

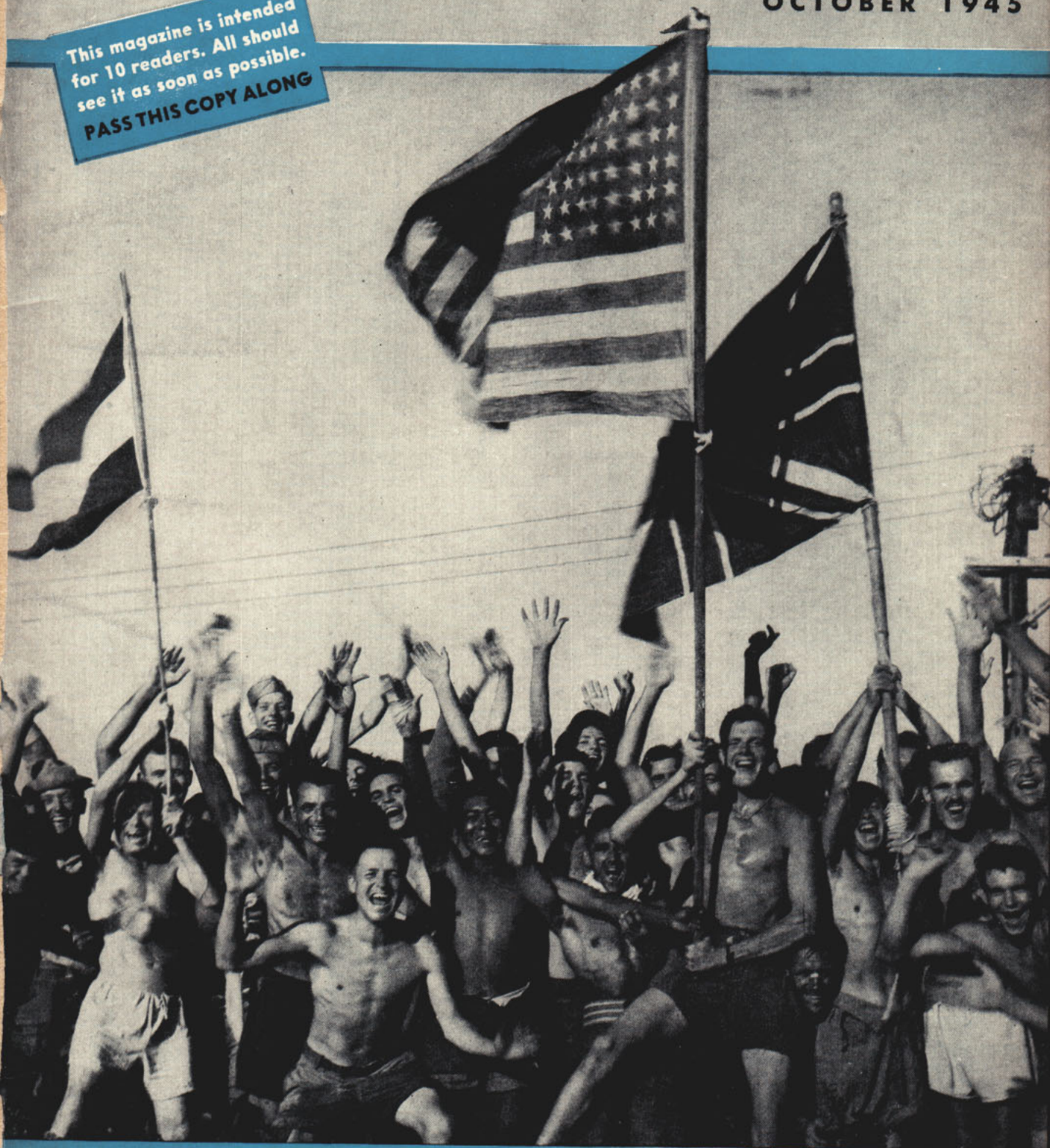
# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

OCTOBER 1945

This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
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**"IT IS FOR US, THE LIVING..."**



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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

OCTOBER 1945

NAVPERS-O

NUMBER 343

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● FRONT COVER: The flags of the United States, Great Britain and the Netherlands are waved by wildly cheering Allied prisoners of war from atop the stockade of Aomori internment camp near Yokohama, as U. S. Navy rescuers approach with food, clothing, medical supplies—and freedom! This is the Navy's Picture of the Month as selected by the Navy Photographic Institute.

● AT LEFT: "It is for us the living, rather, to be dedicated here to the unfinished work which they who fought here have thus far so nobly advanced. It is rather for us to be here dedicated to the great task remaining before us—that from these honored dead we take increased devotion to that cause for which they gave the last full measure of devotion . . ."

● INSIDE BACK COVER: From overhead the USS Saratoga looked like this as she steamed through San Francisco's Golden Gate last month with her flight deck jammed with cheering Navy veterans from the Pacific—part of 3,800 homeward bound.

● OUTSIDE BACK COVER: Union Jack flies at the bow of the USS Missouri at anchor in Tokyo Bay. In the background Fujiyama towers over other Fleet units.

CREDITS: Front cover and outside back cover, Official U. S. Navy photographs; at left, Official U. S. Coast Guard photograph; inside back cover photograph from Press Association, Inc.

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# NAVY'S PLANS TAKE SHAPE

## First Month After V-J Sees Demobilization Speeded, Plans Proposed for Peacetime Navy

WITHIN A MONTH of Japan's defeat the Navy's plans for the future were taking shape along two broad lines—first, the vast business of demobilizing some 3,000,000 men and women and returning them as swiftly as possible to civilian life; second, setting forth proposals for the postwar era and the type and nature of the peacetime Navy.

Congress, which had the over-all aspects of national policy to determine, was freshly returned from a peace-interrupted summer recess, and turning its attention to problems of demobilization and the Navy's future.

Along demobilization lines, new developments in the first month after V-J Day included:

- Announcement that one of every three Navy men would be home by mid-February (and 50% of the Navy home before the end of April).

- A new credit added to the point system for overseas service.

- A new point score for the release of Medical, Hospital and Nurse Corps personnel.

- A lowered critical score for naval aviators in flight status.

- A month-by-month schedule of release for Navy personnel.

- Announcement of the areas to be served by each separation center for officers, enlisted men and Waves.

In addition, plans for postwar ships, bases and personnel, held under wraps before V-J Day, were being revealed for discussion as examples of the Navy's present thinking in making plans for the peacetime era. New announcements along these lines covered:

- The Navy's proposed peacetime fleet of 1,079 vessels.

- The 15 major Pacific and Atlantic bases deemed necessary to support this fleet.

- Further details on transfer of officers to the regular Navy.

- Bills introduced in Senate and House to fix strength of postwar Navy at 558,000, Marine Corps at 108,000.

- A new system of training enlisted personnel for the peacetime Navy.

- Navy recruiting policies, including opening up voluntary enlistments to the age 17-30 group, and recruiting of flyers.

Much of this, of course, hinged upon determination of national policy and authorization by Congress (see Sec-Nav statement, next page). Military matters were among the first things Congressional committees took up as they returned to the nation's Capital. Leading naval figures began making appearances before the House Naval Affairs Committee in mid-September, to testify on demobilization plans and progress and on future Navy plans.

Defeat of Japan confronted the Navy with two major obligations:

- To return to civil life as soon as possible nearly 3,000,000 men and women who had interrupted peacetime pursuits to serve in the wartime Navy.

- To keep enough naval personnel in

active service to handle any contingency in the period following Japan's surrender. Great areas of the Pacific still had to be patrolled and policed. Ships and bases have to be maintained. Facilities and materials no longer needed must be disposed of. And men of the Army, Navy, Marines and Coast Guard must be shipped home.

### Demobilization Plans

On 15 August, within 24 hours after the President announced acceptance of the surrender terms, the Navy began to demobilize. On that date there were in the Navy almost 3,400,000 men and women.

By 1 Sept 1946 demobilization is scheduled to be completed, and the personnel strength of the Navy reduced to an anticipated postwar level of about 558,000 officers and men.

Since announcement of the original point score for release, several new developments in Navy demobilization made news:

**Overseas service**, omitted from the original point score to get the demobilization plan into high gear more quickly, was added to the release plan during September, with a quarter point included in the critical score for each month of overseas service since 1 Sept 1939.

Because naval forces and personnel were so continuously on the move during the war, accurate information was not immediately available as to the

effect upon the Navy of including credit for sea duty or overseas duty. Rather than delay the six or eight weeks that might be necessary to establish this information, the Navy had put into effect a demobilization plan which started releasing personnel (some 327,000 officers and men) at once.

With the addition of the overseas credit, another 423,000 officers and men became eligible for demobilization on 15 September, raising the total to 750,000 men and women of the Navy eligible for release.

**Medical, Hospital and Nurse Corps personnel** were made eligible for release under separate scores: 35 points for nurses; 60 points for male doctors; 35 points for female doctors (same as for other female officers).

Male and female officers of the Hospital Corps, including hospital specialists, were made eligible for release under the same point system as for other male and female officers, 49 and 35 points respectively. Pharmacist's mates and hospital corpsmen, male and female, were made eligible under the same scores as other enlisted personnel, 44 points for men, 29 for women.

Approximately 1,100 doctors became eligible for release on 15 September, in addition to 20,000 pharmacist's mates and 9,000 hospital corpsmen. Approximately 500 nurses were also qualified for release. (Dentists have been eligible since 15 August under the same critical score as other officers, 49 points).

**Aviators** became eligible for de-



Official U. S. Navy photograph

CONGRESSIONAL action will determine future for Navy's vast fleet of which these ships at wartime anchorage are a part. Proposed: 1,079 ships.



mobilization under a slightly lower point score than other officers, under Alnav 213-45, which provided that naval aviators in flight status could be released if they had 44 points instead of 49.

## Timetable for Release

By the end of 1945 the Navy plans to release or discharge approximately 75,000 officers and 790,000 enlisted personnel. By 1 Sept 1946 nearly 3,000,000 officers and men will have been returned to civil life.

Some indication of how fast this would work for most Navy men was revealed in a "monthly timetable" (see p. 5) of release planned by the Navy which indicated that by mid-February one of every three men now in the Navy would be home. By the end of April, one of every two. By May, two of every three.

## Separation Centers

Personnel separation centers all over the country were in operation last month for officers, for enlisted personnel, and for Waves. Announced during the month were the areas which each separation center would cover (for maps showing these, see p. 00).

Waves were being separated from the service at five separation units: Memphis, New York, San Francisco, Great Lakes and Washington, D. C. Some 5,200 enlisted women and 500 officers have already become eligible for release under the point system, with increasing numbers due for release in the future. Discharges for reasons of pregnancy or dependency or marriage to a serviceman or to a veteran returned from overseas are also handled at these units.

Nurses, it was announced, would be separated from the service at the units established for Waves. The Navy Nurse Corps will have their own civil readjustment officers at these centers to handle the exit interviews for nurses.

## The Navy's Future

Although planning is well along and in many cases recommendations have already been made, the Navy of the future is something that can only be seen in a crystal ball at the moment, for it depends on many factors as yet unsettled.

For instance, no one can say what the peacetime Navy will really be until national policy has been established and until Congress gives the go-ahead signal.

The Navy we will then need will depend on the roles assigned it, and what Congress accordingly authorizes in the way of personnel, ships and facilities to carry out these missions.

At the moment the major role of the Navy is to continue to control the waters and ports of the Japanese Empire. Among its future missions, the first commitment is, as the Constitution says, to "provide for the common defense." That is the fundamental historic mission of the Navy.

But during this war the United States has acquired additional commitments, recommending that many others be kept, not because they are essential to the Western Hemisphere and the world. By the Act of Chapultepec we



**BASES** constitute a part of postwar Navy plans. Proposals under consideration suggest ring of 15 major naval bases, including Guam, shown above.

agree to use force to prevent aggression in this hemisphere. And in the Charter of the United Nations, we pledge ourselves to "take such action by air, sea or land forces as may be necessary to maintain or restore international peace."

To fulfill these commitments, what will the Navy need in the way of ships? bases? personnel? And how will its personnel be recruited? composed? trained?

Proposed answers to some of these questions came from both the Navy and from Congressional leaders.

