Corbin, Ky.: DE, Atlantic area, 18 Oct. 1944.

★ MARCOUX, Albert T., MoMM3c, USNR, Bridgeport, Conn.: DE, Atlantic area, 18 Oct. 1944.

★ MATHISEN, Gilbert N., PhM2c, USNR, Milltown, N. J. (posthumously): Pearl Harbor, 21 May 1944.

★ MEIKLE, Robert A., AMM1c, USN, Pismo Beach, Calif.: NAAF, Charlestown, R. I., 16 Feb. 1944.

★ ROBBINS, Harry E. Jr., PhM3c, USN, New City, N. Y. (posthumously): 2d Marine Div., Saipan, 15 June 1944.

★ ROGGE, Richard A., CGM, USNR, Madison, Wis.: Narragansett Bay, R. I., 2 Jan. 1945.

★ ROZZANO, Samuel F., PhM3c, USNR, Syracuse, N. Y.: LST *496*, Normandy.

★ SABELLO, Cyril A., S1c, USNR, Guttenberg, N. J. (posthumously): PT *353*, New Britain, 27 March 1944.

★ SACK, Joseph F., PhM3c, USN, Leechburg, Pa.: LST *496*, Normandy invasion.

★ SCHULER, Edwin F., Lt., USNR, Floral Park, N. Y. (posthumously): USS *Eversole*, Battle for Leyte Gulf.

★ SCHULTZ, Joseph I., PhM3c, USN, Huntington, W. Va.: LST *496*, Normandy invasion.

★ SENTER, Sidney, Pharm., USNR, Los Angeles, Calif.: LCI(L) *32*, Anzio-Nettuno, 26 Jan. 1944.

★ SIMPSON, Richard C., Lt., USNR, Los Angeles, Calif.: PT *163* and *168*, New Guinea, 17 May 1944.

★ STITT, Mason L., Ens., USN, Corpus Christi, Tex.: Kwajalein, Sept. 1944.



BRONZE STAR MEDAL

Gold star in lieu of fourth award:

★ DYER, Walter L., Capt., USN, Rumford, Maine: In command of a group of destroyers, Leyte, 1-2 Dec. 1944.

Gold star in lieu of second award:

★ SOUTH, Jerry C., Comdr., USN, Norfolk, Va.: Chief of staff to the commander of a gunfire support group, invasion of southern France.

BRONZE STAR MEDAL cont.**First award:**

★ ALLEN, Charles, Capt., USN, Bethlehem, Pa.: Commander of a transport division, Saipan, June 1944.

★ AMICO, Guy J., Pfc., USMC, Chicago, Ill.: Marine infantry battalion, Saipan, 1 July 1944.

★ BONTEMPO, Emil L., SC3c, USNR, Summit, N. J.: USS *LCT 452*, invasion of southern France.

★ BOWERS, Thomas K., Comdr., USN, Annapolis, Md.: Gunnery officer aboard warship, Battle of Surigao Strait.

★ CABLE, Clinton G., CBM, USN, Tacoma, Wash.: Crew member of a vessel, Southwest Pacific Area.

★ CARROLL, Frank M., Lt., USNR, Chicago, Ill.: Service in the ETO, 1 May-15 July 1944.

★ CARTWRIGHT, Philip W., Lt., USNR, Palo Alto, Calif.: In charge of mail liaison, CincPac, September 1942 to May 1945.

★ CHRISTENSON, Robert V., SF1c, USNR, St. Paul, Minn. (posthumously): Member of an underwater demolition unit, Guam, 14 June 1944.

★ CLOWER, John W., Sgt., USMC, Godfrey, Ill.: Chief of a survey team of an artillery battalion, Guam, 21 July, 12 Aug. 1944.

★ DALE, Clifton K., CEM, USN, Poquonock Bridge, Conn.: Aboard a submarine.

★ DALTON, Thomas W. Jr., Lt.(jg), USNR, Buffalo, N. Y.: Boat captain and section leader of a division of boats in the Southwest Pacific.

★ FLORITA, Frank E., SF3c, USNR, Hartford, Conn. (posthumously): Aboard USS *Princeton*, Battle for Leyte Gulf.

★ GARRETT, Kenneth E., GM3c, USNR, Watsonville, Calif.: Vicinity of Philippine Islands, 24 Oct. 1944.

★ GIBBS, Wallace M., Corp., USMC, New Albany, Ind.: Marine infantry battalion, Peleliu, 15 Sept. 1944.

★ GILLHAM, Ingram B. Jr., PhM1c, USNR, Olla, La.: Landing operations at Empress Augusta Bay, 1 Nov. 1943.

★ GUEST, Fredrick H., CBM, USN, Norfolk, Va.: Aboard USS *LST 171*, Leyte, 20 Oct. 1944.

★ HARGAN, Lester D., Lt.(jg), USNR, Ann Arbor, Mich.: CO of the Armed Guard aboard the SS *Adoniram Judson*, Philippines, 22-31 Oct. 1944.

★ HICKEY, Edward J. Jr., Lt. Comdr., USNR, Bethesda, Md.: Member of the staff of the Commander, 7th Amphibious Force, Pacific Area, July 1943-February 1945.

★ HICKMAN, Norman G., Lt., USNR, New York, N. Y.: CO of a PT boat in the Elba landing.

★ HOLLINGSWORTH, J. C. L., 1st Lt., USMC, Franklin, Ohio: Platoon leader of an assault company of infantry, Peleliu, 15 Sept.-10 Oct. 1944.

★ HOUSE, Charles F., Capt., (SC) USN, Newtonville, Mass.: Supply officer on staff of the commander of a service squadron, October 1942 to December 1944.

★ JONES, Sidney W., CQM, USN, Seattle, Wash. (missing in action): Crew member of a submarine.

★ KENNEDY, Francis W., PhM2c, USNR, Danville, Ill.: Marine battalion, Empress Augusta Bay area, 13 Nov. 1943.

★ MACIDYN, Frank J., BM2c, USN,



Hoist (NTC, San Diego)

"If you forget our anniversary again, I'll get a 48-hour pass and go home to mother!"

New York, N. Y. (posthumously): Gun captain of an AA battery.

★ MALEY, Paul L., CRM, USN, Redlands, Calif.: Crew member of a sub.

★ MARTIN, John J., Lt., USNR, Hamden, Conn.: Diving officer of a sub.

★ MCCORNOCK, Samuel A., Comdr., USN, Iron River, Mich.: CO of the USS *Reid*, Biak, 2 June 1944.

★ MCEWEN, Glenn O., CCM, USNR, Spokane, Wash.: Member of the 40th CB, Admiralty Islands.

★ MOSSMAN, Clifford W., SM1c, USNR, Philmont, N. Y. (posthumously): Aboard USS *LCI(G) 365*, Guam, 21 July 1944.

★ MURPHY, Vincent R., Rear Admiral, USN, Norfolk, Va.: CO of the USS *Alabama*.

★ NICHTER, George A., HA1c, USNR, Brooklyn, N. Y. (posthumously): Marine division, Saipan and Tinian, 15 June-9 July, 24 July-1 Aug. 1944.

★ PETERSON, Abbot, Comdr., (ChC) USNR, Berkeley, Calif.: Aboard the USS *Birmingham*, 24 Oct. 1944.

★ PHARES, Jesse L., Capt. (then Comdr.), USN, Chevy Chase, Md.: Executive officer of the USS *Augusta*, Normandy invasion.

★ PIRIE, Robert B., Capt., USN, Coronado, Calif.: Chief of staff and operations officer for commander of an air support group, Marianas, 14 June-1 Aug. 1944.

★ PROCTOR, Westley J., CPhM, USN, Corpus Christi, Tex.: Landings on Empress Augusta Bay, 1 Nov. 1943.

★ RATZA, Leon V., Corp., USMC, Milington, Mich.: Squad leader, Saipan, 24 June 1944.

★ REINHEIMER, Harold R., PhM2c, USNR, Chicago, Ill. (posthumously): Co. B, 1st Btn., 29th Marines, Saipan, 18 June 1944.

★ REYNOLDS, Earl R., Ptr3c, USNR, Pittsburgh, Pa. (posthumously): Aboard USS *Princeton*, Battle for Leyte Gulf.

★ RICHARDSON, Alvin F., Comdr., USN, Ackerman, Miss.: CO of the USS *Gatling*, Battle for Leyte Gulf.

★ ROBINSON, James W., PhM2c, USNR, Tulsa, Okla. (posthumously): Marine artillery battalion, Saipan, 20-21 June 1944.

★ RUNDELL, Harry L., PhM2c, USN,

Flint, Mich.: Marine rifle company, Cape Torokina area, 19 Nov. 1943.

★ SAXTON, William A. Jr., AM3c, USN, Philadelphia, Pa. (posthumously): Aboard USS *Princeton*, Battle for Leyte Gulf.

★ SIMPSON, William M., Lt., USNR, Winston-Salem, N. C.: Controlling spotter of USS *Phoenix*, Battle of Surigao Strait.

★ SMITH, Alvah P., EM1c, USNR, Bay St. Louis, Miss.: Crew member aboard a submarine.

★ STRONG, Hope Jr., Lt., USN, Winter Park, Fla.: Gunnery officer of a close-in fire-support ship, Tinian, 24 July 1944.

★ SUNDERLIN, Rollo C., CMM, USN, Boston, Mass.: Aboard ship, Southwest Pacific Area.

★ TENNANT, John R., Lt. (jg), USNR, Madison, Wis.: PT-boat captain in the Southwest Pacific Area.

★ TERRY, James F., Corp., USMC, Danville, Ill.: Marine rifle company, Peleliu, 16, 20 Sept. 1944.

★ THOMAS, Ivor R., Lt., USNR, Hayward, Calif.: Based on an escort carrier, Southwest Pacific Area.

★ THOMSON, Lowell D., PhM2c, USNR, Riverton, Utah: Aboard an aircraft carrier, Philippines, 24 Oct. 1944.

★ TIPTON, James H., PhM2c, USNR, Ripon, Calif.: Marine battalion, Empress Augusta Bay area, 13 Nov. 1943.

★ TODD, Donald F., HA1c, USNR, Chester, Ill. (posthumously): Hospital corpsman, beach evacuation unit, Tinian, 24 July 1944.

★ TOWNSEND, Marshall O., SoM1c, USCG, Fresno, Calif.: Sound operator aboard a warship.

★ TUCKER, Frank A., Cox., USCGR, Taunton, Mass.: Coxswain of a landing boat, Kwajalein, Guam, Peleliu, Leyte, 31 Jan.-20 Oct. 1944.

★ VAUGHN, Vie J., Ens., USNR, Niantic, Conn.: CEM aboard a submarine.

★ VERNON, Albert B., Lt. (jg), USCGR, Philadelphia, Pa.: CO of a Coast Guard cutter, invasion of Normandy.

★ WADELICH, Keith E., QM1c, USN, Jackson, Mich.: Helmsman aboard a submarine.

★ WALLACE, Joseph C., PhM3c, USN, Seattle, Wash.: Aircraft carrier, Philippines, 24 Oct. 1944.

★ WAYMAN, Keith, CPhM, USN, Albany, Mo.: Attached to the 3d Marine Division, Bougainville and Guam campaigns.

★ WEBB, Donald R., HA1c, USNR, Birmingham, Mich. (posthumously): Hospital corpsman, beach evacuation unit, Tinian, 24 July 1944.

★ WEEKLY, Leland S., CTM, USN, Lynwood, Calif. (missing in action): CTM in charge of the forward torpedo room aboard a submarine.

★ WEIDNER, Albert G., SF2c, USNR, Maywood, Ill. (posthumously): Saipan invasion, 14 June 1944.

★ WHITE, James M., GM1c, USN, Springhill, La. (missing in action): Gun captain aboard a submarine.

★ WHITNEY, John P., Capt., USN, Cedartown, Ga.: CO of a ship, 14 June-4 Aug. 1944.

★ WILLIAMS, Billy D., HA1c, USNR, Baton Rouge, La. (posthumously): Beach evacuation unit, 4th Marine Div., Tinian, 24 July 1944.

★ WOOD, Bernard B., Ens., USCG, East Boston, Mass.: CO of a Coast Guard cutter, invasion of Normandy.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

Navy Considering 'Service Age' Plan As Basis for Releasing Older Men

The Navy is considering a computed service age formula for use in determining the eligibility for release to inactive duty or separation from the Navy of older personnel whose services are no longer required.

The formula would be in no way a demobilization measure, since the personnel strength of the Navy will not be reduced below the authorized maximum of 3,389,000, which was reached on 30 June 1945. Because it is not a demobilization measure it gives no weight to certain factors, such as dependency and combat service, which might be a part of a demobilization formula.

The purpose of the new release policy would be to increase the over-all efficiency of the fighting forces by releasing older men and men not fully qualified for general duty, thereby permitting the Navy, through Selective Service and voluntary enlistments, to increase the number of younger men who will be trained and fully qualified to meet the future needs of the fleet.

The following is a description of details of the release formula now under consideration.

Under the provisions of the formula, the Navy will, upon individual application, release to inactive duty or accept the resignation of certain Reserve officers and will release certain enlisted personnel who are of requisite computed service age.

Service-Age Formula

The service age of officers and enlisted personnel will be computed by allowing one year for each year of age figured to the nearest birthday and one year for each four months of active



Wheel Watch (NAS, Cape May, N. J.)

"This is Cape May all right, but there's no man o' war by that name tied up here."

AUGUST 1945

duty in the Navy since 1 Sept. 1939.

The minimum computed service age required for release, resignation or discharge varies for different categories of the service as follows:

	Minimum Computed Service Age
Reserve line officers.....	53
Enlisted reservists	53
U. S. Navy inductees.....	53
Enlisted Regulars serving during the war under expired enlistments.....	53
Reserve officers of the Sup- ply Corps	55
Reserve officers of the Civil Engineers Corps	57

Higher minimum computed service age requirements are established for officers of the Supply Corps and the Civil Engineers Corps since there are fewer officers of these corps than of the Line whose services can be spared.