## The Peacetime Fleet

The size and composition of the postwar Navy have yet to be determined by Congress, but an indication of present thinking along these lines was contained in the recommendations presented by the respective chairmen of the Senate and House Naval Affairs Committees, Senator Walsh and Representative Vinson.

In resolutions introduced concurrently in both houses, they proposed a peacetime Navy of tremendous strength, made up of 1,079 ships (of which some 800 would be in a reserve status), as compared with the present unprecedented war strength of the Navy, with its 1,308 combat ships.

Main features of the proposed fleet: no reduction in the number of our largest aircraft carriers; a reduction of only three 27,000-ton carriers, reducing the total from 27 to 24; retention of the present ten 11,000-ton carriers as well as the 79 CVEs. The number of battleships, it was proposed, should be reduced from 24 to 18.

The result would be a fleet that would be superior to any that could be ranged against us in either ocean by "any likely combination" of enemy powers.

Taking into consideration also the possible new changes in warfare brought about by the atomic bomb, the Congressmen said that there would be no final Congressional decision on the peacetime Navy until after a thorough study of the changes in Navy

## THE POSTWAR NAVY

**T**HE PLAN for the proposed postwar Navy represents an endeavor on the part of the Navy with the information now available to present the naval strength that is required to support the national policy as we understand it. Even in order to do this we have had to make certain assumptions about the tasks which the Navy will be called upon to discharge in conjunction with the Army. They are three.

- The first one we are quite sure of, the security of the continental United States and its overseas possessions.

- The second derives from the Act of Chapultepec and is coupled with the Monroe Doctrine and is the security of the Western Hemisphere.

- The third assumption—which is the least well-defined—relates to the commitments of the United States to preserve the peace of the world.

We have those three principal assumptions. With the information we now have, we submit this estimate of the naval strength necessary to support these national policies at home and abroad, remembering always that strength is relative and accordingly must vary from time to time.

JAMES FORRESTAL  
Secretary of the Navy





Official U. S. Navy photographs

**TRAINING** of men to lead postwar naval forces looms big in current proposals. These men, studying radio, keep up with new scientific developments.

structure that might be required "due to the probable emergence of new weapons of war employing the principles used in constructing the robot and atomic bombs."

It was made clear that the Senate and House Naval Affairs chairmen had agreed fully with the recommendations of the Navy itself. In addition to their recommendations on battleships and carriers, they recommended maintenance of three large cruisers, 31 heavy cruisers, 48 light cruisers, 367 destroyers and 200 submarines.

Only about 300 ships of this vast fleet would comprise the "active fleet" and be kept operative at any one time, "fully manned and ready for any emergency." Another 100 ships would be organized into a "ready reserve"

with nucleus crews, while the remaining 700 ships would comprise the "laid-up reserve," would be in decommissioned status, available for recommissioning "if and when needed."

The comparison below shows the relative strength of the prewar combatant Navy, the present authorized combatant Navy, and the proposed postwar combatant Navy:

Type of vessel	Pre-war*	Present	Post-war
Large aircraft carriers (45,000 tons) ...	3	3	3
Aircraft carriers (27,000 tons) .....	8**	27	24
Light aircraft carriers (11,000 tons) ...	10	10	10
Escort aircraft carriers ...	79	79	79
Battleships .....	18	24	18
Large cruisers .....	3	3	3
Heavy cruisers .....	18	33	31
Light cruisers .....	28	57	48
Destroyers .....	144	450	367
Destroyer escorts .....	...	359	296
Submarines .....	56	263	200

Total ..... 272 1,308 1,079

\* Total authorized up to the Naval Expansion Act, 17 May 1938.

\*\* Ranging from 11,000-ton *Langley* to 33,000-ton *Lexington* and *Saratoga*.

The Navy's plan for "preserving" the non-operating ships includes four processes:

- The first is the application of a thin film of rust preventative over machinery parts which allows the engines to turn over on short notice, unlike formerly used preventatives which were cumbersome and time-consuming to remove.

- The second step is the placing of desiccants (drying agents) through the ship's compartments.

- Third is the application of a hot plastic paint to the ship's hull. This paint, which kills barnacles or any other life that attempts to cling to the ship's bottom, will preserve a ship's hull in salt water for five to six years and in fresh water for 15 to 20 years.

The plastic paint was developed by the Navy Yards at Mare Island and Norfolk.

- The fourth step is performed by dehumidification machines, developed by BuShips, which pump warm, dry air through the ship's lines before semi-permanently sealing off these lines (water, fuel lines, etc.).

## Postwar Navy Bases

Along with their recommendations for the size of the postwar Navy, the chairmen of Congress' Naval Affairs committees had also said: "Adequate facilities to support the Navy should be maintained wherever necessary."

What the Navy thinks these should be, as far as bases were concerned, was revealed in its recommendations to Congress, which called for a postwar ring of 15 major naval bases, supported by other minor ones. Nine of the major bases would span the Pacific, enclosing a vast ocean expanse of roughly 28,000,000 square miles. The six bases in the Atlantic would include one at Bermuda and another at Argentina, Newfoundland.

The list of major bases was limited, said Assistant Secretary of the Navy H. Struve Hensel, to "those we should intend to maintain and which are susceptible to defense."

The nine Pacific bases:

- 1) Kodiak, east of Alaska peninsula
- 2) Adak, in the Aleutians
- 3) Hawaii
- 4) Balboa, Canal Zone
- 5) Guam, Saipan and Tinian (considered on one base)
- 6) Iwo Island, in the Bonin and Volcano groups
- 7) Okinawa, in the Ryukyus
- 8) Manus, in the Admiralties (if Australia will grant us the right to a base there)
- 9) The Philippines

Manus, southernmost of this group and affording one of the best fleet anchorages in the Pacific, is under Australia, as part of the Mandated Territory of New Guinea. Iwo and Okinawa were Japanese territory.

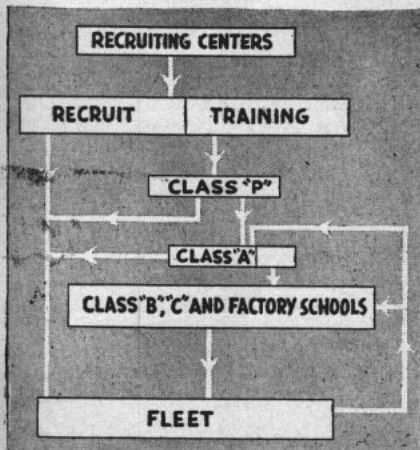
In addition to the nine major Pacific bases, Mr. Hensel said, the Navy is recommending that many others be kept, not because they are essential to the Navy's needs but primarily to prevent them from being used by any other nation. As some examples of these, he cited Wake, Midway, Eniwetok, Kwajalein and Truk, former Jap stronghold.

Bases recommended in the Atlantic:

- 1) Argentina, Newfoundland
- 2) Bermuda
- 3) Roosevelt Roads in Puerto Rico\*
- 4) San Juan, Puerto Rico
- 5) Guantanamo Bay, Cuba
- 6) Coco Solo, Canal Zone

(\*In a later statement, Secretary Forrestal indicated that Trinidad was under consideration in place of this.)

The Navy has used Argentina throughout the war as its principal Atlantic base for transatlantic air operations.



**POSTWAR TRAINING** for enlisted men will include a new feature—Class 'P' schools to provide basic trade-schooling in six courses (see story).

# THE NAVY'S POSTWAR ROLE

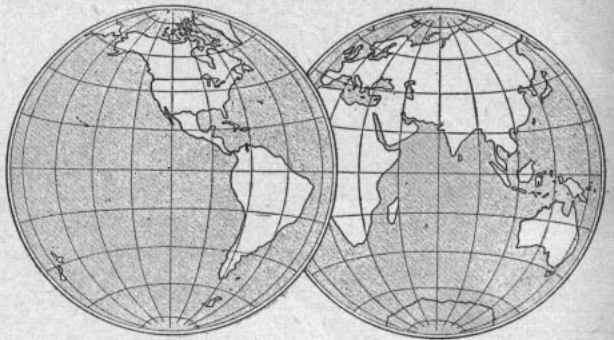
## 1. National Security



## 2. Hemispheric Security



## 3. International Security



NAVY'S ROLE in "the common defense" has grown as scope of American national policy has broadened from historic concern with national security to share in maintaining hemispheric and now international security.

Secretary Forrestal pointed out that these were merely the Navy's own recommendations and that it would be up to Congress to act on them. The recommendations were limited, Mr. Hensel added, to those which the Navy considered the absolute minimum essential for national safety.

At one time or another the Navy has had as many as 256 bases of all sizes and types in the Pacific theater and 228 in the Atlantic theater. Not all were in existence at any one time, as new ones were being opened up constantly as the war progressed and old ones were being shut down as the needs of the war no longer called for them.

### The Navy's Manpower

Best estimate the Navy can now make as to the number of officers and men it will require to fulfill its assigned missions (above) comes to about 500,000 men and 58,000 officers, and 100,000 men and 8,000 officers for the Marine Corps. But numbers is just one phase of the Navy's postwar personnel planning.

Shortly after the surrender of Japan, the shift from war to peace in the Navy's personnel set-up was highlighted by a change in command at BuPers itself. Vice Admiral Randall Jacobs, USN, who had been Chief of Naval Personnel throughout the war and had seen the Navy's manpower grow from a few hundred thousand to the greatest Navy in history, numbering more than 3,000,000 officers and men, left his post for a new assignment and was succeeded by his one-time Assistant Chief of Naval Personnel, now Vice Admiral L. E. Denfeld, USN, recently in from a sea command to take over the Navy's postwar personnel problems.

With Japan's surrender now accomplished, the major problems confronting BuPers, as Admiral Denfeld saw them, were, in addition to "as rapid and orderly a demobilization of naval personnel as possible," the following:

- "The transfer of sufficient Reserve officers and men to the regular naval establishment so that we can efficiently operate the peacetime Navy."

- "The replacing of the older flag officers at sea and shore, whose splen-

did wartime performance entitles them to a rest, with younger officers who have had fleet and combat experience."

- "The question of retention of Waves in the naval establishment."

- "A revision of the educational system of the Navy to fit the needs of the Navy in the years ahead."

Admiral Denfeld also announced that he intended to have as two of his principal assistants at BuPers a naval aviator and a senior Naval Reserve officer, in recognition of the major parts played in the war by both the Reserves and the Navy's flying men.

### Transfer to USN

As hearings opened before the House Naval Affairs Committee late in September, the Navy was presenting legislation designed to seek the transfer into the regular Navy of up to 30,000 Reserve officers. Main policies:

- They would be transferred in their temporary ranks.

- They would take precedence with the present officers of the regular Navy of the same ranks, thus receiving credit for all active duty during the emergency.

- They would have exactly the same rights as to allowances, retirement pay, and all other benefits.

Details meanwhile were being released to the naval service (see p. 70) concerning specific questions on eligi-

bility for transfer, assignment of initial rank, promotions and selection, compensation and security, and the procedure for making application.

Reserve officers were to be within a few years of the age of regular Navy officers having the same temporary rank and service, and to have completed two years' work toward a degree in a college or university or indicate the equivalent general background and mental capacity.

Both points, it was felt, would assure Reserves who transferred an opportunity to become sufficiently qualified that their integration into the regular service would be complete.

In administering plans for transfer, said Admiral Denfeld, "it is our firm intention to make transfer to the regular Navy as attractive as possible, in order to insure retention in the regular Navy of the very best of these Reserve officers who have done such a fine job in fighting the war."

Emphasis would be placed on younger men with sea and combat experience, although provision would be made for the retention on active duty in the Reserve of certain older Reserves of outstanding ability.

Transfer to the regular Navy will be open also to qualified temporary USN officers, including the more than 30,000 who have been promoted to that status from the ranks; to the 36,000 Reserve officers who were promoted

## NAVY'S DEMOBILIZATION TIMETABLE

Subject to change, depending upon military requirements and the availability of transportation facilities, here is the Navy's monthly timetable for the release or discharge of its personnel:

During the month of—	Officers released	Officers remaining*	Enlisted released	Enlisted remaining*
1945				
September .....	11,200	313,700	121,000	2,970,000
October .....	16,100	298,700	171,000	2,820,000
November .....	21,100	278,000	221,000	2,620,000
December .....	26,000	253,800	251,000	2,390,000
1946				
January .....	25,900	229,000	257,300	2,153,700
February .....	25,900	204,200	257,300	1,917,400
March .....	25,900	179,400	257,300	1,681,100
April .....	25,900	154,600	257,300	1,444,800
May .....	25,900	129,800	257,300	1,208,500
June .....	25,900	105,000	257,300	972,200
July .....	25,900	80,300	257,300	735,900
August .....	23,700	57,800	256,900	500,000

\* "Officers remaining" and "Enlisted remaining" include estimated input and are as at the end of the month named.



after service in the ranks; and the 99,000 commissioned from enlisted status in one of the officer candidate programs.