The minimum computed ages are subject to future change in the light of experience.

Reserve officers of the Medical Corps, Dental and Chaplain Corps are not eligible for inclusion under the terms of the formula because of existing personnel shortages in these corps. Should personnel shortages be overcome, the formula will be applicable to them.

The formula will not apply to officers of the Regular Navy (except temporary officers whose permanent status is that of enlisted men and who are serving under expired enlistments), to enlisted personnel of the Regular Navy (except those serving under expired enlistments), to retired enlisted personnel on active duty, or to fleet reservists other than those assigned to Class F-2, USNR, upon termination of their enlistment in the Regular Navy.

30,600 Eligible

It is estimated that by December 1945, approximately 10,000 commissioned and warrant officers of the Line, 600 commissioned and warrant officers of the Supply Corps, and 1,000 commissioned and warrant officers of the Civil Engineer Corps, would be eligible under the formula to apply for release or to resign.

Estimated enlisted personnel eligible under the formula to apply for discharge by December 1945 would total approximately 19,000.

Requirements of the formula have been designed to permit the return to civil life of officers and enlisted personnel whose services can best be dis-

pensed with. The formula takes into consideration only the two basic elements, age and length of service, because additional considerations such as length of service outside the country or in combat areas cannot be applied without making eligible for release personnel whom the Navy cannot afford to lose at the present time, without diminishing operational efficiency. While fairness to the individual was considered a basic requirement to be met insofar as possible in drawing up the formula, the needs of the naval service were and will remain the prime consideration.

Exceptions to Formula

While the formula would establish the basic conditions which naval personnel must meet in order to be eligible for return to civil life, certain exceptions to the application of the formula are provided for as follows:

Where it is impossible to furnish a fully trained relief for an officer who applies for release or submits his resignation under the terms of the formula, a period not to exceed 90 days will be allowed for in-service training of his relief following reporting for duty.

Where an officer applying for release or submitting his resignation under the terms of the formula has such unique qualifications that it does not appear possible to furnish a reasonable suitable relief, and where his commanding officer can establish a condition of military necessity as distinguished from convenience, his case will be reviewed and finally decided by the Navy Department.

Enlisted personnel 42 years of age or older will continue to be eligible for discharge under conditions heretofore in effect.

Enlisted Men's Allowance For Clothing Is Raised

A \$3 increase in the quarterly clothing allowance became effective 1 July for all enlisted men except CPOs, cooks, stewards, and band members, who receive a \$1.25 increase (Alnav 155-45; NDB, 15 July, 45-786).

Under Executive Order 9583, enlisted men who formerly received \$9 each quarter will get \$12 and those who received \$18.75 (CPOs, cooks, stewards and band members) will get \$20.00.

The order, which modified Executive Order 9356 (Appendix A, BuSandA Manual), also provides a decrease of \$2.20 in the initial clothing allowance paid enlisted men and an increase of \$2.20 in the clothing allowance paid men advanced to CPO, cook and steward and men (except CPOs) upon first assignment to duty as band members.

Navy to Pay Travel Expense For Enlisted Rehabilitation Leave

Enlisted personnel returning from overseas for rehabilitation leave prior to reassignment by ComWesSeaFron or SuborComSerLant will travel at Government expense under new regulations announced last month by BuPers (Pers-6303-nu-9, 2 July 1945).

Pending further assignment, such personnel will be ordered to temporary duty at a number of designated recruiting and receiving activities nearest their place of leave at Government expense with the privilege of delaying en route for all leave, plus travel time, to which they are entitled under current directives. During that period they will draw full pay and rations.

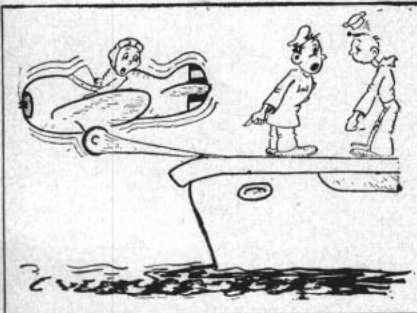
Prior to the issuance of the new regulations, personnel returning from overseas for reassignment were granted rehabilitation leave with authority to report at their own expense, not subject to reimbursement, at various locations throughout the country for further assignment.

The new provisions will benefit approximately 25,000 men per month. The provisions of the directive are not retroactive nor will they apply to men going on leave from ships entering coast ports who remain assigned to those ships for duty.

The following is the list of naval activities to which a man may report upon completion of leave:

Receiving Stations: Boston, Mass.; New York, N. Y.; Philadelphia, Pa.; Washington, D. C.; Norfolk, Va.; Charleston, S. C.; Galveston, Tex.; Camp Elliott, San Diego, Calif.; San Pedro, Calif.; Seattle, Wash.; Naval Reserve Armory, Chicago, Ill.

Navy Recruiting Stations: Buffalo, N. Y.; Detroit, Mich.; Columbus, Ohio; Raleigh, N. C.; Birmingham, Ala.; Nashville, Tenn.; Minneapolis, Minn.; Des Moines, Iowa; St. Louis, Mo.; Omaha, Neb.; Kansas City, Mo.; Little Rock, Ark.; Oklahoma City, Okla.; Dallas, Tex.; Denver, Colo.; Santa Fe, N. M.; Helena, Mont.; Salt Lake City, Utah; Phoenix, Ariz.; Boise, Idaho; El Paso, Tex.; Atlanta, Ga.; Cleveland, Ohio; Cincinnati, Ohio; Indianapolis, Ind.; Pittsburgh, Pa.; Macon, Ga.; Jackson, Miss.; Columbia, S. C.; Huntington, Va.; Louisville, Ky.



Bluejacket (NATTC, Memphis)

"All right, who's the wise guy who left his gum on the deck?"

Personnel may also report to: Personnel and Training Command, Naval Repair Base, New Orleans, La. and the Training and Distribution Center, Shoemaker, Calif.

Specialist Rates To Be Curtailed

A curtailment of specialist ratings is indicated by BuPers Circ. Ltr. 214-45 (NDB, 31 July, 1945) which states that as a general policy BuPers will look with disfavor upon requests for increase in allowance of specialist billets and upon requests for changes from general service ratings to specialist ratings.

Specialist ratings were established to facilitate the rapid expansion of the Navy at the beginning of the war and to enable the Navy to earmark civilian trained specialists for their specialty while serving in the Navy. As the need for specialists is no longer critical and as no provision is being made for them in the postwar Navy, their numerical increase will be restricted.

In order that the specialist (E) rating may initially be implemented, temporary exception is being made in this case by BuPers. (For details on Sp(E) see page 79.)

Advancement to PO3c Now Takes 7 Months' Combined Service as S1c and S2c

A further tightening of rules for advancement of enlisted personnel to pay grade 4 (PO3c) has been put into effect by Alnav 163-45 (NDB, 31 July) which was issued on 17 July, effective upon receipt.

Under this revision of the basic promotional directive (BuPers Circ. Ltr. 297-44; NDB, July-Dec. 44-1145), personnel are now required to spend seven months in pay grades 5 and 6 combined (S1c and S2c) before being eligible for advancement to PO3c.

Eyeglasses Now Obtainable At Six Additional Places

Six new dispensing points for free optical service for Navy, Marine Corps and Coast Guard personnel (see ALL HANDS, March 1945, p. 75) have been announced by the Navy (NDB, 15 July, 45-803).

The additional places at which personnel on active duty can obtain, entirely at Government expense, new spectacles or lenses or frames as replacements for damage or loss in performance of duty, are:

- NT&DC, Camp Peary, Williamsburg, Va.
- Naval Hospital, NOB, Norfolk, Va.
- NT&DC, Camp Elliott, San Diego, Calif.
- Naval Hospital, Corona, Calif.
- RecSta, NOB, Terminal Island, (San Pedro), Calif.
- Naval Hospital, Corvallis, Ore.

Men Outside U. S. for 24 Months Are Eligible for 30 Days Leave in States

Between 8,000 and 12,000 officers and enlisted men per month who have had long tours of duty overseas or afloat are made eligible for Stateside leave under provisions of Alnav 160-45 (NDB, 31 July) announced by SecNav on 16 July 1945 to all ships and stations.

Under provisions of the directive officers and men who have not been in the United States for 24 months may be granted leave of 30 days in the States, provided the total absent from the ship or station at any one time on account of furlough does not exceed 5% of the personnel on board.

Discretion to grant the leave, plus travel time, is left to the CO. Reliefs or replacements will not be furnished. Ships or stations will be required to operate with up to 5% reduction.

CBs to Get Equal Chance For Shore Duty in U. S.

CB enlisted personnel returning from overseas for reassignment will be considered for shore duty in the U. S. under the same conditions as other enlisted men, under BuPers letter of 4 July 1945 (Pers-6-ES-4).

When CB personnel report to NCTC, Camp Endicott, Davisville, R. I., the NCBRD, Camp Parks, Shoemaker, Calif., and the ABRB, Port Hueneme, Calif., from rehabilitation leave for reassignment, those activities will nominate those meeting the shore-duty requirements which are prescribed. Requirements for nomination, prescribed by ComWesSeaFron and SuborComServLant, will conform with shore-duty requirements for general service ratings.

When shore billets are not available to cover all men so nominated, they will be reassigned to construction battalions being formed at the command from which they were nominated.

CB personnel transferred to shore duty under the directive will retain their CB designator if they hold a CB rating and are not a general-service rating assigned to construction battalions.

Shore Duty Ratio Set At 90% from Pacific And 10% from Atlantic

Ninety percent of the enlisted personnel to be assigned shore duty in the States after service afloat or overseas are to come from the Pacific area and 10% from the Atlantic area, under provisions contained in a letter dated 4 June 1945 from the Chief of Naval Personnel to continental commands (Pers-6 NCD-1 P16-3/MM). Personnel returning from the Pacific will be assigned shore duty by ComWesSeaFron and ComFair, West Coast, and those from the Atlantic by SuborComServLant and ComAirLant.

Navy Relief Society Lent Over 4 Million in 1944; Typical Cases Listed

Loans totaling \$4,309,437 and gratuities totaling \$881,511 were distributed by the Navy Relief Society in 1944, according to a recent report by the executive vice president, Vice Admiral R. M. Brainard, USN (Ret).

The society, now in its 42d year, gives assistance in a multitude of situations to officer and enlisted personnel of the naval service, and their dependents and to dependent widows, minor orphan children and dependent mothers of deceased personnel.

Typical situations in which aid may be given:

- Where a man has lost his life and the widow, minor children or truly dependent parent needs assistance pending the receipt of government benefits; or to provide a widow with transportation to her family, or to complete a course of vocational training, if she would otherwise have insufficient funds for basic needs.

- In the case of a wife of a man reported missing with no family allowance or allotment being paid, pending the receipt of such payments.

- When hospitalization is required for acute illnesses by dependents in areas where naval facilities for such care are not available, assistance may be given by helping the serviceman or his dependents to pay for such service at ward or minimum rates. The society is unable to finance cases involving chronic illness or situations which would involve long term commitments. When hospital ward accommodations which include the services of a hospital doctor are not available, and when services of Navy medical officers are not available, the society may assist in paying part or all of a private doctor's fee.

- Funeral expenses for dependents.
- Catastrophes involving distress of dependents for basic living essentials.

- Travel in special cases (critical illness, death of wife or child, etc.).

- Travel and subsistence to finance leave of a man returned from overseas, upon recommendation of the man's CO stating that the man's funds are inadequate due to valid causes beyond the man's control.

The more common types of requests for assistance for which the funds of the Society are NOT available are:

- To assist in maintaining a standard of living incommensurate with the pay and allowance of the man.

- To pay emergency expenses which the family is able to meet itself.

- To provide emergency maternity and infant care in cases where such services are available under the program of the Children's Bureau of the Department of Labor.

- To finance business ventures or to purchase non-essentials.

- To finance leave or liberty (except under unusual circumstances).

- To pay taxes or interest.

- To pay debts created for non-essentials, or debts contracted prior to the man's entry into the service.

AN OPEN LETTER TO RESERVE OFFICERS

TO NAVAL RESERVE OFFICERS:

This letter is about your opportunity to transfer to the Regular Navy.

I should like to explain here the full details of how a USNR officer could become a USN and what kind of career he would have before him. The details, however, depend upon future legislation. Congress has recessed until autumn, making enactment of the necessary new laws before that time impossible.

Meanwhile, I want Reserve officers to know as much about our plans as we can state with assurance. Here are three fundamentals:

- The Navy's need for officers after the war is governed by the size of the Fleet which we must keep to defend the United States and to discharge our international agreements.

- We know now that the Navy will need after the war more USN officers than it has—perhaps 30,000 more.

- The best source of more officers is the Navy itself, particularly Reserve and temporary officers now on duty.

What will the Navy offer these officers who transfer to the Regular service? We expect to offer you:

- Transfer to the Regular Navy in a manner which will place you on an equal footing with USN officers of about the same age and of the same length of service in rank.

- A professional naval education which will be the best in the world.

- An equal opportunity in promotions and assignments.

These are the objectives which we have set ourselves and I for one am determined that the detailed plan, when it is completed, shall embody them.

The Navy wants young officers, particularly young line officers with



Secretary Forrestal

experience at sea. Fortunately, the younger an officer is, the more the Navy has to offer him in terms of comparable pay, promotion and, eventually, retirement benefits.

Transfers will be subject to standards of age, past performance, physical fitness, rank, etc. These standards will be announced in ALL HANDS as they become definite.

But the most important qualification of all is *the will to serve*. Peace without power is an empty dream. The United States Navy will be one of the great elements of the power which insures the peace of the world—and the freedom of our own nation. The officers and men who volunteer to serve in the Navy after the war, therefore, have a high mission to which any American can dedicate his life with honor and satisfaction.

Sincerely,
—JAMES FORRESTAL

- To dependents of men convicted of serious military offenses.

Financial assistance may be in the form of a loan, without interest; an outright gift, or a combination of the two, depending upon a consideration of all the pertinent facts and circumstances in a given case.

The society's work is carried on by headquarters, 2118 Massachusetts Ave., N. W., Washington 25, D. C., and by auxiliaries at the principal naval stations in the naval districts. Requests for assistance, except those from Coast Guard personnel and their dependents, should be directed to headquarters if there is no auxiliary or branch in the immediate vicinity of the applicant. Only exceptions are applicants in the 9th Naval District who should address their requests to the Great Lakes Auxiliary, Navy Relief Society, U. S. Naval Training Center, Great Lakes, Ill.

Requests by Coast Guard personnel or their dependents for assistance should be directed to Coast Guard Welfare, Coast Guard Headquarters, Washington 25, D. C., if there is no representative of Coast Guard Welfare in the immediate vicinity of the applicant. Coast Guard personnel or their dependents who apply to an auxiliary will be assisted provided there is no Coast Guard representative in their vicinity.

Applications to Headquarters, Navy Relief Society; to Coast Guard Welfare or to the Great Lakes Auxiliary, should be forwarded through the American Red Cross if the need is immediate and urgent. Applications for assistance should include the full name, rate and service number of the serviceman as well as the name of the station to which he is attached.

Navy Relief Society is not a government agency and is supported entirely by voluntary contributions.

Censorship of Private Communications Being Relaxed Somewhat, Navy Announces

Now it can be told. That is . . . up to a certain point.

Navy censorship of private communications, designed to protect the lives of personnel and to suppress at the source information which may be of value to the enemy, has now been relaxed somewhat. Under certain conditions, personnel may write home and tell something about the actions they have been in and, in some cases, where they are stationed.

Men assigned to surface craft which have taken part in sea battles may relate their personal experiences in the engagements once their CO gives them permission. COs must wait a minimum of 30 days following announcement of the engagement to press and public before granting this permission unless the vessel has been identified by name as having taken part in the engagement in which case the unexpired portion of such time may be waived.

Once the CO has given you the "go ahead" signal you can tell the folks, for instance, how you manned an anti-aircraft gun which stopped two Jap Kamikaze attacks or other details of your personal experiences in that battle.

In the case of surface craft leaving port, COs may set a minimum of 30 days, after which personnel under their command may write home to say they visited that port.

Personnel attached to mobile assault units may relate their personal experiences during the assault phase of an operation once the identity and location of the unit are officially announced. However, disclosure of the location of personnel upon completion of the assault phase is prohibited.

Strictly "hush, hush" is any reference in letters home to the strength and tactical disposition of fleet units, such as mention by name of any other units; discussion or reference to battle damage; information derived from intelligence sources, and narrative descriptions not within the writer's personal experiences.

None of the modifications of the censorship regulations apply to personnel in the submarine service. For their

own security, censorship of their mail must be as strict as in the past.

Shore-based personnel assigned to most Navy-number addresses in the Pacific are permitted to say, in a general way, where they are, but they cannot include military information concerning the exact location or size, activities or employment of the units concerned. They may refer to action on the islands in general terms, mentioning Jap air raids or strafing when such attacks take place, but they may not reveal the number of enemy planes taking part or the number of bombs dropped.

Men on permanent duty on many Pacific islands are permitted to name their location as "somewhere" on these islands even though they do not have a Navy-number address. They may talk about enemy action but they can't be specific as to date, damage, casualties, etc. This regulation effects personnel in the following islands and atolls: Angaur, Abemama, Baker, Canton, Christmas, Eniwetok, Fanning, French Frigate Shoal, Guam, Johnston, Kawajalein, Makin, Majuro, Midway, Palmyra, Peleliu, Saipan, Tarawa, Tinian and Ulithi.

Additionally, CincPoa has authorized the Commander, South Pacific Force, the Commander Forward Area, Central Pacific, and the Commander, North Pacific Force, to authorize certain units under their command, not having a Navy number address, to reveal general location in personal correspondence provided they are of the opinion that such revelation does not constitute a breach of military security.

Foreign-language letters from the Pacific which cannot be translated locally are forwarded for censorship and release to the District Intelligence Officer, (Chief Censor), Navy No. 59, FPO San Francisco.

The forces afloat and Fleet Air Units in the Atlantic areas are still subject to full censorship because their movements are still secret. However, the Commander of the Naval Forces in Europe has done away with the unit censorship of personal mail of shore-based personnel. And at shore bases under the Commander-in-Chief of the Atlantic Fleet, censorship has been reduced to spot-checking of the mail.

Additional modifications of censorship regulations now permit transmittal of personal recordings from or to naval personnel overseas. Recordings from personnel overseas must be censored at the source.

Fleet personnel also may receive personal wire dispatches concerning death, serious illness or accidents, birth notices and other matters of great personal importance. Messages of this type should be addressed to the man's ship, squadron, or unit, and sent in care of the Naval District Commandant nearest the sender or to BUPERS, Navy Department, Washington

25, D. C., for forwarding via Navy communication facilities.

Shore-based personnel abroad may receive personal dispatches via Navy communications when no commercial facilities are available at their bases. Procedure for sending is same as above.

Fleet and overseas shore-based personnel may reply to personal dispatches via Navy communications at the discretion of the CO and when security conditions permit. These messages will be in Class "A" form with the ultimate addressee and the name and rank of the sender in text. Security permitting, they will be in clear, otherwise encrypted. Such messages will be addressed to the Naval District Commandant nearest the addressee. The latter will make final delivery by filing the dispatch with Western Union as a collect message, or by telephone, hand, or mail, if these means are more practicable.

Modifications of censorship regulations mentioned in this article are contained in OpNav Letters: Op-16-B-2, A7-2/QN, Ser. 31316 (NDB, 15 Feb., 45-136); Op-16-B-2, A7-2/QN, Ser. 557716 (NDB, 30 April, 45-422); Op-16-B-2, A7-2/QN, Ser. 1817716 (NDB, 15 July, 45-793); Op-16-B-2, A7-2/QN, Ser. 34116 (NDB, 15 May, 45-486); and Pacific Fleet letters, 9L-45, dated 18 Jan. 1945, and 55L-44, dated 26 Oct. 1944.

Mailing Schedule Changed For All Allotment Checks

A new schedule for mailing all Navy allotment checks was announced last month. The check for July will be mailed on 2 August, the check for August on 3 September and the September check on 4 October. Thereafter checks will be mailed on the fifth of each month. June allotment checks were mailed on 2 July.

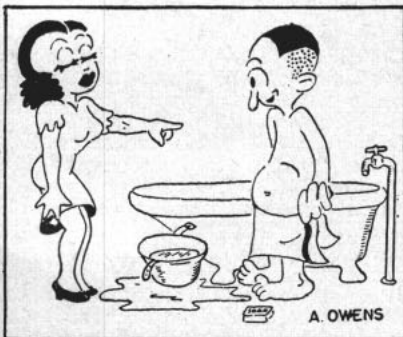
The new schedule was established because of the tremendous volume of monthly payments and to insure continuity of proper payments now and throughout the period following victory over Japan.

Officers Given Chance to Express Duty Preference Upon Arrival in States

Officers reporting to the States after duty overseas or afloat are now interviewed by classification officers with an eye toward reassigning them to available billets which make the best possible use of their experience. The interview is held as soon as they arrive in the States so that they will not be delayed in starting on their leave.

The officers are given an opportunity to express their preference for next duty assignment, and if billets are available they are assigned to the duty of their choice following completion of leave.

The plan is now in effect in the 1st, 3d, 4th, 5th, 7th, 11th, 12th and 13th naval districts. Details were announced in the July 1945 Journal of Officer Classification and Selection.



Saipan Beacon (Island Command, Saipan)
"I don't care how you did it on Saipan, get in the tub!"

Plan Postwar Resumption Of Rhodes Scholarships With Grants Open to Vets

Plans are now being considered for resumption of competition for Rhodes scholarships after the war under revised rules to give men now in military service an opportunity to qualify, according to a letter received by the Navy Department from Dr. Frank Aydelotte, American Secretary to the Rhodes Trustees.

The scholarships, for study at the University of Oxford in England, are made for two years, and may be extended for a third year for candidates whose records and plans for study justify this extension. The stipend is 400 British pounds a year, about \$1,600.

In normal times Rhodes Scholarships are open only to male citizens of the U.S. between the ages of 19 and 25 who are unmarried and have completed at least two years of college work before applying. In order that men who would have been eligible since 1939—when election of Rhodes scholars was suspended for the duration of the war—may have a chance to compete after the war, relaxation of the rules on age and marriage is now under discussion.

In addition, the Rhodes Trustees are considering the question of providing a number of extra scholarships for men who would have been eligible between 1939 and the end of the war against Japan.

The proposed relaxation of rules on age and marriage would also apply to men whose scholarships were interrupted by the war or not yet begun. They will be allowed to resume their scholarships whenever they are free to do so. It is necessary only that these men communicate with the Warden of Rhodes House and make sure that their colleges are ready to receive them.

While postwar rules for Rhodes Scholarship competition have not been finally determined, the selection machinery in the U. S. is being rapidly reorganized. For information, when available, intending candidates may write to their own colleges or universities, or directly to Dr. Aydelotte at the Institute for Advanced Study, Princeton, N. J.

\$1,800 Scholarship Offered By Rensselaer Polytechnic

A four-year tuition scholarship, amounting to \$1,800, is being offered by Rensselaer Polytechnic Institute at Troy, N. Y., to the son of an officer, petty officer or non-commissioned officer on the active or retired list of the Navy or Marine Corps, of deceased personnel in those categories, or of a naval reserve officer on active duty.

For the first time since the war began, it will be possible for a man on active duty in the Navy or Marine Corps to accept the scholarship. If he meets the requirements and is selected, the Navy has announced that he will be placed on inactive duty for the period of the scholarship.

AUGUST 1945

Applications must be received in BuPers on or before 1 Oct. 1945 on a form similar to that shown in BuPers Circ. Ltr. 212-45 (NDB, 31 July, 1945).

The successful applicant will enter the Institute in November 1945.

Non-Rated Torpedomen Get Chance to Qualify For Other Navy Rates

Because of an excess of rated torpedomen, COs have been authorized to remove the (TM) designator from the rating of non-rated men who graduated from Class "A" Torpedomen Schools. This will make it possible for these men, who are not needed as torpedomen, to strike for other ratings.

Not counting non-rated men who have had this training, BuPers Circ. Ltr. 210-45 (NDB, 31 July) estimates that the Navy at the present time has an excess of 20% of rated torpedomen, due to reduced requirements for torpedomen.

Inflatable Preservers Need Frequent Testing

Because of deterioration in storage, some belt-type life preservers which are inflated by mouth have developed leaks. To insure that serviceable life preservers are furnished personnel, a directive recently issued by BuShips (NDB, 30 June, 45-743) recommends that all such preservers be tested as soon as they are received on board by inflating them by mouth and submerging them in water to detect any leaks. It is also recommended that individuals inflate their preservers at least once a week to make certain that no leaks have developed due to wear. It is not, however, necessary that they may be submerged in water each time.

'All Hands' To Run Navy's 'Picture of the Month'

A new feature, the Navy's "Picture of the Month," will appear regularly in ALL HANDS beginning with this issue (see back inside cover). The pictures will be chosen by Capt. Edward J. Steichen, USNR, world-famed photographer and Director of the Navy Photographic Institute.

Besides appearing as ALL HANDS "Picture of the Month," the winning photographs will be considered for the Navy Photographic Institute awards. These awards will be made annually on Navy Day by the Secretary of the Navy, and the selected photographs will be the basis of Navy exhibitions throughout the world.

First "Picture of the Month," in this issue, was taken on 1 July 1945 by Chief Photographer's Mate A. W. McEleny as a Navy LCI(R) fired its rockets toward Balikpapan beach on Rokeo on D-Day. Chief McEleny, 34, has been in the Navy since 1942, joined Combat Photo Unit No. 7 in August 1944, and has made all landings made by Admiral Barbey's forces since September 1944.

WHAT'S YOUR NAVAL I.Q.?

Small Boats

1. If the landlubber sitting next to you at mess coughed politely and said, "Carvel, clinker and diagonal have something to do with boats but I can't remember what," you would say, "All three are types of _____" (a) propulsion; (b) booms, cranes and davits; (c) construction.

2. The following terms are commonly used with boats. Match the words and and the definitions.

- | | |
|-------------------|---|
| (a) Double-banked | (1) Rings formed of rope. |
| (b) Double-ended | (2) Pins placed in gunwales. |
| (c) Grommets | (3) Propulsion of boat by single oar at stern. |
| (d) Sculling | (4) Two oarsmen on each thwart. |
| (e) Tholepins | (5) Bow and stern approximately same bow shape. |

3. Boats used by the United States Navy are divided into two classes. They are (a) lifeboats, (b) pleasure boats, (c) pulling boats, (d) sailboats, (e) powerboats.

4. The picture below is a typical (a) barge, (b) racing cutter, (c) whaleboat, (d) motor launch.



5. The smallest boat in the Navy is (a) punt, (b) racing cutter, (c) dinghy.

6. The apparatus on a ship used to lower lifeboats is called (a) affidavits, (b) pundits, (c) davits.

7. According to The Bluejackets' Manual, lizards are (a) sections of rope with a thimble fitted at one end, (b) small-boat anchors, (c) oars used on wherries.

8. A square-ended, flat-bottomed boat, intended for painting and general cleaning around the ship's water line, and usually propelled by sculling, would be (a) sea painter, (b) wherry, (c) dinghy, (d) punt.

9. Are a Lundin Boat and a Steward "Deadrise" Boat (a) racing cutters? (b) new types of amphib equipment? or (c) lifeboats?

10. Small boats heard nearing a vessel at anchor at night are hailed by the sentries, or gangway watch, "Boat ahoy!" If the boat were carrying Fleet Admiral King the coxswain should return the hail (a) "Navy," (b) "Fleet," (c) "Cominch."