Likewise to be continued was the transfer to the regular Navy of enlisted men now in the Reserve. Poster announcements informing the service that enlisted men could transfer to the regular Navy went out shortly after V-J Day (ALL HANDS, September 1945, p. 67). Until reports come in from the fleet and outlying bases, the number of applications will not be known, although one training station, at San Diego, reported in its station paper, *The Hoist*, that more than 1,000 such applications had already been received from men there.

During the war the petty-officer ratings have come more than ever to require men with highly skilled and technical qualifications. The Navy plans to continue the intensive training programs which would attract such men, particularly in such fields as electronics.

### Flag Officers

Many of the Navy's senior flag officers have been at sea since the war started, and some longer than that.

These officers are to be brought ashore at the first opportunity and given assignments where their experience and abilities can be used to good advantage, and where they can again become acquainted with their families.

At the same time the Navy intends to order young active flag officers who had had combat experience in the fleet to positions of authority in fleet and shore establishments.

Regular rotation between shore and sea duty, more or less done away with in wartime, is now to be put into effect again.

### Waves

Present Navy plans are to keep a Wave component in the Naval Reserve. Further, if Congress approves, the Navy will seek to retain on active duty reasonable numbers of Waves who wish to do so and who may be needed in certain specialties. The Navy's experience in wartime has shown that Waves are particularly

useful in such specialties as communications, the Medical Corps and certain types of aviation duties.

The last class of recruits graduated from the Waves' Naval Training School, The Bronx, N.Y., on 1 October, marking the end of this training program for the Women's Reserve. Graduates of this class, as of the two that preceded it, were either assigned to general duty or to the Hospital Corps training school there.

### Education and Training

What will be the nature and type of education to be given future officers and men of the Navy is now under consideration, with tentative plans announced, although some phases will depend upon getting the necessary authorization from Congress before they can be put into effect.

**Officer training.** Present facilities of the Naval Academy will not be adequate to produce the number of officers needed under the Navy's estimate of its future strength. Proposals are now under consideration to increase the size of the Naval Academy, and Congress has authorized an increase from 7,200 to 14,000 in the NROTC. A total of 52 NROTC Units situated in every part of the country will be functioning by 1 November 1945. Various plans are under consideration to make more nearly uniform the training given to all prospective officers of the Navy. It has not yet been determined what definite proposals will be made to Congress on this subject, but it is anticipated that a comprehensive plan will be ready for submission within a short time.

**Enlisted training.** Plans for postwar training of the Navy's enlisted personnel have been prepared on two different premises; according to whether universal military training is or is not adopted by the Congress as a peacetime preparedness measure.

The training plan for one-year universal military training is divided into four phases: recruit, elementary school, pre-commissioning training and shipboard training. All men for the regular Navy would be taken after

they had completed six months of training—that is, all elementary training would have been completed before they were assigned to the fleet. The same advanced training facilities will be required with or without universal military training.

While the Navy believes that universal military training is essential for adequate preparedness and security, if the plan is not adopted the Navy will proceed with a training plan which embodies a brand-new feature in enlisted training—the creation of a new "Class P" (for primary) school to come between recruit training and assignment to Class A schools.

The training set-up would then be as follows:

- **Recruit training** would be a general indoctrination training identical to that now being given.

- **The new Class P schools** would give basic trade-school training of an elementary nature, and would be divided into six courses: seamanship, gunnery, communications, basic engineering, clerical and commissary. The purpose of the training is to give all men a technical background which will better equip them to strike for a rating and to take further advanced training after they have been to sea.

A man who had had Class P school training in gunnery, for instance, would go to sea after he finished school, probably for at least two years, and during that time would be able to observe in action such rates as gunner, fire controlman and torpedoman's mate under seagoing conditions and get a better idea which of these rates he would like to strike for.

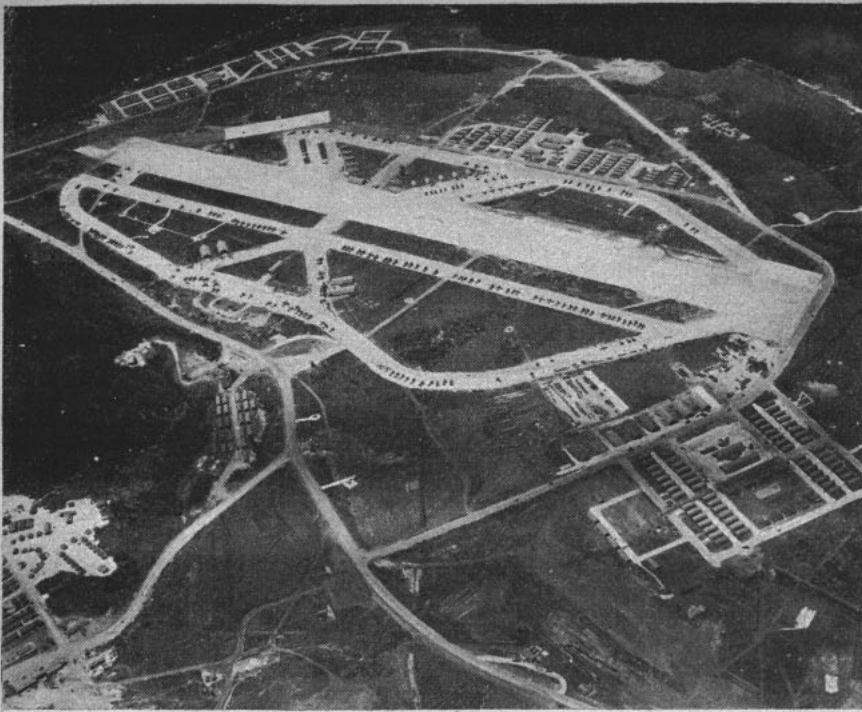
Here's a size-up of how the various proposed new Class P schools would lead to striking for various rating groups:

- Seamanship (BM, QM, SM)
- Gunnery (G, TC, TM)
- Communications (RM, RT, RdM)
- Basic engineering (MM, EM, WT, MoMM, CM, SF, M)
- Clerical (SK, Y)
- Commissary (C & B)

- **Class A schools** will include training in practically all rates now given but will be a more advanced type of training, including the qualifications



FIFTEEN MAJOR PEACETIME BASES, nine in Pacific, six in Atlantic, are called for in the Navy's postwar plans.



Official U. S. Navy photograph

**TO PLAY ITS ROLE** in defeating Japan, Navy forged in effect an island chain. This Saipan air base is now being considered for postwar use.

for petty officer second class. This training, instead of being used immediately for recruits or Class P graduates, will be reserved for men who have had two or more years at sea.

- *Class B schools* will include training in all rates now given, but will be of an even more advanced nature, and include general training up to and including qualifications for CPO.

- *Class C schools* will continue to give special advanced training required to develop certain skills or to fill specialized seagoing billets.

- *Refresher training* will be short courses of an elementary and advanced nature conducted on available equipment in Navy Yard training centers. This would be available primarily to men from ships undergoing overhaul.

- *Operational and special schools* will include training similar to that now being given, such as fire fighters, antiaircraft gunnery, sound operators, damage control, etc.

- *Precommissioning training* will be similar to that conducted by COTCLant and COTCPac during the war. However, it is proposed that this training be administered in peacetime by BuPers rather than by the fleet.

Since a large number of highly trained men now in the Reserve will probably return shortly to civilian life, it is likely that the capacity of the advanced schools will be much greater than normal for the next five years, in order to provide sufficient capacity for training the petty officers required for the peacetime Navy.

At BuPers there would be established an Office of Training, much as the present Training Activity is set up, but divided into three major divisions: field administration, standards and curriculum, and training improvements. Duties of the present Quality

Control division would be taken over by the above.

### Navy Recruiting

The schedule for Navy recruiting at the moment is an "all-out drive." Navy recruiting stations all over the country are now making a strong effort to obtain voluntary enlistments, particularly for the regular Navy, among men in the age group of 17 to 30, inclusive. These men may now volunteer as a result of President Truman's Executive Order of 29 August, which lifted the ban against voluntary enlistments in draft ages.

The recruiting drive is designed to speed up demobilization of present Navy men who have seen long war service, and to enable the Navy to reduce its calls through Selective Service and at the same time to fulfill its extensive responsibilities during the period of transition.

During August the Navy recruited

more than 6,300 17-year-olds for the regular Navy through voluntary enlistment, with parental consent. Some 10,000 enlistments were also secured for the Naval Reserve despite the former limitation to the 17-year-olds.

With the bars raised permitting the armed forces to reach into the draft-age group, the Navy hopes to triple the August figures in future months.

Three recent developments that will undoubtedly aid in reaching this goal:

- The term of enlistment in the regular Navy is now reduced from six years to four years.

- Physical standards are lowered in line with war experience.

- Men changing to the regular Navy from the Naval Reserve, as well as men reenlisting in the regular Navy, are entitled to full credit for past active duty, a special cash reenlistment bonus, and up to 60 days' leave.

The Navy will also recruit flyers, in order to guarantee a continuous flow of new pilots into the fleet. Flight training will be available to 17- and 18-year-old high school graduates, or students now in their last semester at high school or secondary school.

Applicants, who must be unmarried (and agree to remain so until commissioned), will be given three to four semesters of college training before entering flight schools.

### The Navy's Mission

In summing up his testimony before the House Naval Affairs Committee on the role of the postwar Navy, Secretary Forrestal stressed four points:

1. "This nation can secure and can discharge its international obligations only if it controls certain strategic areas."

2. "This control is the mission of the Navy."

3. "That control is today firmly in the hands of the Navy as we know it: surface and submarine forces, and great carrier striking forces which we believe will be capable of delivering atomic bomb attacks."

4. "In the future the Navy's weapons will certainly change but its mission—the control of the seas and the skies above them—will neither change nor decrease in importance."

## POSTWAR NAVAL RESERVE

**T**O ANSWER the many inquiries regarding the postwar Naval Reserve, plans are now being formulated for an organization which will retain the best features of the prewar Reserve and benefit by improved equipment and methods of training. If you do not transfer to the regular Navy, the postwar Reserve will provide you with an opportunity to serve your country in peace as you did in war.

It is contemplated that the postwar Naval Reserve will provide the opportunity for officers and men to keep abreast of the newest developments in their branch of the Navy;

that those who desire to enter the more active Reserve will be paid for participation in drills and training cruises; and for those who are unable to devote as much time, other facilities for training and instruction will be made available on a voluntary basis.

Officers being separated are urged to retain their commissions in the Reserve and enlisted men to ship over into V-6, U.S. Naval Reserve, in accordance with Alnav 261-45, for inactive duty, thereby retaining their present connections until such time as the final classifications are established.





# THIS WAY OUT

NAVAL SEPARATION CENTERS were in full scale operation last month returning men of the Navy to civilian life. On these pages are views from Bainbridge center.





**PROSPECTIVE CIVILIANS** are sent to separation centers near their homes. First step at the center is to log in (top photo on opposite page). Then while they undergo medical examinations (below) and pick up such informa-

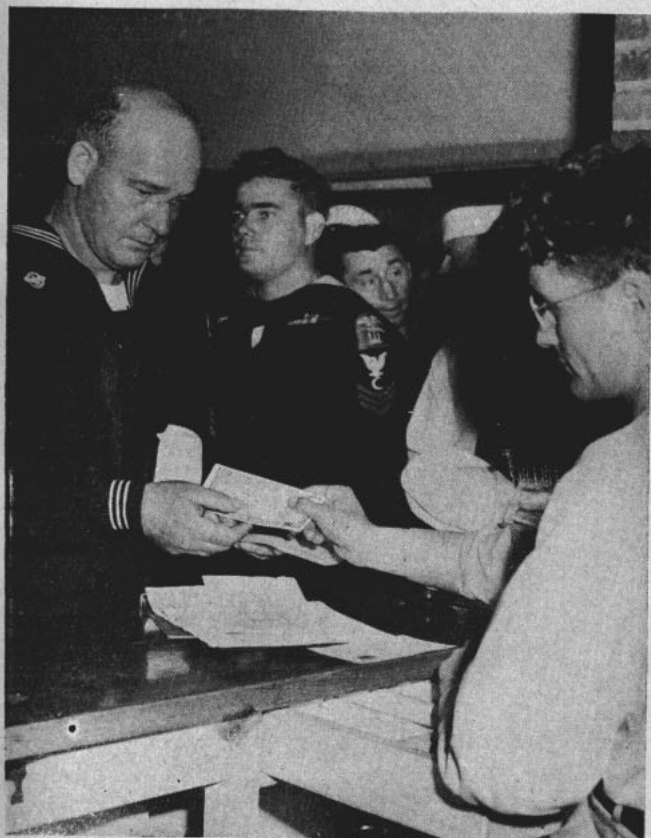
tion as they desire in interviews with special officers, an efficient staff (below on opposite page) processes their papers and pay accounts. As part of routine, a tailor sews discharge emblem on dischargee's uniform (above).



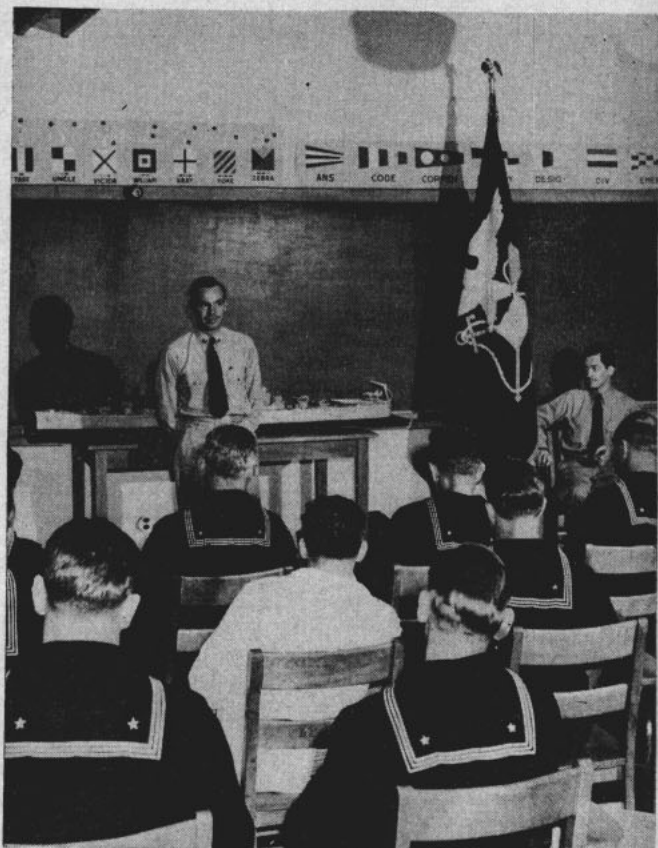




IN INDIVIDUAL INTERVIEWS, discharges have opportunity to learn about rights and benefits as veterans and how to fit their new skills to prospective civilian jobs. Here civil service man gives information on government jobs.

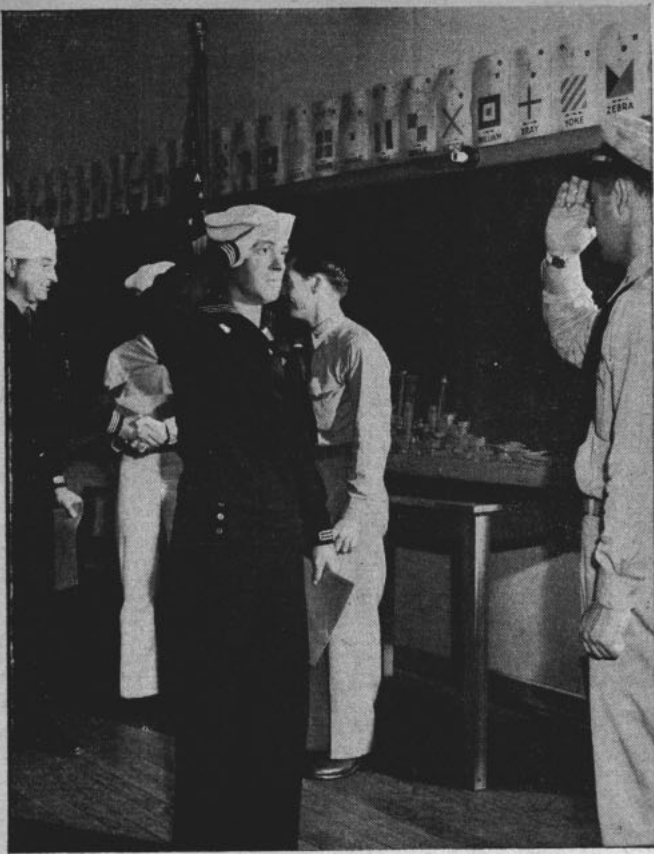


PAY-OFF comes when dischargee receives his accumulated service pay and first \$100 of mustering-out pay due.

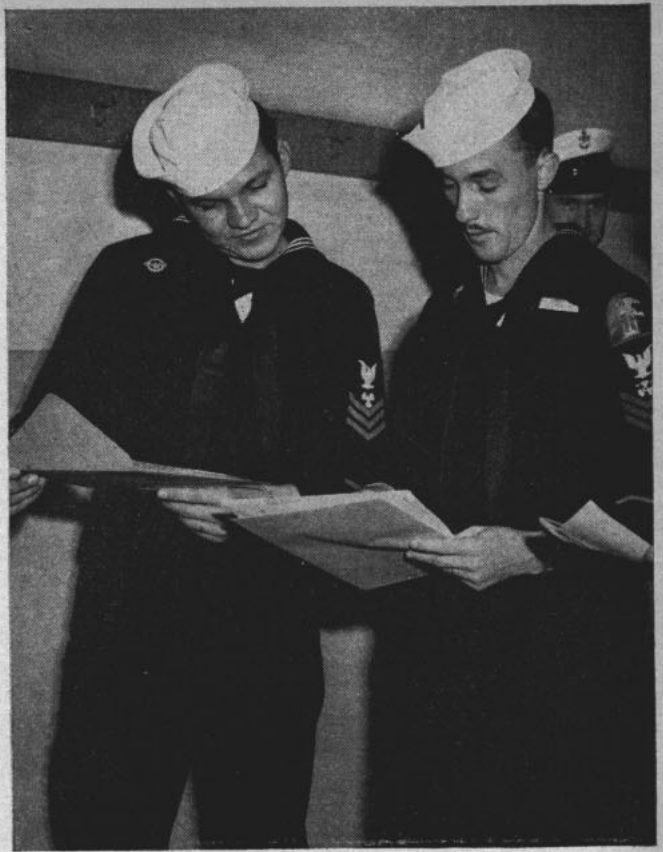


DISCHARGE CEREMONY includes talk by officer and presentation of discharge papers. A salute and it's over.

**ALL HANDS**



A FINAL SALUTE marks change from sailor to civilian. Here C. C. Harrison, Y2c, brings his navy career to close.



AT LAST they have their discharge papers in hand and they look them over as they prepare to leave center.



CIVILIANS ALL, this busload of onetime sailors are being taken to railroad terminal for last lap of their trip home.





TOWED INSHORE in rubber raft by landing craft, underwater demolition team preceded main landings at Peleliu

# UNDERWATER DEMOLITION

**Navy Warriors in Trunks Braved High Casualties to Clear Enemy Beaches for Our Landing Forces**

**T**HEIR job was to blast the way for invasions. Their tools of war consisted only of a knife, as many high explosive charges as they could carry and small rubber boats. They worked under the very muzzles of enemy guns—without foxholes.

These were the Underwater Demolition Teams, made up of courageous and unpublicized men whose work uniform was a pair of swimming trunks. From the Mediterranean to Normandy to the Pacific they successfully spearheaded D-day operations by removing thousands of mines, posts and a variety of other enemy-placed obstacles designed to impede beachhead landings.

One of their biggest jobs in the Pacific was at Okinawa where they removed more than 3,000 separate obstructions. At Guam they took out nearly a third of that number.

Demolition operations were always hazardous, but the job on Omaha beach

in Normandy ranks as one of the most perilous. There three out of every five men became casualties. But in doing their job the teams distinguished themselves. The Navy Combat Demolition Units of Force O (for Omaha) had the mission of slashing 16 fifty-yard gaps through three principal lines of obstacles. Unable to carry out reconnaissance or advance work, they landed with the first wave of combat troops under devastating machine-gun and sniper fire from the cliffs and Nazi strongholds on the Normandy coast. Yet within two days they had sapped over 85 percent of the German-placed traps on Omaha Beach.

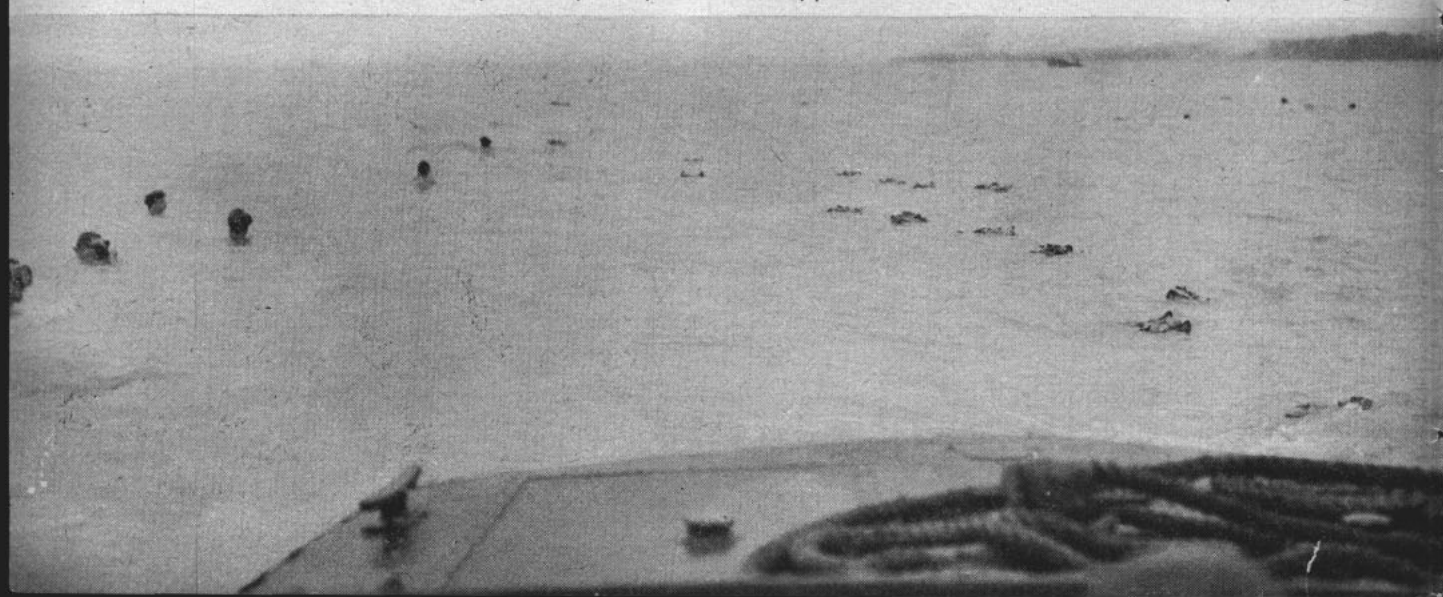
Fortunately, casualties in the Pacific areas were much lighter. Everywhere the sacrifices and work of the demolition teams were a big factor in keeping down casualties among the assault forces which followed them to the beachheads.

Training for underwater demolition work began without publicity early in the summer of 1943. The Navy school at Fort Pierce, Fla., turned out some 2,500 officers and enlisted men. Comdr. (then Lt. Comdr.) Draper L. Kauffman, USNR, Bethesda, Md., son of Vice Admiral James L. Kauffman, USN, Commander of the Philippine Sea Frontier, headed the school and went through a big share of the Pacific war in the field with his teams.