11. When a ship is at anchor the boats in the water tie up to the ship's (a) coaming, (b) cradle, (c) boom.

12. If your CO told you to lower away handsomely you would let the boat down (a) quickly, with a slight splash, (b) slowly, with care, (c) quickly, with no splash.

13. The long part of an oar, between the blade and the handle, is called the (a) thwart, (b) loom, (c) cuddy.

(Answers on page 70)

BuPers Sets Up Procedure For Detailing Personnel Following Hospitalization

Procedures to be followed in detailing enlisted personnel to duty after release from hospitals in the U. S. have been established by BuPers ltr. dated 27 June 1945 (Pers-6303-VIJ-1 P16-3/MM).

Under the directive, enlisted personnel transferred to the States for hospitalization are to be given their choice of the naval district, river command or naval air training command in which they prefer to serve after release from the hospital, provided they have served at least 18 months at sea or overseas during the 21 months immediately prior to their hospitalization. Those hospitalized as a result of their own misconduct are not eligible for this privilege.

Where limited shore duty is recommended after hospitalization, men are likewise to be transferred to the area of their choice. However, when boards of medical survey recommend assignment to a warmer climate or other locality than that selected by the man, the medical officer is to exercise his own judgment and transfer the man for duty to the area which best fits the patient's case.

Briefly, the directive provides the following:

Personnel hospitalized from continental shore activities, including from district craft, are to be returned to the command and status from which admitted as a patient. Recruits, however, who have not completed their boot training are to be transferred to the nearest training center to complete their recruit instruction.

Personnel hospitalized in the U. S. from forces afloat or shore stations overseas, or via intermediate reporting stations, when qualified for all duties will be handled as follows:

- If their ship is in a continental U. S. port, they will go back to the vessel from which hospitalized.
- If their vessel is not in a U. S. port and if they are hospitalized in the 9th, 11th, 12th, 13th NDs or in hospitals in the 8th ND west of the Mississippi, they will be transferred to the nearest Pacific Coast receiving station for assignment.
- If their vessel is not in a U. S. port and if hospitalized in the 1st, 3rd, 4th, 5th, 6th and 7th ND, Potomac and Severn River Naval Commands, or in hospitals in the 8th ND east of the Mississippi, they will be transferred to the nearest Atlantic or Gulf Coast receiving stations for assignment.

• CBs evacuated to the U. S. from overseas are to be transferred to the nearest of the following activities for reassignment to construction battalions: NCTC, Camp Endicott, Davisville, R. I. or CBRD, Camp Parks, Shoemaker, Calif.

• Musicians brought back to the States for hospitalization are to be transferred after release from the hospital to the receiving station, Navy Yard, Washington, D. C. for refresher training and further assignment.

• CBs transferred to continental shore duty after hospitalization are to keep their CB designators if they hold CB ratings. (For further details on shore duty for CBs, see p. 66.)

Men transferred under the directive are to be handled as follows:

• Assigned to fill vacancies in respective rating-group allowance at activity to which transferred.

• Assigned as reliefs for men in corresponding rating groups who are to be given overseas or sea duty under current shore-duty surveys. (See ALL HANDS, May 1945, p. 71).

• Assigned as reliefs for men who have served a minimum of one year ashore following sea or overseas duty, and who are again due to be shipped out.

Excess personnel resulting from the above assignments are to be given their choice of being assigned to NT& DC, Shoemaker, Calif., for assignment to duty outside the U. S. or to the nearest receiving station for general detail.

All transfers effected under the directive are to be at Government expense, and commands are instructed, whenever possible, to grant leave, prior to transfer, to which the men are entitled under BuPers Circ. Ltr. 28-45 (NDB, 15 Febr., 45-153); ALL HANDS, Mar. 1945, p. 19)—or to grant delay in reporting which is to count as leave.

Men Advised to Remove Registered Trademarks From Goods Sent Home

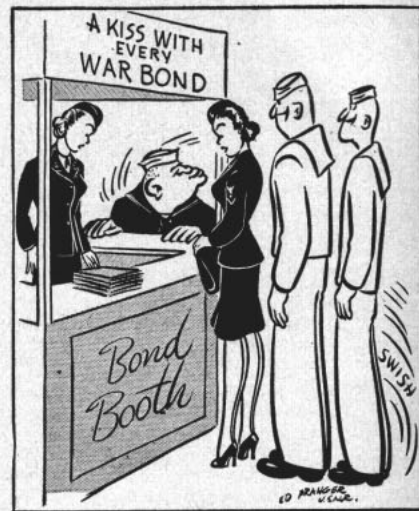
Personnel overseas should not mail to the States any perfume or similar products bearing a registered U. S. trademark, as such merchandise is subject to detention by customs inspectors under provisions of the Tariff Act of 1930. To import such articles, written permission from the owner of the registered trademark is needed.

However, if the registered U. S. trademarks are completely removed from the labels, containers, etc., prior to mailing, the merchandise will not be detained upon arrival in the States insofar as the trademark laws are concerned. Personnel should examine any item which they intend to mail home closely to make certain that "Reg. U. S. Pat. Off." does not appear under the product-name of the merchandise. If so, the trademark should be completely removed.

For details, see BuPers Circ. Ltr. 211-45 (NDB, 31 July 1945).

ANSWERS TO QUIZ ON PAGE 69

1. (c).
2. (a) 4, (b) 5, (c) 1, (d) 3, (e) 2.
3. (c) and (e).
4. (d).
5. (c). It's a nine-foot dinghy.
6. (c).
7. (a).
8. (d).
9. (c).
10. (b).
11. (c).
12. (b).
13. (b).



Hoist (NCTC, San Diego)

Disbursing Officers Pass On Officers' Dependency

A number of naval officers have written to BuPers requesting determination of dependency of their parents for the purpose of receiving increased rental and subsistence allowances despite the fact that BuPers rules only in dependency cases of enlisted personnel.

In calling attention to the provisions of BuSandA Manual, Art. 2142-3(e) (4), BuSandA stated last month that officers who desire determination of dependency should consult their disbursing officers.

Although enlisted men receive increased family allowance for additional dependents, officers with dependents (wife, children, parents) are entitled to only one increase in rental and subsistence allowance (over officers without dependents), regardless of the number of dependents.

School Opened to Teach Naval Courts and Boards

A naval justice school has been established at Port Hueneme, Calif., to train officers in Naval Courts and Boards. The course will consist of two weeks' training and new classes will convene the first and third Mondays of each month.

In announcing the school the Judge Advocate General stated that as many officers as possible, especially COs of small vessels and separate and detached commands, should take the course.

Requests for assignment from all vessels and amphibious training commands may be addressed, via official channels, to Commander, Operational Training Command, Atlantic, or Commander, Operational Training Command, Pacific; from activities in Com 11, 12, 13, 14 and 17 to the Commandant of the 11th ND, and from all others to BuPers. For details see BuPers Circ. Ltr. 191-45 (NDB, 30 June, 45-738).

COs Need BuPers Okay Before Discharging Men On Bad Conduct Charges

COs of all ships and stations have been directed that sentences of dishonorable and bad-conduct discharges under which no confinement is to be served and which are to be effected immediately, are to be carried out only on authority of BuPers. This action, in the interest of protecting the rights of sentenced personnel, is to be effected regardless of the period of service of the enlisted personnel involved.

Enlisted personnel sentenced by general and summary court-martial and serving outside the continental U. S. are to be transferred to a receiving ship or station in the U. S. to await instructions from BuPers. These instructions are to be requested without delay so that undesirable men may not be retained in service any longer than necessary.

The letter requesting authority to effect the discharge shall state to what receiving ship or station the man will be transferred and an information copy of that letter shall be forwarded to the ship or station concerned. Enlisted personnel at shore stations in the continental U. S. shall be retained at those stations pending instructions from BuPers.

BuPers' policy is that convening and reviewing authorities should approve dishonorable and bad-conduct discharges only in cases where the men's records show conclusively that they are not fit for retention in the Navy. Great care and judgment should be exercised in the cases of sentences involving theft.

If a sentence involving the discharge of an enlisted man is remitted, subject to a probationary period, the man's CO need not request authority from BuPers to effect the discharge if the man's conduct during the probationary period does not justify further retention. Under these circumstances the CO may terminate the probationary period and carry out the sentence.

In cases of either dishonorable or bad-conduct discharge pursuant to the



Norfolk Seabag (NTS, Norfolk)

"... and suddenly my memory came back on the 29th day over leave..."

sentence of a general court-martial when confinement is involved, prior instructions from BuPers are not required. (For details see BuPers Circ. Ltr. 181-45: NDB, 30 June, 45-729).

Unauthorized Absentees To Be Sent to Sea

All men involved in unauthorized absenteeism from ships or stations will, after adequate punishment has been administered, be sent to sea, if physically qualified, under a new BuPers directive (Circ. Ltr. 206-45: NDB, 15 July, 45-817).

It will no longer be necessary to return a man to his original ship unless convenient; he may be assigned to any comparable sea duty. From now on no man who absents himself from a shore station will be returned to his original station, since all disciplinary action will be taken by the command to which he surrenders, and upon completion of this action he will be sent to sea.

Commandants and COs have again been instructed to observe carefully the provisions of this directive in order that no absentees escape adequate punishment.

Policies on Musicians Announced by BuPers

Revised policies governing the assembling of Navy bands and orchestras, the transferring and replacing of musicians and the courses available at the Naval Training School (Music), Navy Yard, Washington, D. C., where all such organizations are trained and assembled, were announced by BuPers Circ. Ltr. 200-45 (NDB, 15 July, 45-812). The directive provides:

- Bands and orchestras when transferred from the school are to be assigned unit numbers and are to be kept intact by the activity to which assigned.

- Replacement musicians must be obtained from the school and on BuPers orders.

- Units or individuals may not be transferred to other duty without BuPers approval. They may, however, be made available to BuPers for other duty by reduction in complement, decommissioning of activity, or when individuals are hospitalized and it is impracticable to return them to their former duty.

In general, units will not be replaced before completion of at least two years' foreign or sea duty, following which they will be reorganized and given refresher training. Units which have received training at the Naval Training School (Music) will not be ordered to refresher training within a period of at least two years, unless special circumstances necessitate such training.

For qualified personnel the following courses are available at the school:

- One year course for regular Navy seamen or Mus3c, who have not previously attended the school. Requests for transfer to this course may be submitted to BuPers, via official channels. The application form printed with BuPers Circ. Ltr. 200-45 must accompany each request.

- Two to six months' course for Naval Reserve seamen. This course is filled primarily with recruits, but requests from exceptionally well-qualified men will be considered (see procedure above). Successful completion of this course is one of the requirements for advancement to Mus3c.

- One year course for regular Navy men rated Mus1c, completion of which course is a requirement for advancement to CMus. Requests for transfer may be submitted to BuPers, via official channels.

- Two to four months' refresher course for rated musicians of regular Navy and Naval Reserve. Personnel for this course are ordered in by BuPers as required to assemble new bands and orchestras.

CORRECTION

In the list of ratings published last month from which volunteers are desired for submarine duty, CM was erroneously listed instead of GM. Details may be found in ALL HANDS, July 1945, p. 71.

AFRS SHORTWAVE PROGRAM BROADCASTS

Complete program schedules of the various shortwave stations of the Armed Forces Radio Service will be read on the 1st and 15th of each month during the following periods:

ATLANTIC COAST OPERATION

WCBX	6,170	0505-0515
WOOC	7,820	0505-0515
WCRC	11,826	1105-1115
WBOS	15,210	1105-1115
WBOS	15,210	1731-1800
WCBN	17,830	1731-1800
WLWL-1	15,230	1601-1615
WLWL-2	17,955	1601-1615
WBOS	9,897	2205-2215

PACIFIC COAST OPERATION

Station	Frequency (in kilocycles)	Broadcast Time (GCT)
KROJ	6,105	1005-1015
KWIX	9,855	1005-1015
KGEE	9,550	1005-1015
KROJ	6,105	1045-1100
KGEE	9,550	1045-1100
KGEE	9,550	1405-1415
KGEE	11,730	1705-1715
KROJ	11,740	1705-1715
KROJ	17,770	1930-1945
KROJ	15,190	2045-2100
KROU	17,780	2045-2100
KROU	17,780	2145-2200
KGEX	15,210	2145-2200
KROJ	17,770	0015-0030
KROJ	17,760	0305-0315
KGEX	15,210	0305-0315
KROJ	9,897	0415-0430
KWID	11,870	0415-0430
KNBA	13,050	0605-0615
KNBC	15,150	0605-0615
KNBA	13,050	0715-0730
KNBC	9,700	0715-0730
KROJ	11,740	0715-0730
KRHO	17,800	0315-0330

Rules on Transmission Of Personal Messages Relaxed in Some Areas

Transmission of personal messages (Class E) has been resumed, effective 1 Aug. 1945, for naval personnel at shore bases under the following commands: Commandant, 10th and 15th NDS; ComNavEu and Commandants NOB Rio de Janeiro, NOB Argentina, and NOB Bermuda.

Class E messages are personal messages to or from naval personnel on which no charge is made for transmission over Navy communication circuits. Charges are collected only when commercial systems are involved in the transmission or delivery.

Messages must be filed at a naval communication office in the commands specified for transmission to Radio Washington. If the message is addressed to a person in Chicago or some other U. S. city, the only charge is for the transmission by commercial service from Radio Washington to the city of the addressee. It works the same in reverse for messages being sent to naval personnel stationed in the above commands.

Naval radio stations, located in the commands concerned, which are now in direct communication with Radio Washington are: San Juan, Balboa, Londonderry, Rio de Janeiro, Argentina and Bermuda.

The following are subjects acceptable and not acceptable as messages:

Acceptable: Matters of life and death, serious illness; personal arrangements or important personal business not of a recurrent nature,

and occasional greetings on important personal anniversaries.

Not acceptable: Trivial or frivolous messages; those of unnecessary length; holiday or anniversary greetings other than those specifically permitted above; ordinary congratulatory messages, and frequent or recurrent messages pertaining to the conduct of a commercial venture.