The school had one of the most rigid physical training programs ever passed in the Navy. Principal physical requirement of the candidates, all volunteers, was that their ear drums be in good condition so that they would be able to dive under water. Swimming had top priority in the training. In actual demolition work the teams went ashore in boats as they placed their explosive charges in position to blow up enemy barriers. But a week or more before the invasions, reconnaissance teams were sent out—and they had to swim in from a thousand yards or more off the beach and spend sev-

Official U. S. Navy photographs

OVER THE SIDE go the men and explosives (below), but over opposite sides. The men are left; explosives right.



eral hours in the water. Aerial reconnaissance was helpful, but the final beachhead check had to be made by the men who swam in and tested the location of the tetrahedrons, posts and mines.

The trainees developed stamina in swims of two or three miles several times a week. No matter how well a man could swim, he was drilled to use the side-stroke and breast-stroke instead of the crawl for purposes of stealth. On one reconnaissance training mission a swimmer, caught in the current, stayed afloat without a life jacket for eight hours and it is claimed that this feat was excelled by others on actual operational missions.

To withstand prolonged immersion the men got only the standard Navy diet with extra vitamin pills. Grease, favored by Channel swimmers, was found to be of no help. The men on

teams were joint Army-Navy units. In the Pacific, however, the personnel was exclusively Navy and the teams consisted of 13 officers and 87 enlisted men, usually divided into four platoons. In the latter stages of the war, some team personnel were being recruited directly from the fleet. Virtually all naval officers on the demolition crews have been reservists.

The Marshalls operations marked the debut of the underwater demolition teams in the Pacific. This was followed by operations in the Marianas, Carolines, Philippines, Volcanos (Iwo), and Ryukyus. In the European-Mediterranean theater it was Sicily, Normandy and southern France. After the initial operations, commanders of amphibious forces were fully aware of the value of these swimming warriors and acted to devise fire-control support that would keep every possible

tides partially or fully covered the reefs.

Normally they laid their high explosives around a large group of obstacles to be blown out. These were connected by cords of instantaneous explosive material. When the safety fuse was touched off, the whole area of obstacles went up together. Synchronized watches and radio contact were used among the platoons or groups of men to assure that the explosives were not touched off prematurely. On prearranged signal, all swimmers would hastily retire from the area of danger to their rubber boats, thence to landing craft to escape the deluge of flying coral, concrete, steel and broken timbers.

Demolition teams found that in constructing beachhead obstacles, the Japs favored hardwood posts and logs wedged down into the reefs, along



**CURTAIN RISES** on Peleliu invasion with this blast of four tons of tetrytol set by UD teams to clear channel.

reconnaissance missions were ordinary swimming trunks, light tennis-type shoes usually fitted with a fin to aid in swimming, and sea dive masks for working underwater. They couldn't be bothered with life jackets. Their tools were relatively few, explosives and fuzes and gear for securing the charges into position.

The underwater demolition teams training for the invasion of Honshu shifted bases from Hawaii to Los Angeles because water off the latter site was more like the cooler water off the Jap mainland.

In the Mediterranean and Normandy invasions, demolition teams were composed of one officer and five men, many of them drawn from the Seabees, who are noted for their ability to improvise. For the Normandy operation recruits were drawn from the Army, and the

Jap back from the beaches and cut down casualties while the demolition crews were working.

On open daylight jobs, LCI(G)s (landing craft, infantry, gunboat), APDs (converted destroyers used for carrying the teams), destroyers, cruisers and even battleships joined with bombing and strafing planes to keep at a minimum the enemy's interference with men working on reefs and on the beaches. The APDs carried LCPRs, smaller landing craft for personnel which they used for reaching the reefs. From there on in, small rubber boats and swimming were the modes of transportation.

Underwater demolition work had to be rapid and sure. Frequently on exposed reefs where a man was too clearly a target, the demolition crews had to work for short periods when

with cribs of logs and netting packed with cement and coral. These were frequently interwoven with barbed wire and sometimes interlaced with mines.

Unsung heroes of the war, the men of the underwater demolition teams carried out jobs that were one of its most highly guarded secrets and they performed their missions without receiving extra pay such as is given to Army and Navy flyers, submarine crews and combat infantrymen for extraordinary and hazardous work.

When the Marines, who have been through some bitter battles themselves, landed on Guam they found the following notice:

"Welcome to Guam, U. S. Marines; USO two blocks to right; UDT4 (Underwater Demolition Team Four)."



## FIRST PICTURES OF NAVY'S UNDERWATER SECRET

While the fighting continued, the work of the Underwater Demolition Teams was not only unsung—it was not even mentioned. Now, however, their achievements become one of the best “now it can be told” tales of the war. Better than words, these formerly classified photographs tell the story of these skillful and deadly swimmers who specialized in the business of rushing in where angels fear to tread. With their aluminum painted bodies, man-made fins, grotesque underwater masks, and tense faces, the UDT men look like strange ocean creatures—but their bravery was instrumental in every one of our beachhead victories. On Okinawa beach in the Normandy landing, for instance, three out of every five were casualties, but they did their job of clearing the way for the fighting and landing craft.



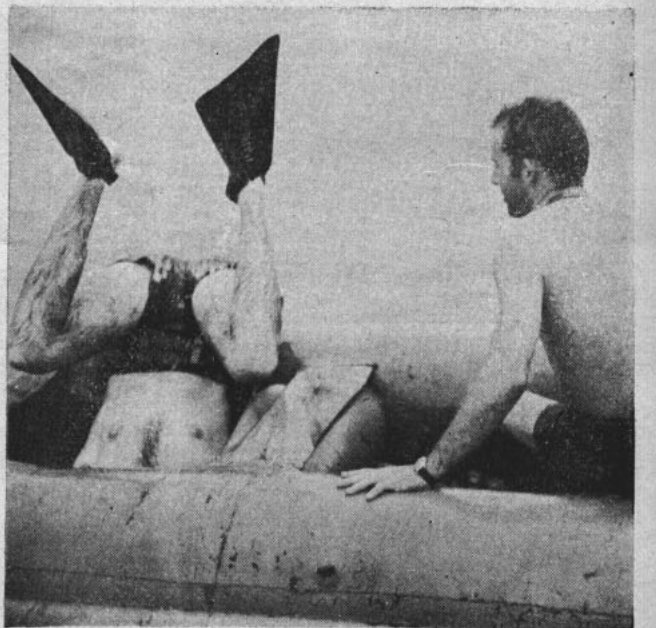
ALUMINUM WAR PAINT was daubed on demolition teams before operations to make them harder to spot.



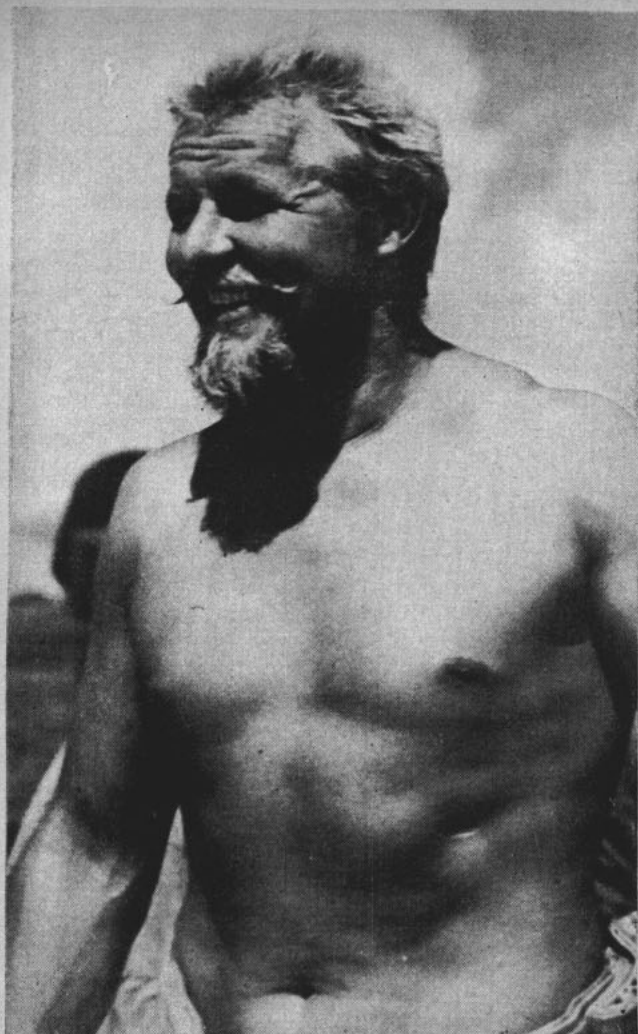
DEMOLITION CHARGES, strung together, are set in a rock beach obstruction in Hawaii during UDT training.



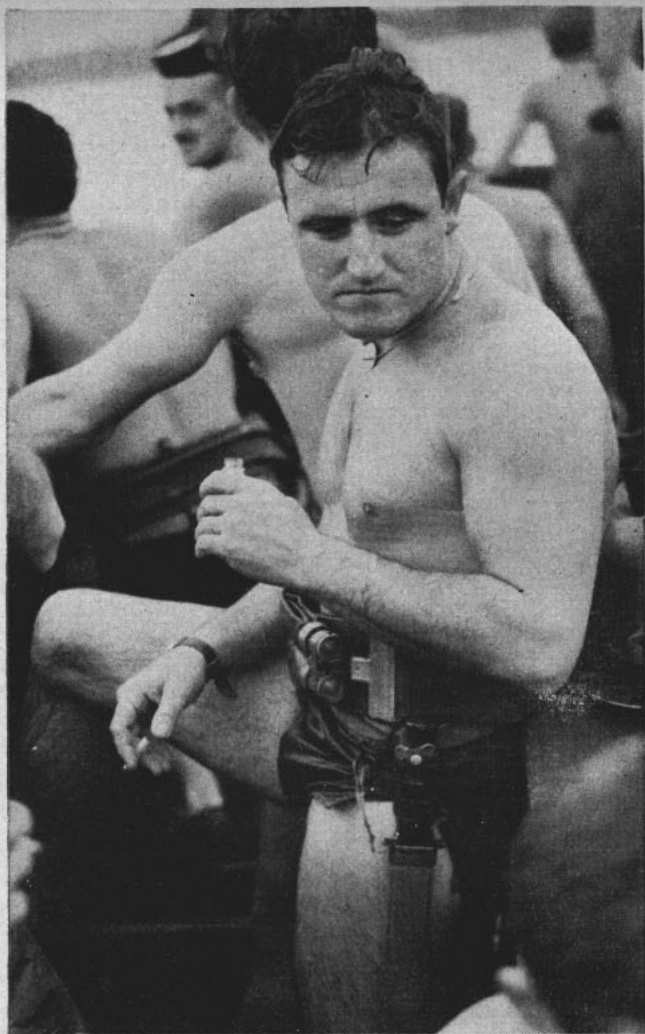
HUSKY MEN wait on rubber rafts to haul in UDT men scrambling aboard before the charges they set go off.



FOOT FINNS, worn by some of underwater sappers, can be seen on man tumbling aboard raft after Balikpapan job.

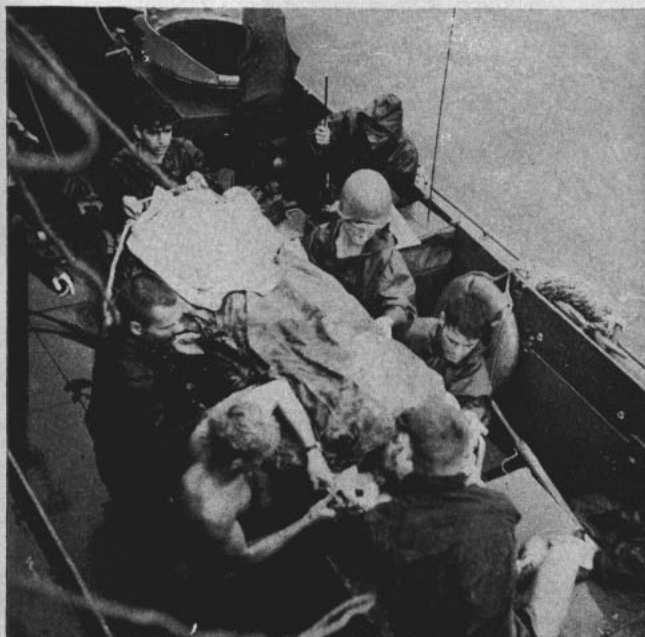


**RUGGED AND DARING** is this typical UDT man, about to blow up Guam obstacles. Like many, he's a Seabee.



Official U. S. Navy photographs

**IN PICKUP BOAT** after charges have been set, dripping demolition man gets a pickup from a cigaret and a drink.



**EXHAUSTED SWIMMER** is returned to ARD on a stretcher. Casualties in Normandy ran up to 60 percent.

**OCTOBER 1945**



**BEFORE PLUNGE**, demolition team risks Japanese bullets to peep over gunwale as they near their objectives.



# U. S. AID FOR VETERANS

## A Round-Up of Some Ways in Which Federal Agencies Are Able to Help Veterans in Their Postwar Plans

PROBABLY most Navy men heading back for civilian life think of postwar benefits for veterans as meaning mainly mustering-out pay, the GI Bill of Rights and maybe some day a bonus.