Messages sent to personnel in the above commands by persons in the U. S. should be transmitted by telegraph, mail or filed by hand at the Navy Department Communication Office, Washington, D. C. If filed by telegraph, the telegram should be addressed as in the following example:

Ens. John Paul Jones
U. S. Naval Operating Base,
Navy 100
care Naval Communications
Washington, D. C.

Navy to Train Veterans In Shore Establishments

Under an agreement recently signed with the Veterans Administration, the Navy Department will train veterans of this war in skilled trades in approximately 35 naval shore establishments, including ship yards, air stations, supply depots and ammunition depots.

The agreement is based upon Public Law 16, which provides for the rehabilitation of disabled veterans; Public Law 346 (the GI Bill of Rights), which provides for Government aid for all eligible veterans, disabled or not, while training, and Executive Order 9503, which permits disabled veterans without civil service status to be trained on the job.

"The Navy is deeply serious about its responsibility to veterans," declared Rear Admiral F. G. Crisp, USN, director of the Navy's division of shore establishments and civilian personnel. "Through this agreement . . . it is hoped that a very real and worthwhile opportunity will be given all veterans to establish themselves in skilled trades."

Some examples of how veterans would receive aid while training:

- An unmarried veteran applying under the GI Bill for training in a shipyard as Apprentice, Fourth Class, would receive \$50 monthly from the Veterans' Administration in addition to \$4.64 a day, the normal pay rate. His daily rate of pay would increase as he progressed through the ranks to Apprentice, First Class, which pays \$7.12 a day.

- On the same basis, a married veteran would receive \$75 monthly additional, instead of \$50.

- An unmarried veteran with an 80% disability would, under Public Law 16, receive \$92 from the Veterans Administration in addition to regular rates of pay. If married, he would be entitled to \$11.50 monthly allowance for his wife. Additional allowances are \$5.75 for each child, and \$11.50 for each dependent parent.

Combined payments from apprentice wages and Government payments may not exceed regular journeyman's wage rates.

Navy shore establishments which have been certified to train veterans under the agreement follow:

Navy Yards: Portsmouth, N. H.; Boston, Mass.; New York, N. Y.; Philadelphia, Pa.; Washington, D. C.; Norfolk, Va.; Charleston, S. C.; Mare Island, Calif.; Pearl Harbor, T. H.; Puget Sound, Bremerton, Wash.

Naval drydocks: Terminal Island, Calif.; Hunter's Point, San Francisco, Calif.

Naval Research Laboratory: Washington, D. C.

Torpedo Stations: Newport, R. I.; Keyport, Wash.; Alexandria, Va.

Air stations: Pearl Harbor, T. H.; Barber's Point, T. H.; Quonset Point, R. I.; Jacksonville, Fla., Pensacola, Fla.; Corpus Christi, Tex.; San Diego, Calif.; Alameda, Calif.; Seattle, Wash.; Lakehurst, N. J.; Norfolk, Va.

Air Material Center: Philadelphia, Pa.

Supply depots: Oakland, Calif.; San Pedro, Calif.

Ammunition supply depot: Philadelphia, Pa.

Ammunition depot: Hastings, Neb.; Crane, Ind.; McAlester, Okla.

Naval Observatory: Washington, D. C.



Message Holder Made From Surveyed Parts

An easy-to-make message holder (see cut) was made from surveyed parts of a sound-power telephone and clip board by men aboard the USS *Natrona* to expedite the sending and recording of visual messages. Its advantages are: (1) eliminates need for assistance of a second person in reading messages to the sender, (2) enables sender to have full use of both hands, if no assistance is available, and (3) affords an easy means of holding signal blanks for recording incoming messages.

In announcing the device to the service, BuShips' letter (NDB, 15 July, 45-820) states that since delivery and manufacture of the device would entail considerable delay in time, it is thought preferable that they be made up aboard ship. Sound-power phones must not be dismantled for the construction of the message holder, but it may be made from available parts which have already been surveyed.

THIS MONTH IN HISTORY

'Damn the Torpedoes!'

Although our Navy was not engaged in blasting Tokyo in August of 1864, it was, nevertheless, equally active in fighting the Battle of Mobile Bay.

Defending the wide entrance to the bay were two forts, Gaines and Morgan; two gunboats and the iron-clad ram Tennessee, and 180 torpedoes (corresponding to our present-day mines) in the deep passage near Fort Morgan. To attack these forces Admiral David G. Farragut in the Hartford took his fleet of 18 vessels early on 5 Aug. 1864.

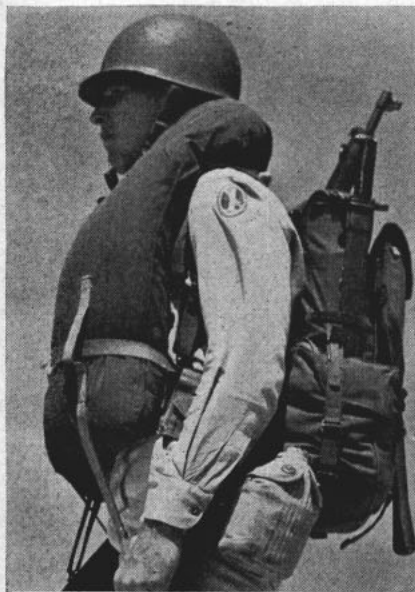
His leading ship, the *Tecumseh*, struck one of the torpedoes and sunk. The Brooklyn, which was astern of her, stopped and backed, and the combined action of the crew and wind so turned her across the channel that she blocked the passage of the ships astern.

Being unable to get the leading ships to go ahead, Farragut shouted "Damn the torpedoes! Full speed ahead!" and headed the Hartford for the line of torpedoes. The other ships followed him and all passed safely into the bay.

With a few days the Confederate forts in the lower bay surrendered, excepting Fort Morgan, which held out until August 23d.

Midshipman

This title was originally given to youngsters of the British Navy who acted as messengers and carried orders from the officers to the crew. Since the crew was quartered in the forecabin while the officers lived in the aftercabin, these lads were continuously going back and forth amidships, and acquired knowledge which made them good officer material. The midshipman was considered an apprentice, and often began to work on his ship at the unseaworthy age of eight. It became the custom to consider them as officer students. Many relatives of officers or members of influential families became members of the midshipman service. It was a natural thing for the title of midshipman to become that of the undergraduate of the naval academy at Annapolis. Originally, in our service, the midshipman after graduation at Annapolis was continued in that rank for at least two years at sea. He was then called "passed midshipman." The title of "passed midshipman" has been abolished and graduates are now full-fledged ensigns.



Troop-Carrying Vessels To Get New Life Jacket

As a result of extensive tests, the yoke-type Kapok life preserver (see above) has been developed as a replacement for the CO-2 dual-tube life belt which in the past has been authorized for use of troops on troop-carrying vessels.

The new jacket may be worn either with or without pack, rifle and other gear, and is designed so that the pack may be removed without taking off the life preserver. Likewise the preserver can be quickly removed when the wearer reaches shore without disturbing the pack or other gear worn. It has sufficient buoyancy to support a man fully equipped with helmet, rifle, ammunition and pack.

The tie-tape at the neck of the preserver may be needed if the wearer is going to be immersed in choppy seas for a prolonged period. When the tie-

tape is used during landing operations, it should be tied in such a way that it can be slipped easily with one hand, even when wet. *It should never be tied in a square knot.*

When properly adjusted, the preserver will support the wearer with his face out of the water even if he is unconscious.

The joint BuShips-BuSandA letter announcing the new-type jacket (NDB, 30 June, 45-751) points out that it will be distributed, as available, only to troop-carrying vessels (in amounts equal to 105% of troop complement) and may not be issued except by the direction of ComServFor, Pacific. Special requests and requisitions should not be forwarded to BuShips or BuSandA.

Personnel Visiting Mexico To Wear Civilian Clothes

Naval personnel must wear civilian clothes and must have tourist cards obtained from a Mexican consul when making *unofficial* visits to the interior of Mexico, but passports are not required, according to instructions contained in BuPers Circ. Ltr. 178-45 (NDB, 30 June, 45-726). All *official* visits, to both the interior and to border towns, require passports and Mexican visas and will be made only in uniform.

Unofficial visits to border towns require only the Navy identification card if made in uniform but require a tourist card obtained from a Mexican consul if made in civilian clothes. No passports are required.

Leave orders or authorization for *unofficial* visits to the interior must include authority to wear civilian clothes while traveling from the duty station to the destination in Mexico and return to old or new duty station, as well as instructions to obtain a tourist card from a Mexican consul.

Commanding officers must be assured that personnel *unofficially* visiting the interior of Mexico have sufficient funds to provide for emergencies and return to their stations and that they have a round trip ticket prior to departure if returning to same station.

Naval personnel visiting Mexico City, officially or unofficially, for a stay of 18 hours or more, must register at the Office of the Naval Attache, Mexico City. This requirement shall be incorporated in or appended to all travel orders or leave papers of naval personnel if such a visit is planned.

The Department of State indicates that it is undesirable for large numbers of military personnel to visit the interior of Mexico in uniform but there is no objection to *unofficial* visits to the interior by military personnel in civilian clothes.

Information concerning air priorities for naval personnel traveling by air to and from ports in Mexico is contained in BuPers Circ. Ltr. 37-45 (NDB, 15 Feb., 45-161).

ANSWER TO PUZZLE ON PAGE 33

Ans.—She simply added herself to the 17. Then the oldest brother took nine, the next six, and the youngest two. After which the Arab lady went back home.

KNOW YOUR ALLIES

French Naval Ratings,

French naval ratings and their U. S. equivalents have been listed in a letter from Cominch (NDB, 15 July, 45-796). They are:

U. S. NAVY	FRENCH NAVY
Commissioned War-	Maitre Principal*
rant Officer	Premier-Maitre
Warrant Officer	Maitre
CPO	Second-Maitre 1re Classe
PO1c	Second-Maitre 2eme Classe
PO2c	Quartier-Maitre 1re Classe**
PO3c	Quartier-Maitre 2eme Classe
SLc	Matelot Brevete
S2c	Matelot sans Specialite
AS	

* No appropriate USN equivalent. This rank falls between warrant and commissioned warrant officer, USN, leaning toward the former. It is not, however, considered "commissioned" in the French Navy.

** No appropriate USN equivalent. This grade falls between SLc and PO3c, leaning toward the latter.

New Tax Rulings Affect AV(N) Payments, Personnel Outside U. S., and POWs

The Commissioner of Internal Revenue has recently issued the following new income-tax rulings of interest to naval personnel.

- Lump-sum payments made to naval personnel under section 12 of the Naval Aviation Cadet Act of 1942, as amended, upon their release from active duty as AV(N) officers, constitute compensation for services. That is, they are a part of active duty pay.
- Such payments are not excludible from gross income under section 22 (b) (5) of the Internal Revenue code as "amounts received as a pension, annuity, or similar allowance for personal injuries or sickness resulting from active service in the armed forces of any country," even though the officer may have been released from active duty because of physical disability.

- These lump-sum payments do not constitute "back pay" within the meaning of section 107 (d) (2) of the Internal Revenue code and therefore cannot be prorated over the years during which the officer was on active duty and for which such payments were made. The payments are held to constitute income for the year in which they are received.

- Lump-sum payments made to the widow or other beneficiary of an AV(N) officer under section 12 of the Naval Aviation Cadet Act constitute gross income to the beneficiary in the year in which payment is made.

- The pay of a member of the armed forces while in a missing status or while a prisoner of war is held to be received by him at the time it is credited on his account: that is, the month in which it is earned. Such pay therefore is considered income for the year in which it was earned even though the actual payment is not made until the man returns to the United States.

- The pay of a member of the armed forces is considered to have a source at the place where he is physically

located at the time his pay accrues. For example: (a) if a man is stationed in a possession of the United States (such as the Philippine Islands, Guam, Midway), his pay is considered to have its source in that possession; (b) if he is a prisoner of war in Japan, the "source" is then Japan.

- Johnston Island is now considered a "possession of the United States" within the meaning of section 251 of the Internal Revenue code. Section 20 of the BuSandA Federal Income Tax Information pamphlet, dated 15 Nov. 1944, which listed Johnston Island as a "territory of the United States," is amended accordingly.

Enlisted Uniform Continued For V-12s Shifted to NROTC

V-12 students who are transferred to NROTC will wear regulation enlisted men's uniforms except for formal use and while on leave or liberty, when the NROTC midshipman uniform may be worn, according to V-12 Bulletin 312, dated 4 June 1945.

Students already in NROTC and medical, dental and theological students in V-12 will continue to wear the midshipman uniform, blue for winter and khaki for summer. Off-duty uniforms for V-12 students transferred to NROTC also will be blue and khaki. Gray may not be worn.

Reason that V-12 men transferred to NROTC will continue to wear enlisted uniforms as working uniforms is that the appropriation for the coming year is not sufficient to supply midshipman uniforms for the expanding NROTC, at least at present. As a result, only one blue and one khaki midshipman uniform will be issued each transferred student.

Officer Volunteers Desired For Submarine Training

BuPers desires applications of volunteers for submarine training at the Submarine School, New London, Conn., from graduates of the Naval Academy classes of 1944, 1945 and 1946 and from Naval Reserve ensigns and lieutenants (jg) not over 28 years of age and classified as (D), (E), (DE), (DEM), (E)L-T and (E)-T.

Service requirements as set forth in BuPers Manual, E-1301 and E-1304, have been removed but beginning 1 Jan. 1946, officers will not be ordered to the Submarine School until they have completed at least one year at sea.

Officers are selected upon the quality of their fitness report records and educational background. It is most desirable, according to BuPers Circ. Ltr. 197-45 (NDB, 30 June, 45-809), that reserve officers have an educational background in engineering, or an excellent background in mathematics and physics.

Applications must be accompanied by a certificate of a medical officer stating the candidate's physical fitness for submarine duty as established by the Manual of the Medical Department (par. 1535).

Publishers Need Be Told Of New Mailing Address

To save man-hours in rehandling undeliverable second-class mail and to prevent unwanted publications from taking up needed shipping space, the Postmaster General has approved a plan (announced in Postal Affairs Bulletin 7-45) under which publishers will be notified when magazines are not deliverable at the address shown on the wrapper.

Publishers will then send a first-class letter to the address to which the magazine was originally mailed. The first-class letter will be sent on to the man at his new address under the same postage. The subscriber will then need to notify the publisher of his new address if he wishes copies of the magazines sent to him without further interruption.

Where personnel know they are soon to make a change of station, they can advise their publishers ahead of time of this change by using NavPers Form 693 (change of address card) telling the publisher either to hold their magazines until they hear further from them, or supplying the publisher with their new address, if it is known.

\$60,000 Prize Offered In Literary Contest

A United Services Book Contest, with the winner hitting a jackpot possibly totaling more than \$60,000, has been announced by three companies jointly sponsoring it: Thomas Y. Crowell Company, American book publishers; George G. Harrap & Company, British book publishers, and Columbia Pictures Corporation, motion picture producers.

Eligible for the contest are all present and former members of the armed forces of any of the United Nations (including Women's Reserve and merchant marine).

The prize, an outright sum of \$6,000, plus usual book royalties on American and British editions, and plus film be awarded to the most suitable book-rights which could total \$60,000, will length manuscript on any subject, either fiction or non-fiction, received on or before 30 June 1946. The prize-winning book will be published in six foreign languages.

Designed to discover literary talent among the armed forces, the contest will run for at least two annual periods. If the judges fail to find a writer worthy of the award, the outright prize money will be divided into six United Forces Book Fellowships of \$1,000 each and will be awarded to the most deserving contestants, to aid them in producing or completing their work.

Complete contest rules and entry forms may be obtained from Thomas Y. Crowell Company, 432 Fourth Ave., New York 16, N. Y., or George G. Harrap & Company, London and Sydney, Australia.



Crew's News (USS Cumberland Sound)

"What's the use—we haven't any money!"

Servicewomen Discharged For Pregnancy Can Get Naval Maternity Care

Waves, Spars, women Marines and Navy Nurses who are discharged or separated from the service because of pregnancy were declared eligible, effective 1 July, for maternity care at naval activities during that pregnancy and confinement, and for out-patient postnatal care for such period thereafter as the medical officer deems necessary.

The service is to be furnished without cost to the individual patient, except that subsistence charges during hospitalization are to be collected locally at the rate prescribed by the annual Naval Appropriation Act, which for the 1946 fiscal year has been established at 80¢ a day, and which includes the charge for the newborn child.

In making application for maternity care at a naval medical activity, a former enlisted woman must present a

photostat of her certificate of discharge together with a letter from her CO certifying her eligibility for maternity care. A former woman officer must present a certified copy of her orders separating her from the service together with a similar letter from her CO.

For a complete list of hospitals and dispensaries where maternity care is provided see NDB, 15 June, 45-612.

Officer from Sunken Ship To Assist in Processing

To assist in processing enlisted personnel who are survivors of sunken ships, one officer from each such vessel is to be designated by the CO for temporary assignment to the receiving ship or station at which the survivors are being handled. Following this temporary duty, the officer will report to the commandant of the naval district for further assignment by BuPers, under provisions of BuPers Circ. Ltr. 203-45 (NDB, 15 July, 45-814).

NSI Five-Year Policies Extended Three Years

All five-year level premium term National Service Life insurance policies issued prior to 1 Jan. 1946 have been automatically extended for three years by Public Law 118 passed last month by the 79th Congress signed by the President on 2 July and announced to the service by Alnav 153-45 (NDB, 15 July, 45-784). Allotments to pay premiums now in effect need not be renewed or increased.

The three year extension was necessary because the first NSI policies, issued 8 Oct. 1940, were due to expire 8 Oct. 1945 unless converted to permanent insurance. Likewise, each month thereafter an increasingly large number of policies would reach the end of the five-year period.

Passage of the law actually divides all five-year term insurance policies into two groups: (1) those issued between 8 Oct. 1940 and 31 Dec. 1945, which may be continued for eight years from date of issue without change in premium paid while kept on the term plan, and (2) those issued after 31 Dec. 1945, which will be for five years only.

The extension granted to those policies in the first group is not affected by discharge from the naval service of the insured either before or after passage of the extension authorization. Conversion privileges, including retroactive conversion to the original date of issue, also remain unchanged during the three-year extension.

For instance, a five-year policy issued on 1 Nov. 1940 may be continued until 1 Nov. 1948 as term insurance, during which time the insured need not change his allotment or premium payment in any manner. Likewise a policy issued on 1 Nov. 1945 may be maintained without change until 1 Nov. 1953. To determine the new date of expiration for an individual policy, a policyholder need only add eight years to the date on which the policy originally went into effect. If an insured has more than one NSI five-year term policy with different effective dates, he must determine the expiration date for each policy separately.

The three-year extension does not in any way change NSI policies previously converted to one of the three permanent plans.

VOTING INFORMATION

The following elections at which servicemen will be permitted to vote by State absentee ballot will be held during the period from 1 Sept. to 31 Dec. 1945. Unless otherwise indicated, eligible servicemen, members of the merchant marine and certain attached civilians may apply for an absentee ballot by mailing at any time the postcard application (USWBC Form No. 1) which may be secured from the Voting Officer. Executed ballots must be received by election officials by election day in order to be counted, unless otherwise indicated.

CONNECTICUT

General municipal elections will be held in most cities and towns throughout Connecticut on 1 Oct. 1945. At these elections, city and town officials will be elected. General municipal elections will also be held in the following cities and towns on the dates indicated: 10 Sept.—New London; 2 Oct.—Colchester; 6 Nov.—Bridgeport, Hartford, New Haven, Waterbury; 4 Dec.—Meriden. Executed ballots in the case of elections held on 1 October must be in the hands of local officials by 1200 on 1 October. In all other elections executed ballots must be in the hands of local officials by 1800 of the day preceding the election.

ILLINOIS

A special congressional election will be held on 6 Nov. 1945 in the 24th Congressional District, comprised of the following counties: Clay, Edwards, Hardin, Gallatin, Hamilton, Johnson, Massac, Pope, Saline, Wayne and White. At this election a Representative in Congress will be elected to fill the present vacancy.

A general election will be held on 6 Nov. 1945 in the following counties: Alexander, Calhoun, Edwards, Hardin, Johnson, Massac, Menard, Monroe, Morgan, Perry, Pope, Pulaski, Randolph, Scott, Union, Wabash and Williamson. One county commissioner will be elected from each county.

MASSACHUSETTS

Municipal elections will be held on various dates in November and December in cities and municipalities in Massachusetts. Towns and cities holding elections and the dates of such elections are as follows: 6 Nov.—Boston, Cambridge, Chicopee, Everett, Fall River, Fitchburg, Gardner, Leominster, Lowell, Lynn, Marlborough, Medford, Newton, Pittsfield, Quincy, Somers-

ville, Springfield, Waltham, Westfield, Worcester; 13 Nov.—Chelsea, Malden, Melrose, New Bedford, Peabody, Woburn; 4 Dec.—Brockton, Gloucester, Haverhill, Holyoke, Newburyport, Northampton, Salem, Taunton; 11 Dec.—Lawrence, North Adams and Revere.

MICHIGAN

A municipal general election will be held in the City of Detroit on 6 Nov. 1945. At this election a Mayor, City Clerk, City Treasurer, Councilmen and Constables will be elected.

NEW JERSEY

A general state election will be held in New Jersey on 6 Nov. 1945. In all counties, members of the General Assembly and various county and local officials will be elected. In addition, State Senators will be elected in Burlington, Cape May, Hunterdon, Middlesex, Passaic and Sussex counties.

NEW YORK

A general election will be held in New York on 6 Nov. 1945, for Mayors and other officials of cities (including New York City), towns and counties. In addition, certain Justices of the Supreme Court will be elected. The military absentee voting law does not extend to members of the merchant marine or to attached civilians. Executed ballots must be received by election officials before 1200 on 5 Nov. 1945 in order to be counted.

OHIO

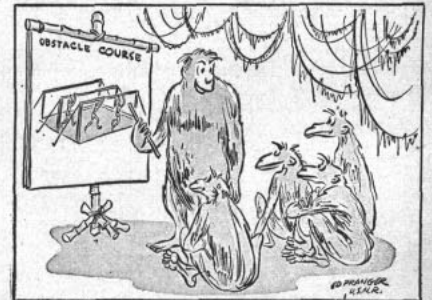
A general election for city, village and township officials and members of Boards of Education will be held throughout Ohio on 6 Nov. 1945. Executed ballots must be received by election officials by 1200 on 6 Nov. 1945, in order to be counted.

PENNSYLVANIA

A general election will be held in Pennsylvania on 6 Nov. 1945 for municipal, town and county officials. In addition, two Justices of the State Superior Court will be elected. Executed ballots must be received by the County Board of Elections not later than 1000 on 16 Nov. 1945.

VIRGINIA

A general state election will be held in Virginia on 6 Nov. 1945. At this election the Governor, Lieutenant Governor, Attorney General, Members of the House of Delegates and certain local officers will be elected. The military absentee voting law does not extend to members of the merchant marine or to attached civilians. Executed ballots must be received by 3 Nov. 1945, to be counted.



Hoist (NTC, San Diego)

"This is known as the hand-over-hand obstacle, and is good to know for the purpose of crossing a stream or making one's way through jungles and trees."

MONTH'S ALNAVS IN BRIEF

No. 139—Cancels Alnav 47-45 (NDB, 15 Mar., 45-234) on sale of gift items by ships service stores and PXs.

No. 140—Repeats for clarity sentence of Alnav 120-45 (NDB, 15 June, 45-620) on reporting of casualties.

No. 141—Amends Alnav 58-45 (NDB, 15 April, 45-343) to read that original dispatches from ships and stations within continental U. S. reporting deaths are to contain all information required by Navy Regs. Art. 908(2) and those outside continental limits are to comply with Alnav 120-45 (NDB, cum. ed., 42-2043).

No. 142—States that, effective 1 July, all transportation requests for travel of naval personnel and dependents and all meal tickets issued to naval personnel are to show appropriation as "Transportation and Recruiting Naval Personnel" instead of "Pay Subsistence and Transportation."

No. 143—Calls for applications by dispatch to BuPers before 1 August from regular Navy Supply Corps officers, lieutenants, or below, for two-year postgraduate course in textile engineering for class to convene Sept. 1945.

No. 144—Amends reference in Alnav 141-45 (above).

No. 145—Announces that for 1946 fiscal year, funds for pay and subsistence and for transportation and recruiting of naval personnel were separated into two appropriations.

No. 146—Extends general order on extra pay for proficiency in use of arms (see p. 78).

No. 147—Suspends for duration certain regulations on entry in deck log of names of passengers with times of coming aboard and leaving.

No. 148—Announces appointment to next higher rank for temporary service, to rank from 1 July 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 1-31 Dec. 1942 inclusive, and those ensigns who reported for continuous active duty as ensigns 2-29 Feb. 1944 inclusive.

No. 149—Announces appointment to next higher rank for temporary service, to rank from 1 July 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 2-29 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. 150—Announces appointment to chief warrant rank for temporary service, to rank from 1 July 1945, of those warrant officers on active list of regular Navy whose dates of rank are within the period 2-29 Feb. 1944 inclusive, and those warrant officers of Naval Reserve whose dates of commencement of continuous active duty are within the same period.

No. 151—Changes name of Nakagusuku Wan in Southeast Okinawa to Buckner Bay.

No. 152—Announces two five-month courses at the Naval War College, Newport, R. I. beginning 1 Jan. 1946: a command course for approximately 15 regular Navy officers, lieutenant commander and above, and a preparatory staff course for 50 reserve officers of ranks of lieutenant commander, lieutenant, and lieutenant (junior grade); applications via official channels to reach BuPers prior to 15 Sept. 1945.

No. 153—Deals with extension of NSI insurance (see p. 75).

No. 154—Directs that railway express shipments containing Navy property or Navy issue personal effects shipped at request of naval personnel at own expense must be sent prepaid, with serial or service number shown on shipping tag.

No. 155—Deals with changes in clothing allowance (see p. 65).

No. 156—Directs that mail requiring forwarding be immediately, completely and correctly readdressed by unit from which addressee has been transferred to prevent breakdown of personal mail delivery caused by large and rapid movements of personnel in and to the Pacific.

No. 157—Discontinues effective 2 July 1945 extra pay for Navy mail clerks and assistant Navy mail clerks; waives requirements for bonding them: states that bonds executed bearing effective date to and including 1 July 1945 will not be terminated until end of premium years unless postal duties cease prior thereto. Alnav does not apply to Marine Corps and Coast Guard personnel.

No. 158—Makes change in reference in Navy Travel Instructions.

No. 159—States that port of Tacoma, Wash., has been declared plague-free as of 5 July 1945.

No. 160—Provides for 30-day furlough in States for officers and enlisted men who have been outside U. S. for 24 months or longer (see p. 66).

No. 161—States that because of present large backlog of applications from reserve officers desiring flight training, Alnav 63-45 (NDB, 15 April, 45-348) is canceled effective 2 Aug. 1945 and no further requests will be

PROMOTIONS BY ALNAV

A total of 9,554 officers were made eligible for promotion to next higher rank by Alnavs 148, 149 and 150, briefed on this page. The breakdown:

Naval Reserve: (including Women's Reserve): 1,305 to lieutenant, 5,437 to lieutenant (junior grade) and 298 to commissioned warrant officer.

Regular Navy: 291 to lieutenant, 1,116 to lieutenant (junior grade) and 857 to commissioned warrant officer.

Nurse Corps (Naval Reserve): 36 to lieutenant and 201 to lieutenant (junior grade); (Regular Navy): One to lieutenant and 11 to lieutenant (junior grade).