Actually, they're only part of the story as far as getting a little help and assistance from your Uncle Sam goes. For the man who's interested in them, there are many ways your Government can be of help to you outside of putting some money in your hand or giving you an education.

Many of these helps have been summarized by the Office of War Information in a study of what Federal agencies are planning by way of aid for veterans in their postwar plans.

Here are a few general observations that apply to most of the programs:

- To be entitled to special provisions for veterans, applicants must have been discharged or released from the armed forces of the U. S. "under conditions other than dishonorable."

- In most cases, service during the period between 16 Sept 1940 and the end of the war is a requirement, and in some the claimant must have had at least 90 days of such service, or have been separated sooner by reason of disability incurred in line of duty.

- Generally, although not always, there must be in addition a determination that the veteran's background, circumstances and plans are such that the priority, preference or other aid can reasonably be expected to be of actual, long-range benefit to him.

- Safeguards are provided against exploitation of ex-servicemen's privileges by non-veterans.

And now, here are some of the aids available to veterans on such matters as housing, jobs, job training, business, farming, etc., with the names of the Government agencies that can be of help. (Further details on any in which you may be interested can be obtained by writing the agency direct, in Washington, D. C.).

### Finding a Home

Recognizing the difficulties faced by returning veterans in resuming normal life with their families in the face of a critical housing shortage, the government's National Housing Agency is taking steps to aid them in finding adequate living accommodations.

Before the surrender of Japan, veterans were offered special priorities to build homes of their own and were made eligible for vacant war housing. With V-J Day, the priority system was ended and occupancy restrictions were removed on all privately owned housing, although owners were asked to give preference to veterans and their families.

Special preference in Federally owned housing (as opposed to privately owned war housing) is given distressed families of veterans, meaning those unable to find accommoda-

tions they can afford in privately owned housing. Regular rents are charged in such housing, but lower rents may be set for veterans' and servicemen's families unable to pay such rents.

If a veteran does not have sufficient income to permit him to pay for privately owned housing, he becomes eligible for any vacancies which occur in low-rent projects owned and managed by local housing authorities. The customary provision that he must be living in substandard housing at the time he applies has been waived for veterans.

Of course, "war housing" represents only a small part of the national housing supply and much of it is temporary housing. Accommodations in temporary housing should be regarded as a temporary expedient only, since the law requires that temporary housing be removed after the end of the emergency to prevent future slums, so every effort will be made to help veterans find permanent homes instead.

For veterans who want to buy or build a home, the GI Bill of Rights affords special aids in obtaining financing. The loans are made by private lending institutions, with the Government (through the Veterans Administration) guaranteeing part of the loan, and the veteran must have a job or other income indicating that he will be able to repay the loan on liberal terms over a long period of years.

For a long time to come—until a full-scale building program in America can get under way—the provision

of enough adequate housing for all veterans depends upon making available accommodations for them in the existing housing supply. All communities are being asked to cooperate in this effort.

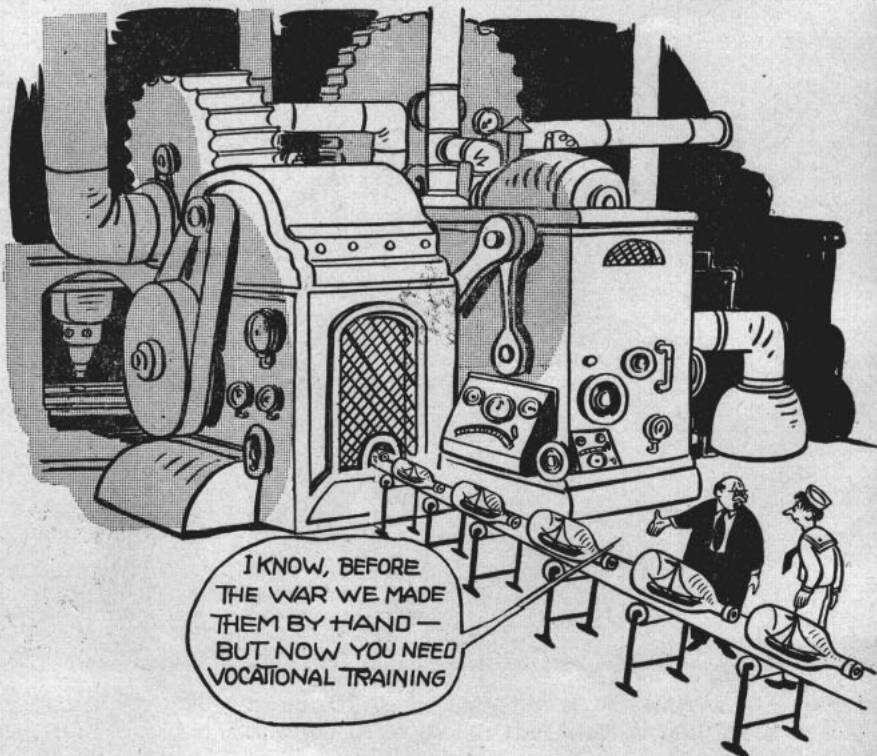
**Where to look for a place to live now.** If there is an established Veterans' Information Center in his community, the veteran should inquire there first as to what housing services are available. If not, the veteran can seek information at posts of veterans' organizations, the City Hall, Chamber of Commerce, USO-Travelers Aid, the local Council of Social Agencies or local housing authority. In many communities, War Housing Centers and Homes Registrations Offices, which were active up until V-J Day, have been converted into local housing centers or services. These will help veterans to obtain places to live.

It is hoped that centralized housing services will be established in every community and linked to other veteran services. Such services would list available vacancies and help guide the veteran, whether he wants to build, buy or rent a home. They should be able to inform him if there is Federally owned housing in the community available to him if he can't find other accommodations.

All housing "centers" are, of course, supplementary to the usual sources through which people normally find homes—real state offices, home builders, home financing institutions, and the management of the plant or business where veterans take jobs.

### Getting a Job

Employment in private industry will be the main concern of more than



ALL HANDS

60% of men leaving the services, according to surveys of their postwar plans. Extensive provisions for aid to veterans seeking employment have been incorporated in the laws administered by the Selective Service System, the U. S. Employment Service, and the Administrator of Veterans Affairs.

From 5% to 10% of servicemen plan to work in Federal, State and local government jobs. The U. S. Civil Service Commission and all other Federal agencies have programs to help those who left government service for the armed forces to exercise the re-employment rights to which they are entitled under the Selective Training and Service Act, and under the Commission's regulations.

To veterans who were not in government service before they entered the armed forces, the Commission distributes information regarding (1) the opportunities for Federal employment, and (2) the preference benefits to which veterans are entitled in civil-service examinations.

These preferences include the automatic granting of five or 10 points to veterans in Civil Service examinations. Some jobs are open only to veterans; for example, guard, elevator operator, messenger and custodian. Other may be added by the President. Certain physical requirements are waived for veterans, also, and they may get credit for time spent in military service toward experience required for certain jobs. An appointing officer who passes over a veteran to select a non-veteran must submit his reasons in writing to the Civil Service Commission. In personnel reductions in any Federal agency, preference in retention will be given to veterans.

The most widely used Government agency for providing jobs will be the United States Employment Service. Under the War Manpower Commission during the war, USES, through its local offices all over the country, has been placing some 80,000 veterans a month in jobs, about 75% of them veterans of this war. Veterans Employment Representatives in every USES office are on hand to lend special aid to veterans who are given special preference in getting jobs (see p. 56).

The Railroad Retirement Board maintains and operates free employment offices for the railroad industry. The facilities of these offices, located all over the country, are available to ex-service men seeking railroad employment.

The War Shipping Administration states that while no special veterans unit has been set up, discharged military personnel are given preference in filling positions wherever possible. Veterans with previous sea experience, particularly, are desired. WSA encourages all ex-servicemen to consider the merchant marine as a lifetime career.

The Interior Department has developed concrete proposals for postwar public works in irrigation, power development, flood control, forest protection, new mining techniques, fish and wildlife conservation and many other projects. When and if approved by Congress, the Department declares, these undertakings not only will pro-



vide a total of over a million and a half man-years of employment for veterans and others, during the immediate postwar period, but will create innumerable jobs in the private industrial enterprises which they will stimulate and serve.

### Training for Better Jobs

Important to veterans, but also available to qualified nonveterans, is the **Apprentice Training Program** conducted by American industry with the assistance of the Government's Apprentice Training Service and State apprenticeship agencies in 26 states and the Territory of Hawaii. The national policy-making body is the Federal Committee on Apprenticeship, composed of representatives of management and labor in equal number.

Age-old in tradition, apprenticeship is a system of training in which a person is given thorough experience, both on the job and in the classroom, in all the practical and theoretical aspects of a skilled trade. Apprentices earn as they learn. Wage rates vary with the different trades and localities and increase with proficiency until, with training completed, trainees receive the wages of skilled workers in their respective trades.

Under the GI Bill, an eligible veteran taking apprentice training is also paid by the Veterans Administration a monthly subsistence allowance (\$50 a month, or \$75 if he has dependents). However, if he has a pensionable service-incurred disability, he may elect instead to have his pension increased while training (to \$92 a month if single, \$103.50 if married, plus \$5.75 extra for each child, \$11.50 for each dependent parent). Under either plan, he may not receive more from his apprentice wage and Government allowance combined than the regular wage rate of a journeyman in the trade he is training for. (However, under no conditions may a man's disability pension be reduced below the amount awarded him by a rating board for his disability.)

Ordinarily only young men, usually between 18 and 24, are accepted for

apprenticeship. However, this age limitation is usually relaxed for veterans.

For details on apprentice training, how it works out, and how you apply for it, see the accompanying box, "How Navy Veterans Can Get Training for Civilian Jobs."

### Vocational Aid

The Vocational Division of the Federal Security Agency's Office of Education administers, through State Boards of Vocational Education, Federal funds appropriated for vocational education. Veterans, whether or not they take advantage of the educational provisions under the GI Bill, may profit from training given in the schools in trade and industry, home economics and commercial employment. The Office of Education's Occupational Information and Guidance Service has developed through State Departments of Education in seven states (Mich., Maine, Kans., Md., Colo., Ark. and N. Y.) several hundred Community Adult Counseling Centers which offer employment counseling and referral services to veterans as well as returning war workers. Incidentally, the Federal Security Agency also points out that many veterans are too young to have had a job before entering service and will know little or nothing about their Social Security rights and duties. There also will be many who once had Social Security accounts, but have lost their account cards, forgotten what their benefits rights are, or need information for one reason or another. Wives and other dependents of servicemen who have died may have benefits due them of which they are unaware. For information, inquire at any local Social Security Board field office, or write direct to the Social Security Board, Candler Building, Baltimore, Md.

"Vocational rehabilitation"—reeducation to occupational self-sufficiency—is provided by the Veterans Administration for ex-servicemen and women handicapped by reasons of service-incurred pensionable disabilities. Under some conditions the GI Bill is also



applicable. To a certain extent, the educational provisions of the GI Bill (see ALL HANDS, Aug 1945, p. 21) also include aid in the occupational reeducation of veterans whose employment handicaps are not connected with their service in the armed forces.

There is no provision for veterans' dependents who require occupational rehabilitation, but this gap is filled by a Federal-State program administered, in cooperation with the Federal Security Agency's Office of Vocational Rehabilitation, by State divisions of vocational rehabilitation and State agencies for the blind.

Under this program vocational re-

habilitation is available to civilians including veterans. Medical examinations, vocational guidance, training and placement are furnished to persons having an employment handicap that can be compensated with reasonable anticipation of permanent employment.

### A Business of Your Own

That's the postwar plan of one out of every nine men in service, according to military surveys. To aid these men, the GI Bill provides a guaranty by the Administrator of Veterans Affairs, of 50% (up to \$2,000) of any loan obtained by an eligible veteran for the

purchase of a business, land, buildings, equipment, machinery or tools to be used "in pursuing a gainful occupation." Moreover, an eligible veteran devoting full time to his own business or profession is in effect guaranteed a net income of \$100 a month for up to 12 months of the early, critical period of his enterprise.\*

Numerous other business aids are made available by State and community bodies, by private business and other groups, and by a number of Federal agencies.

Important among the latter is the Department of Commerce, particularly the Division of Small Business of its Bureau of Foreign and Domestic Commerce. In 26 field offices throughout the country, extensive collections are maintained of regular publications and special reports on business. Prospective and new businessmen are furnished with the latest information on current operation and on economic and commercial trends, and are invited to discuss their special problems with skilled business consultants. Particular care and attention are given to veterans interested in business.

Early in 1944 the Bureau of Foreign and Domestic Commerce prepared for the War Department a series of books on establishing and operating small business and service establishments in fields ranging from grocery stores to laundries and building contracting. Originally distributed only to the armed forces by USAFI, these books are now being re-edited for and made available to the general public. Of the 19 books in preparation, three are now ready for sale; two specific ones, on how to establish and operate a metal working shop or a shoe repair business, and one general one, "Establishing and Operating Your Own Business." The books will sell at prices from 35¢ to 50¢ a copy, through the Superintendent of Documents, Washington 25, D. C.

The Reconstruction Finance Corporation has extended its small-business loan program to include servicemen and women returning to private life, to assist them in reestablishing business operations which they were forced to liquidate or turn over to others on entering the service. Applicants are expected to show prior business experience, to have a proper amount of capital, and there should be a sound economic need for the business. In most cases, the loans will be made and serviced by local banks or other financial institutions, with appropriate participation by the RFC. In instances where sound business loans at prevailing rates of interest cannot otherwise be obtained, the veteran should apply to the RFC direct, through one of its regional Loan Agencies.

The Department of the Interior says that its various postwar projects, already authorized and proposed, will

\*Under Sec. 902 (b) of GI Bill and other pertinent provisions, when and if the net earnings of a full-time, self-employed eligible veteran fall below \$100 in any month (up to a total of 12) occurring within two years from the end of the war or his separation, whichever is later, but not later than five years after termination of the war, he is entitled to receive as a "readjustment allowance" the difference between his net earnings for the month and \$100.

## How Navy Veterans Can Get Postwar Training for Civilian Jobs

Many men in the Navy are now giving serious consideration to the business of getting a job after they leave the service. In making plans it should be remembered that frequently skills acquired during naval service have a conversion value in terms of civilian jobs (see "Cashing in on Navy Skill," in last month's ALL HANDS, p. 16). This is particularly important for those men who had no job experience prior to enlistment in the Navy, for those whose former jobs no longer exist, and also for those men who do not wish to return to their former jobs.

One method whereby Navy men can train themselves for a trade is through the system known as Apprenticeship Training. These programs provide a work-and-learn type of occupation for pay. You earn as you learn. There are thousands of such programs operating all over the United States and indenture agreements can be and are being worked out with employers throughout the country.

Here's how it works:

Suppose you're a carpenter's mate discharged from the Navy. You go to your local United States Employment Service office, where you talk with the Veterans Employment Representative. You explain that you want to indenture yourself as an apprentice. The veterans' representative and the Federal Apprenticeship Training representative get together and arrange for you to interview a prospective employer.

If everything looks O. K. to you, you and your new employer sign an indenture agreement which is satisfactory to any labor organization involved, whereby the employer agrees to provide so many hours of varied work experience designed to make you a journeyman mechanic, provided you do your part conscientiously, over a period of years. Provisions are likewise agreed upon whereby you get so many hours of related instructions in the theory involved in the trade.

If both parties carry forward their portions of the agreement you are now on your way to becoming a journeyman carpenter.

Now as to pay:

You get apprentice wages, also covered in the indenture agreement, whereby your wages go up automatically at the end of specified time periods, assuming that you have done your part and your usefulness to your employer has increased.

To these wages may be added your subsistence under the GI Bill of Rights, if you are an eligible veteran. Your wages and subsistence combined, however, must not exceed journeymen's wages for the trade. When they get to that point, the Veterans Administration may reduce your subsistence to keep you within the limit.

A veteran with a pensionable service-incurred disability may elect, instead of the GI Bill benefits, to have his pension increased during training (to \$92 a month if single, \$103 if married, plus \$5.75 extra for each child, \$11.50 for each dependent parent). Again, wages plus pension must not exceed the journeyman wage rate, but the pension may not be reduced below the amount awarded for disability.

The two incomes—wages and Government allowance—together make a pretty respectable income. For example; suppose the apprentice wage is 65¢ an hour. On the basis of a 40-hour week, 40 hours times 65¢ an hour equals \$26 per week to begin, or a monthly wage of about \$113. Add \$50 subsistence under GI Bill (if single) and you have a monthly income of \$163 to start. Or add \$75 if married and you are getting then \$188 a month—as an apprentice.

From there on your wages go up regularly until you are a fully qualified journeyman and earning the full wage rate for your particular trade.

Another feature to be considered is that it is possible to have your Navy in-service training and experience evaluated in order to indenture yourself with advanced standing—if your training and experience are related to the civilian trade of your choice. For this service see the Educational Services Officer at your station. If you can't find one, be sure to talk to the Educational Services Officer at your Separation Center. It may shorten your training time and get you a better rate of pay.

create many new business opportunities for veterans. "For every additional farm family settled on irrigated land," says the Department, "another family can find a good livelihood in new or enlarged villages or cities resulting from the development."

New sources of hydroelectric power, the Department points out, will similarly offer possibilities to private enterprises both in utilizing the electric energy and in producing and distributing electric appliances for the home, farm and industry.

Technical and scientific assistance to new and old business ventures are offered by the Department's Bureau of Mines and the Fish and Wildlife Service.

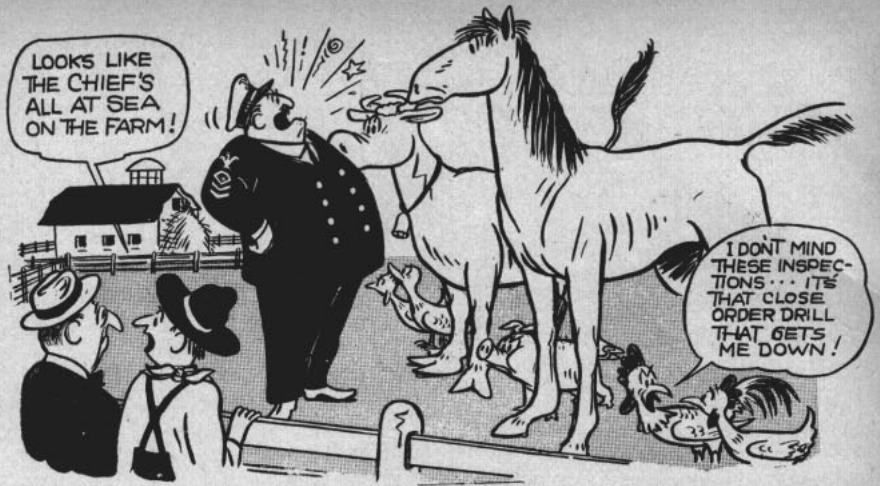
Veterans are accorded a 90-day preference in the lease of five-acre sites suitable for some forms of small commercial enterprise under conditions fixed by the Secretary of the Interior.

### Getting a Farm

Farm ownership and operation will be the postwar enterprise of many servicemen returning to civilian careers. The GI Bill provides for guaranty by the Veterans Administration of 50% (up to \$2,000) of a loan to an eligible veteran to be used for purchasing land, buildings, livestock, equipment, machinery or implements, or in repairing, altering or improving buildings or equipment to be used by the veteran in farming operations, provided there is "a reasonable likelihood that such operations will be successful" and that the purchase price does not exceed "reasonable normal value." The loans must be repaid in 20 years, at not more than 4% interest (Veterans Administration pays the first year's interest on the guaranteed portion of the loan).

The Bankhead-Jones Farm Tenant Act administered by the Farm Security Administration of the Department of Agriculture, authorizes loans for the full purchase price of family-type farms, and for necessary repairs and improvements thereon, at 3% interest, repayable over 40 years. Eligibility of applicants is determined by a committee of local farmers. Congress earmarked 25 million dollars of this year's farm ownership funds for World War II veterans. Loans may be obtained for operating equipment and other purposes from the Farm Security Administration and under various other programs administered by the Department of Agriculture.

All the vast scientific and economic information on agricultural subjects amassed by the Department of Agri-



culture is at the disposal of the veteran considering farming as a life-work, or seeking guidance in selecting or operating a farm. Through its Extension Service, moreover, veterans' advisory committees of successful and experienced farmers, thoroughly familiar with local conditions and opportunities, have been set up in nearly all the agricultural counties of the nation. These committees freely give their advice and help to returning servicemen, provide information on local opportunities for farm employment and on farms available or soon to be available for sale or lease. Local county agents also provide pamphlets which discuss the things to look for in buying a farm, what kind of farm to buy for different kinds of farming, and what it takes to make a living on a farm.

The irrigation and other reclamation projects of the Department of Interior continuously are bringing into cultivation new and fertile farmland available to veterans as well as others. A total of 4.5 irrigation projects are expected to create 154,700 new farms, as well as making possible 38,600 farms on land which now has to be cultivated in large uneconomic units because of inadequate water. These projects will not all be opened up at one time, so veterans who wish to establish themselves on this land will have to exercise some patience.

Some of the newly irrigated land, all of which is located in 17 Western states,\* will be on the public domain, but most of it will not. A bill recently introduced in Congress (H. R. 520) proposes a 90-day priority for veterans in filing applications to purchase farms on this land.

Disposal of newly irrigated land that is part of the public domain is governed by the homesteading laws. Applicants must have a minimum of \$2,000 in cash or livestock and farm equipment, or equivalent assets sufficient to develop the farm. They must also show that they are in good health, and have had at least two years' experience in farming, preferably irrigation farming.

No public land has been set aside specifically for homesteading by veterans. However, veterans do have certain advantages over others. One of the main requirements normally is 3 years' actual residence on the site before obtaining final title to it; also, the building of a habitable dwelling,

the cultivation of the land, and certain other details.

A veteran however may receive credit for up to two years of his armed forces service toward the three-year requirement. Veterans also enjoy a 90-day priority in filling applications for settlement on public land classified for that purpose at any time until 27 Sept. 1954, as well as on applications for lease of small sites. Veterans with service-incurred disabilities may also be exempted from some of the requirements above.

For information as to land settlement, homesteading, etc., write to the Commissioner, General Land Office, Washington 25, D. C.

### The Peacetime Way

This summary has discussed some, but not all, of the services valuable to veterans offered by and through Federal agencies. But being a veteran is not your only status in life; as a citizen you also have considerable protection and help from your Government. The following quotation from the Federal Security Agency was written concerning its own programs, but it applies as well to other programs of aid to the soldier-citizen from the agencies established by his government:

"As they return to their own communities, veterans and their families share with other citizens in general services for health, education and security. . . . Veterans' benefits represent what Woodrow Wilson once called the 'payment of a draft of honor endorsed by every citizen when the United States took these men to fight the battles of the Nation.' Taking into account the inestimably greater hazards and sacrifices of servicemen, they are probably more liberal than related provisions for the people generally. But they do not differ in purpose. . . .

"Since veterans' benefits are designed to meet special circumstances resulting from war, certain time limits apply to them, whereas our general programs are continuing and still in process of development. . . . Since the protection of our basic program is permanent, it thus becomes relatively more important as he builds up a peacetime way of life for himself and his family."

\* Ariz., Calif., Colo., Idaho, Kans., Mont., Neb., Nev., N. Mex., N. D., Okla., Ore., S. D., Tex., Utah, Wash., Wyo.





American naval officers and midshipmen, of dueling, and generally reckless conduct. Some captains acquired reputations for unscrupulous dealing not only in their personal affairs but in official business of the Government.