In addition to these promotions, 659 men were appointed for temporary service to commissioned and warrant officer ranks: 33 to lieutenant (junior grade), 15 to ensign and 108 to warrant officer in the Naval Reserve, and 68 to lieutenant (junior grade), 80 to ensign, one to commissioned warrant officer and 354 to warrant officer in the regular Navy. A complete list of names of those promoted is contained in BuPers Circ. Ltr. 201-45 (NDB, 15 July).

considered at present time; applications are still desired from U. S. Naval Academy graduates, classes 1944 and 1945, and should bear endorsement by medical examiner as to physical qualifications for flight training and give scores on aviation aptitude tests.

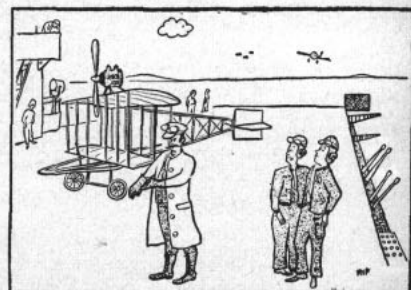
No. 162—States that National Institute of Health allows five year period for normal human plasma dried S1-3530 and S1-3531, and that all human plasma dried in stock which has expiration date during 1945 or earlier should be extended for two years from date on package.

No. 163—Modifies rules for advancement of enlisted personnel. For details see p. 66.

No. 164—Announcement that Independence Day cash war bond purchases amounted to \$91,276,948.25, which is 46% above Navy's previous bond campaign, and congratulates all hands on purchases of \$291,000,000 of bonds made through allotments and cash purchases.



Norfolk Seabag (NTS, Norfolk)



Tadcen Topics (NT&DC, San Diego)

"I was inclined to scoff at first, too—but he has eight Jap planes to his credit."

Jobs in State Department Foreign Service Offered Qualified Navy Personnel

Qualified personnel of the Navy, Marine Corps and Coast Guard who are interested in careers as Foreign Service Officers, in the Department of State, are offered the opportunity of joining the service, according to announcements recently made.

Political and economic problems arising from the present war make it imperative that the Foreign Service be expanded and members of the armed forces and honorably discharged veterans are being given the first chance to join the expanded service.

Opportunities are available to commissioned, warrant and enlisted personnel of the regular U. S. Navy, Marine Corps and Coast Guard, and reserve components, including the Women's Reserve, stationed in the continental United States (exclusive of Alaska and Newfoundland), in the Caribbean area and in the European theater.

Written examinations will be given on 19 and 20 Nov. 1945 at sites designated by the Navy and State Departments. Application blanks for designation to take the examination may be obtained from COs.

Candidates who pass the written and subsequent oral examinations will be placed on an eligibility list valid for two years, and may be called up for commissioning in the Foreign Service at any time during that period if they can be released from the armed forces without prejudice to the war effort.

The Navy Department will give favorable consideration, subject to the needs of the service, to applications for release from active duty or separation from the naval service of commissioned or warrant officers, or discharge of enlisted men, who have been selected by the Department of State for commissioning as Foreign Service Officers.

Applicants entering the Foreign Service in the unclassified grades generally start at the minimum base salary of \$2,500 per year, although some may be admitted at salary levels ranging up to \$3,400 if age and previous experience warrant special consideration. The maximum base salary for highest ranking officers is \$10,000. While officers are abroad their salaries are supplemented by rental and cost-of-living allowances varying according to the post, the size of the officers' families, and prevailing exchange rates.

Foreign Service Officers comprise counselors of embassy or legation, diplomatic secretaries, consuls general, consuls and vice consuls. They serve in normal times at more than 250 posts, located at key points all over the world. Assignments generally range from two to five years at one post.

Qualifications necessary for designation to take the written examination are:

Educational: Bachelor's or equivalent degree from an accredited college or university; or, if course was interrupted by entrance into the armed forces, applicant must have completed approximately three-fourths of it.

Language: Read with reasonable facility at least one of the following—French, German, Spanish. Knowledge of any other language will be taken into consideration on the oral examination.

Latest fitness report: Commissioned and warrant officers must be rated at least average on the old fitness report form, or within the top 70% on the new form. Official efficiency ratings will not be a determining factor for an enlisted man. His CO will be required to state, in the application endorsement, his opinion of applicant's character and potential leadership qualities.

Age: Born between 1 July 1915 and 1 July 1924.

Citizenship: U. S. citizen for at least 15 years prior to 1 July 1945.

Marital status: May not be married to an alien.

Military service: Minimum of one year of active military service by 1 Jan. 1945.

Applications from within the continental U. S. are to be forwarded by the CO to the Board of Examiners for the Foreign Service, P. O. Box 592, Princeton, N. J., so as to be received not later than 18 Aug. 1945. Applications from outside the continental U. S. are to be forwarded by the CO to the Chief of Naval Personnel (Att.: Educational Services Section), Washington 25, D. C.

Marine Corps personnel outside U. S.



Bluejacket (NATTC, Memphis)

"There goes Abercrombie, showing off with his jet propulsion again."

should forward applications to Headquarters, U. S. Marine Corps, Washington 25, D. C., and Coast Guardsmen to Headquarters, U. S. Coast Guard, Washington 25, D. C. Applications from outside the continental U. S. must be received not later than 10 Sept. 1945, for transmission to the Department of State.

Applicants designated by the Department of State will be notified through their respective services. COs are authorized to grant successful applicants leave, subject to the convenience of the service, to take the exams at designated sites in their territories.

For details see BuPers ltr. dated 20 June 1945, Pers-4-ohs, ES 24; Marine Corps ltr of inst. No. 1065 dated 28 June 1945.

NEW V-DISC RELEASES

Following is the list of V-Discs contained in the August kit, Navy Release N, to be mailed the middle of the month to ships and naval activities outside continental limits and hospitals in the U. S. treating battle casualties. For information on how to get the discs, recorded exclusively for the armed forces, see table in the April 1945 issue, pp. 70-71.

- 261. CLASSICAL SYMPHONY (Prokofieff) Parts 1 and 2—Toscanini and NBC Symphony Orchestra.
- 262. I CAN'T GIVE YOU ANYTHING BUT LOVE; LITTLE BROWN JUG—Maj. Glenn Miller; I CAN'T GET STARTED; KEEP THE HOME FIRES BURNING—Charlie Barnet.
- 263. HARLEM AIRSHAFT—Duke Ellington; HIGH TIDE—Count Basie.
- 264. TURN YE TO ME—Bidu Sayao; MY WILD IRISH ROSE; LOCH LOMOND—Richard Crooks.
- 265. MY HEART AND I; TOO ROMANTIC; ALL YOU WANT TO DO IS DANCE—Bing Crosby; WHAT MORE CAN A WOMAN DO? YOU WAS RIGHT, BABY—Peggy Lee.
- 266. AM I BLUE?—Jo Stafford; YOU CAME ALONG—Martha Tilton.
- 267. COMIN' AROUND THE CORNER; HUMOR-ESQUE—Guy Lombardo; FLYIN' HOME—Red Norvo.
- 268. I HOPE TO DIE IF I TOLD A LIE; NO, BABY, NOBODY BUT YOU—Erskine Hawkins; CONFESSIN'—Louis Armstrong.
- 269. NONE BUT THE LONELY HEART—Frank Sinatra; THERE'LL BE A JUBILEE—Mildred Bailey—Benny Goodman.

- 270. HOW LONG HAS THIS BEEN GOING ON?—Lena Horne—Phil Moore; I'LL BE AROUND; YOU ALWAYS HURT THE ONE YOU LOVE; PAPER DOLL—The Mills Brothers.
- 271. SALT PEANUTS—Plink, Plank and Plunk; I FEEL SO GOOD; TELL ME BABY—Big Bill.
- 272. ALONG THE NAVAJO TRAIL; SOMEONE TO WATCH OVER ME—Dinah Shore; CLOSE AS PAGES IN A BOOK—AAFTC Orchestra.
- 273. CANDY; A TRIO GROOVES IN BROOKLYN—King Cole Trio; SCHUBERT'S SERENADE; TOSSELLI'S SERENADE—John Kirby.
- 274. NO NAME JIVE—Casa Loma; I WAS HERE WHEN YOU LEFT ME—Louis Prima.
- 275. YOU CAN SAY THAT AGAIN; ZOOT GIBSON STRIDES AGAIN—Harry "The Hipster" Gibson; SYLVIA; POLLYWOLLY DOODLE—The Korn Kobbler.
- 276. THERE MUST BE A WAY; SWEETHEART OF ALL MY DREAMS—Charlie Spivak; EV'RY TIME; YOU BROUGHT A NEW KIND OF LOVE TO ME—Benny Goodman.
- 277. THAT OLD BLACK MAGIC—Morton Gould; HUNGARIAN DANCE NO. 5 (Brahms)—AAFTC Symphonette.
- 268. BEAT ME DADDY EIGHT TO THE BAR—Will Bradley; HODGE PODGE; CARAVAN—Bobby Sherwood.
- 279. OUT OF THIS WORLD; GOOSEY GANDER—Woody Herman; MAKE LOVE TO ME; B-19—Harry James.
- 280. CUDDLE UP A LITTLE CLOSER; BELL BOTTOM TROUSERS—Ginny Simms; RACHMANINOFF THEME (Concerto No. 2); ROSEMARY—Freddy Martin.

Men Ashore Get Extra Pay For Learning Use of Arms Not Required by Ratings

Extra compensation, ranging from \$1 to \$5 per month, has been ordered for enlisted men in the Navy and Coast Guard ashore who achieve proficiency in the handling of certain arms which their own ratings do not require them to know but knowledge of which is useful when assigned by their COs to shore battle stations. The provision is contained in Executive Order No. 9557, signed by the President on 26 May and effective as of 1 May, and which modifies Executive Order No. 9210 of 1 Aug. 1942. A similar provision is already in effect for such personnel serving at battle stations aboard ships. The provisions were announced to the service by Alnav 146-45 (NDB, 30 June, 45-710).

Under the new ruling, a storekeeper, for instance, who studies and learns how to operate radar equipment (or any other "arms" such as gun pointer, master horizontal bomber, rangekeeper operator, etc., as listed in BuPers Manual, Art. D-5312) would be eligible for the extra money when assigned to a battle station, either ashore or afloat, where the knowledge would be required. Petty officers performing duties normally included within the scope of their ratings are not eligible to receive extra compensation for the use of such arms.

While the provisions of this order also apply to personnel who qualify as expert pistol shots, expert riflemen and rifle sharpshooters, extra compensation payments to such personnel were suspended until further notice by Cominch letter dated 20 April 1945 (FF1/A5-6 Serial: 3695).

Navy to Commend Families For Outstanding Service

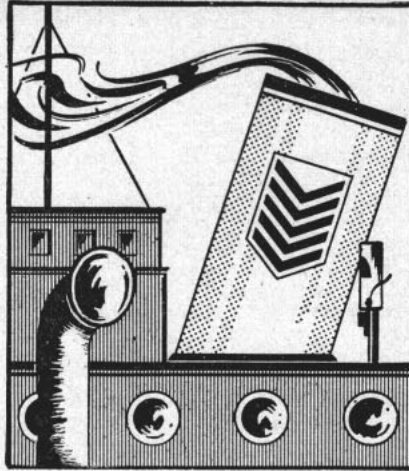
In recognition of outstanding family contribution to the war, the Secretary of the Navy will, when practicable, extend by letter his personal congratulations and the commendation of the Navy Department to mothers of families with four or more immediate members in the armed forces, at least half of whom are serving in the Navy, Marine Corps or Coast Guard, or have served since 7 Dec. 1941.

Although no attempt will be made to search out all mothers in this category, when evidence of outstanding family service as defined above comes to the attention of BuPers it will be considered for submission to the Secretary.

It will be helpful if evidence forwarded to BuPers contains the name and address of the mother; names of four or more immediate family members in the armed forces, specifying branch of service, rank or rate, serial number, and name and address of wife or husband.

Sp(S) Qualifications

Qualifications for Specialist (S) (V-10) rating—personnel supervisor—have been announced in BuPers Circ. Ltr. 193-45 (NDB, 30 June, 45-740).



Vessels Returned by Navy To Have Service Chevrons

Service chevrons, each representing six months of naval service, have been approved for vessels which the Navy acquired, but which have now been returned to their original owners.

The chevrons, authorized by the Secretary of the Navy, are to be painted on the ship's stack or in the vicinity of the bridge (above).

Approximately 187 of these small vessels, mostly fishing craft and yachts, which were used and are still being used to patrol coastal waters, have so far been returned to their owners. When the vessel is no longer needed by the Navy, the owner is notified as to the number of chevrons it rates.

Merchantmen May Wear Philippine Ribbons

President Truman has authorized the wearing of the Philippine Defense and Philippine Liberation ribbons by merchant officers and seamen who served on merchant ships participating in those operations. The ribbons are to be worn under rules and regulations similar to those prescribed for naval personnel, details of which were published in the May 1945 ALL HANDS, p. 72.

Insignia Authorized For U. S. Technicians

Insignia for U. S. technicians was approved by SecNav last month. Although these civilian specialists, who are employees of private contractors but working with the Navy on highly technical problems, have previously been authorized to wear regulation naval officers' uniforms, no insignia has previously been authorized, other than the embroidered spread-eagle breast insignia. The new gold shield is to be worn on the regulation officers' cap. In miniature size it is worn as the collar and garrison cap insignia.



Oriental Language Schools Open to Qualified Men

Billets are available for qualified male officer or male enlisted applicants in the Naval Schools of Oriental Languages at the University of Colorado, Boulder, Colo., and Oklahoma A&M College, Stillwater, Okla., and BuPers has announced that applications will be received until further notice.

Courses are Japanese (14 months), Chinese (18 months), Malay (six months) and Russian (six months). All courses call for a minimum of 4½ hours of classroom instruction daily, six days a week; in addition, the student is expected to devote 9 hours a day to preparation outside the classroom.

So far as possible, the language studied is used in the mess halls. Foreign language newspapers, foreign language broadcasts and foreign language movies are provided. Daily use of the language in extra-curricular activities is an essential part of the instruction.

All applicants must have completed a minimum of two years' college work. From among those who meet the college requirement, two categories of students are selected:

- Applicants whose college record is of a high honor standing and who show evidence of special linguistic ability in the study of one or more foreign languages. (All applicants who submit a knowledge of a foreign language will be examined directly in that language.)

- Applicants who show a minimum of two years of college work of Phi Beta Kappa grade (a minimum of 80% As, or rank in the top 5% of the class or average grades of 3.6 and above on the Navy scale).

No exceptions are made to the age requirements of from 19 to 29, incl.

Upon successful completion of three months' work in any one of the courses, students enrolled in civilian or enlisted status will be recommended by the CO for appointment as commissioned officers in the Naval Reserve, if physically and in all respects fully qualified for such appointment. (Waivers of minor defects, non-organic in nature, will be considered.)

Personnel who are commissioned after successfully completing three months of the course but who subsequently fail to complete the entire course may be discharged from the Naval Reserve in the event that other billets for which they are qualified are not available. Students who enter the course as officers and fail are made available for general duty.

In addition to applications which are forwarded through official channels by COs to BuPers (Att: P-422), applications may also be made with COs approval to the interviewing officer at the time interviews are held at centrally located naval activities.

Applications may be made on the form enclosed with BuPers ltr. Pers-4225-jm over NC 155, dated 5 May 1945, to all U. S. shore stations, or on the similar one in BuPers Circ. Ltr. 376-45 (NDB, July-Dec., 44-1405).

Specialist Rating Created For Welfare Assistants

BuPers has established a new division of the specialist rate, Specialist (E), for recreation and welfare assistants and motion picture service personnel, and has added a new designator to Specialist (X) for personnel with the Armed Forces Radio Service and special Navy radio units (BuPers Circ. Ltr. 194-45: NDB, 15 July, 45-806).

To be eligible for Specialist (E), personnel must be performing full-time duties either as recreation and welfare assistants or as motion picture service bookers. Designators for the two categories, which will be used with the rate in all cases, are (RW) and (PS), respectively.

Personnel must be performing full-time duties with the Armed Forces Radio Service or special Navy radio units before they can be rated Specialist (X) with the new designator of (RS).

To be eligible for Specialist (E) (RW), personnel must have had a minimum of one year of professional experience in civilian life (or have had service experience equal thereto) in this type of work; be at least 21 years of age, and have a high school education or its equivalent.

Specialist (E) (RW) personnel assist the recreation and welfare officer of an activity in planning, developing, directing, producing, publicizing, maintaining and supervising welfare and recreation programs and services involving entertainments, picnics, dances, parties, music, dramatics, game rooms, libraries, arts and crafts,

sports and games, liberty services, station papers and other activities of a recreational nature; assist in the selection, distribution, maintenance and renovation of recreational equipment and facilities; assist in maintaining records and accounts of the entire welfare and recreation program for the activity.

To be eligible for Specialist (E) (PS), personnel must have had a minimum of one year of professional experience in commercial or Navy motion picture booking and have had a high school education or its equivalent. They must be professionally qualified to book commercial motion pictures to Navy activities under the Optional Naval District Motion Picture Plan and maintain proper records in connection therewith; to book, program and maintain specialized records peculiar to the motion picture industry for Navy Motion Picture Exchanges; maintain over-all control of shipment and receiving of prints.

To be eligible for Specialist (X) (RS), personnel must have had at least two years' experience on nationally prominent radio programs in their respective fields, or equivalent service experience. They must be able to perform duties incident to the operation, administration, program production and other functions of the Armed Forces Radio Service and special Navy radio units; be experienced in at least one of the following fields: program and music production; radio writing; announcing; studio and transmitting engineering.

When qualifications (as distinguished from description of duties of rates and requisites therefor) are published for Specialist (E) and allowances es-

tablished for Specialist (E) and Specialist (X) (RS), requests may be submitted to BuPers for changes to the new categories (of equal pay grade) or for initial advancements to Specialist (E), third class (appropriate designator) or Specialist (X), third class, (RS), to fill vacancies in allowance.

No qualifications will be published for Specialist (X) (RS).

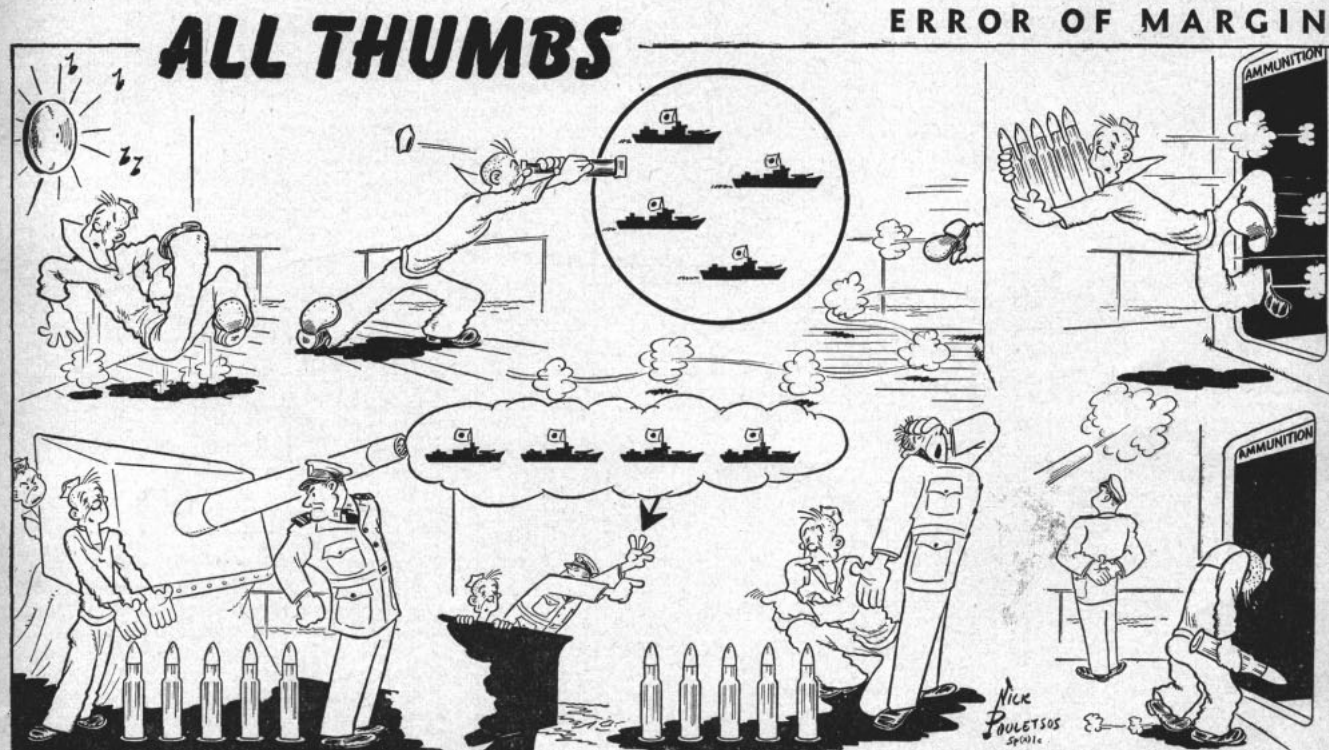
Waves may qualify as Specialists (E) (RW) and (X) (RS) but are not eligible to become Specialists (E), (PS).

Under normal conditions, Specialist (E) ratings will be assigned subject to the following general restrictions:

Specialist (E) (RW)—One allowed to each activity of more than 500 enlisted personnel, with one additional allowed for each additional 500 enlisted personnel in the activity. In addition to the foregoing, in the case of Fleet Recreation Centers (serving fleet units), additional complements of Specialist (E) (RW) may be authorized, based on recommendations submitted by responsible area commanders.

Specialist (E) (PS)—Allowance will be assigned to activities only upon recommendation of BuPers, district commandants or, in the case of motion picture exchanges outside the continental U. S., upon recommendations of area commanders.

Specialist (X) (RS)—Allowance will be assigned to activities only upon recommendation of BuPers, or, in the case of Armed Forces Radio Service stations and special Navy radio units overseas, upon recommendations of area commanders.



QUESTION: What's the best liberty town you ever hit?

TEMPLETON B. HAMILTON, ARM3c, Charleston, W. Va.: "It's just no contest. New York is far and away the best town in the world. And I say that even though my 'home' in New York was the worst place in the whole Navy—Pier 92. Even that seemed worth putting up with when you considered that you



were only eight minutes from Broadway . . . and the time of your life!"

JOSEPH BRILLA, AMM1c, Welsh, Ohio: "I've got two choices.

It's a tie for first place between Chicago and Washington. Now you take Chicago: That Servicemen's Center is terrific. Thirteen floors, and something different on every floor. Old Chi is just jam-packed with entertainment and good-lookers. And then you take Washington: It's got so many places of historic interest. A visit to Washington is like a college education. And, of course, don't forget the girls there! Wow! Almost too many!"



BENNETT H. FUNK, FC3c, Baltimore, Md.: "Liverpool—that's the town for me. A lot of guys'll try to tell you that New York is the best liberty town. They're crazy. That town's full of robbers. Best town in the U. S. A. for liberty is a little place called Fall River, Mass. Yeah, don't laugh



—Fall River. There's plenty to do, and no trouble doin' it. As I said, though, best in the world is Liverpool. There the women rush up and grab you by the arm. And the Red Cross treats you swell, too!"

RUSSELL N. BROWN, StM2c, Detroit, Mich.: "Guess I can't pick my own home town, huh? Nothing can beat that old burg. But running it a close second in my book is New York. I've had many a good time in old Manhattan. There's more places to go and more things to do in that town than any I've ever seen. Lots of good night clubs and red-hot spots. People are swell to you and make you feel right at home."



O. F. HALL, S2c, Nashville, Tenn.: "I've had a good time practically every place I've gone, but I guess the top one of 'em all is Baltimore. More good-looking women there than any place and lots of lively spots. That town's got plenty of wine, women and song . . . and, I ask you, what more could a fellow on liberty want? Huh? Did you say: 'Chow'? Listen, if a fellow wants to waste time eating, he'll find plenty of good chow in Baltimore—especially seafood, I guess."



low on liberty want? Huh? Did you say: 'Chow'? Listen, if a fellow wants to waste time eating, he'll find plenty of good chow in Baltimore—especially seafood, I guess."

GENE BUFALINO, Sp(A)1c, Pitts- ton, Pa.: "I don't think you can beat Washington, D.C. I've been up and down the East Coast from Florida to Massachusetts and, although I've never failed to have a good time on liberty in any of the towns, Washington is the tops. Folks are mighty friendly to servicemen, there's flocks of goodlooking girls, there's lots of things to do and plenty of places to see. Of course, this time of the year the weather is kinda hot, but it's not as bad as some people say."



CARL B. HARRIS, EM1c, Richmond, Va.: "I'll take New York. It's got the best and the most of everything. If it's museums you want, they got 'em — bigger 'n' better'n any other town. Or if it's night clubs, or libraries, or parks, or theaters, they got 'em — the best in the world. And most important so far as I'm concerned, it's got three major league ball parks. No matter when you hit town you're sure to catch at least one of the teams."



DOUGLAS B. HAYES, S2c, Schoolfield, Va.: "Gimme Boston any old time. Boy, there's the place to have yourself a peck of fun . . . and for cheap. I'm telling you there's no end of good-looking, friendly gals. Would I like to live there for keeps? Well, not exactly. But if I'm going to be in the Navy a long time I sure wouldn't squawk any if they ever told me, 'Hayes, we're gonna station you in Boston!'"



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 Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most 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 inactivity 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.

At ship's stores and ship's service stores where unit packaging plan for magazines is in effect, ALL HANDS is on sale to naval personnel at 15c per copy as indicated on the cover of those issues.

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.



PICTURE OF THE MONTH:
ROCKETS' RED GLARE



COULD YOU SCORE A **TEN STRIKE** ON THIS INSURANCE QUIZ?

**NATIONAL
SERVICE
LIFE
INSURANCE**

**HERE ARE 10 ADVANTAGES OF YOUR
NATIONAL SERVICE LIFE INSURANCE POLICY.
HOW MANY OF THEM DO YOU KNOW?**

- 1** **PREMIUMS PAID FOR YOU** by the Government if you become totally disabled (while your insurance is in force) at any time before your 60th birthday and remain disabled six months or more.
- 2** **FREE FROM TAXATION.** All payments received through Government insurance as such are exempt from taxation.
- 3** **PROTECTION FROM CREDITORS.** The insurance money cannot be attached or taken from your beneficiary.
- 4** **NO TRAVEL OR OCCUPATIONAL RESTRICTIONS.** Not only are you covered while in the service, but after you're out, you can live anywhere, follow any occupation you choose, travel by any method you like.
- 5** **CASH AND LOAN VALUES** are available on your converted insurance policy after the first year. Loans may be made up to 94% of the cash value.
- 6** **THE GOVERNMENT PAYS ALL OVERHEAD EXPENSES,** making a smaller premium you pay.
- 7** **THE GOVERNMENT PAYS ALL COSTS** due to the extra hazard of military or naval service; this keeps premiums low.
- 8** **FUTURE DIVIDENDS.** Your insurance payments may be further reduced in the future, by dividends declared by the Veterans Administration.
- 9** **NEW 3-YEAR EXTENSION** for all "term" policies effective before 1 Jan. 1946 automatically increases period from 5 years to 8. This gives you more time after war to get financially established before converting to permanent insurance.
- 10** **LIBERAL CONVERSION PRIVILEGES.** Any time after you've had your "term" insurance a year, you can exchange it for one of the three forms of permanent insurance — Ordinary Life, 20 Payment Life, or 30 Payment Life. No physical examination is required.

**FOR SPECIFIC DETAILS on any of the above provisions,
see your Benefits & Insurance Officer.**