It was the age also of extreme brutality aboard ship, especially in the merchant service, but in the naval service to some extent as well. There were instances reported in which commanding officers did not hesitate to enforce their orders with their fists, and the cat-o'-nine-tails laid raw the backs of men accused of a variety of offenses.

Often contending with such conditions as these, midshipmen found themselves largely on their own in attempting to learn the profession of naval officer. School-masters were provided in large ships of the line to teach midshipmen's classes in navigation and mathematics, but in smaller vessels the chaplain was expected to undertake as best he could to give such instruction. A midshipman's many duties left little time for study, and frequently he would find himself hurriedly called out of class to climb the rigging when sail had to be reefed.

In view of this history, Secretary of the Navy Bancroft recognized the Navy's methods of training its future officers as one of the main weaknesses of the service. His objective in providing for the uniform education of midshipmen was to establish an institution on shore where these young men might spend several years in regulated study, under strict discipline, before receiving their commissions.

## ANNIVERSARY PROGRAM

The 100th anniversary of the founding of the Naval Academy will be marked by a week of colorful ceremonies at Annapolis, beginning on Sunday, 7 October, and reaching its climax, the following Saturday with the Navv-Penn State football game and the Midshipmen's Hop at Dahlgren Hall.

A memorial service for Academy graduates who have given their lives for their country will be held in the Chapel at 1030 Sunday.

On Wednesday, special events will mark the anniversary of the commissioning of the Academy at 1100, 10 October, 1845. These will include dedication of a memorial stone, a brigade review featuring Guards of Honor of three platoons dressed in uniforms of the periods 1845, 1870, and 1890, and a formal stag dinner in Memorial Hall. The speaker at the dinner will be Rear Admiral Wat Tyler Cluverius, USN (Ret.)

In proposing to organize a naval academy, Bancroft was undertaking to do what other Secretaries of the Navy, and Presidents of the United States as well, had failed to accomplish through repeated attempts for nearly 50 years. But the astute politician from New England proved himself equal to the problem of overcoming not only a certain prejudice within the service to the academy idea, but also

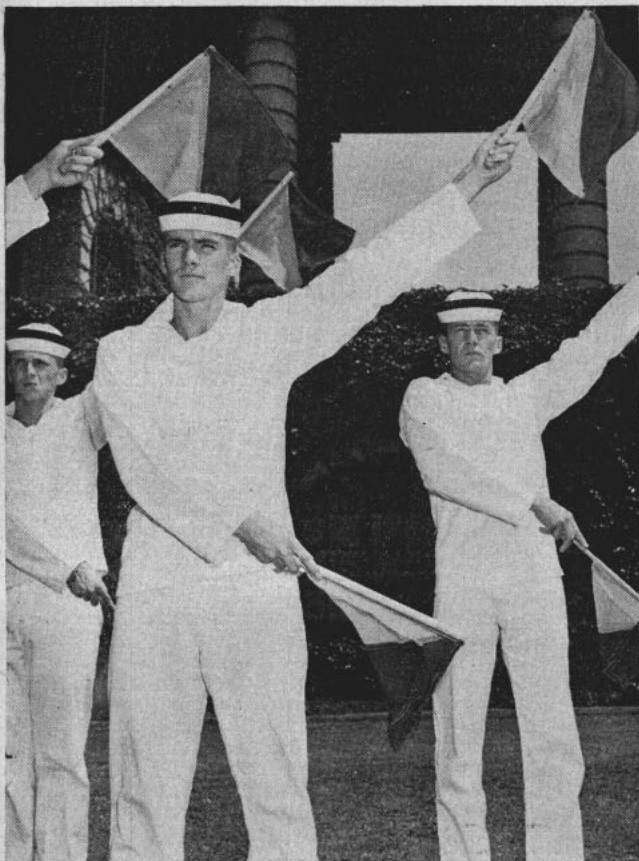
the reluctance of Congress to provide funds for the project.

George Bancroft came to Washington with his reputation as an able political leader well established. He was in the middle years of a long life which brought him honor not only as an educator and historian, but as a statesman and diplomat as well.

In more than a dozen years of active campaigning with the Democrats against the Whigs in his native state, Bancroft had learned well the intricacies of political maneuvering. He projected himself into the national field in 1844 when he was instrumental in securing the nomination of James K. Polk on the Democratic ticket as the first presidential dark horse in the history of the country. With Polk's election, he was rewarded with his appointment to the Cabinet.

The *Somers* mutiny, still fresh in the minds of everyone at the time Bancroft took office, recalled the long controversy over the naval academy question which had occupied elements inside and outside the naval service since the turn of the 19th century. Many naval officers clung to the idea that the deck of a ship was the only place to train for a commission. Many people outside the service objected to the academy idea because they were opposed to a strong navy.

The consistent refusal of Congress to appropriate funds for a naval academy had held schooling ashore to a minimum. Instruction in mathematics and navigation was given at the Washington Navy Yard as early as 1803,



EX-ENLISTED MAN on the right, thanks to sea service, is far ahead of most of his classmates in signalling skill.



WOODEN SHIPS and iron men tradition has useful place in Naval Academy's modern seamanship classes.



Official U. S. Navy photographs

DRILLING PLEBES don't show famous Annapolis precision—but they soon will.

# CENTURY OF SERVICE

**U. S. Naval Academy Begins Its Second 100 Years  
As Its Graduates Bring Navy Through Fifth War**

By Lt. James F. Kieley, USNR\*

**T**HIS MONTH the United States Naval Academy at Annapolis observes its 100th anniversary as the Navy shakes down after the greatest of the five wars in which it has participated during the life of the institution on the Severn. During the century since its establishment in 1845 the Academy has graduated 17,544 midshipmen.

The Naval Academy was established partly to meet the urgent demands of war upon the service. Trouble with Mexico was definitely brewing when the Polk Administration took office in 1845. The new Secretary of the Navy, George Bancroft of Massachusetts, undertook general rehabilitation of the naval service in preparation for impending hostilities. One step in this program was the establishment of an institution to provide uniform train-

ing on shore for future naval officers.

The need for formalized, systematic training of naval officers had long been felt, however. While the Army had regularized its officer training with the establishment of the Military Academy at West Point in 1802, the Navy continued to train its midshipmen principally through a rough and tumble apprenticeship at sea.

Moreover, many youths of poor promise were entering the service to receive this training. Some, of course, were good material, and a few became outstanding. But the system provided no flow of uniformly trained, high-caliber officers to the naval service. Its defects were sharply pointed up in the minds of the public by the incident of the mutiny plot in the USS *Somers* perpetrated by an acting midshipman who, with two other members of the crew, was hanged at the yard-arm of the brig on the high seas. The fact that Acting Midshipman Philip Spencer was the son of Secretary of War John C. Spencer and a nephew of Capt. William A. Spencer of the

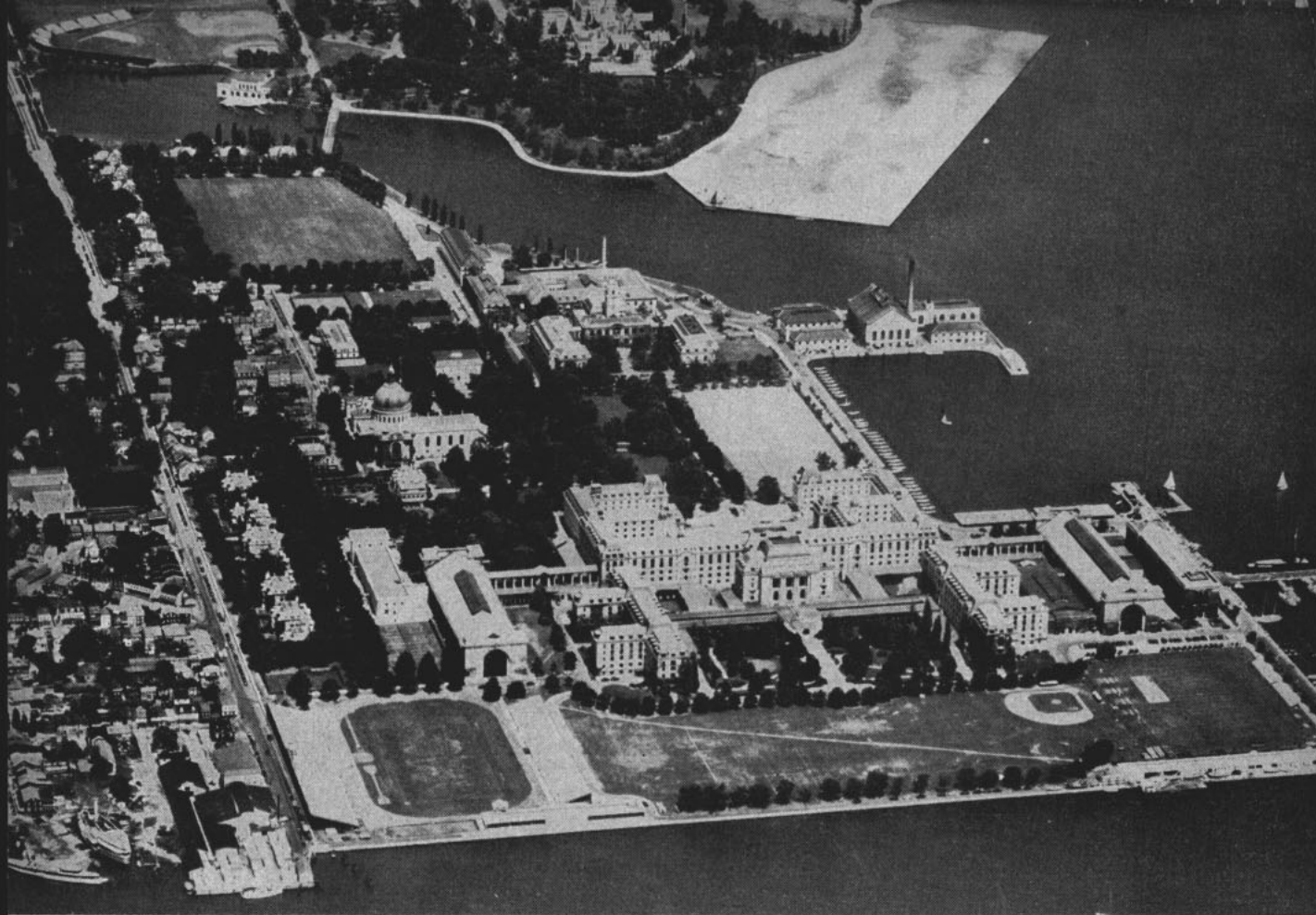
Navy resulted in the most widespread publicity on the case. The commanding officer of the vessel, Comdr. Alexander Slidell Mackenzie, USN, was subjected to investigation by a court of inquiry and trial by court-martial and in both instances was acquitted. The case went on, however, as Secretary of War Spencer attempted to press charges of murder against the officer in the civil courts, and Mackenzie almost exhausted his personal resources in defending himself.

Public apathy was in some measure responsible for the delay in establishing a naval academy in this country. The Continental Navy, which had been organized in 1775 to fight the Revolutionary War, was ultimately disbanded and the United States Navy was established by a scant majority of two votes in Congress in 1794.

In the years of peace and leisure following the Barbary Wars and the War of 1812 the service settled down to an unexciting existence during which its widespread public confidence gradually declined. In many quarters there developed instead a feeling of apprehension and distrust. From various parts of the world where United States naval vessels called came reports of brawls involving

\* Co-Author of the new centennial history, "United States Naval Academy: The First Hundred Years," published by Whittlesey House, New York.





Official U. S. Navy photographs

**PEACEFUL SITE OF ACADEMY is a far cry from war-ridden seas where its graduates practice their profession.**

and a few midshipmen took advantage of their idle time between cruises to attend classes offered by small, private schools which had been opened near several navy yards. The Navy Department organized a school aboard the *Guerriere* at Norfolk in 1821, and later established others in New York and Boston. Not until 1839, however, was a school provided where midshipmen might spend as much as an academic year of eight months preparing for their examinations for promotion. It was somewhat along the lines of this institution, conducted at the Naval Asylum, a home for aged seamen near Philadelphia, that the academy at Annapolis was organized.

In 1839 the weary proponents of the naval academy at last found the most compelling argument of their long campaign. Steam was introduced in the Navy. This meant that the age of wooden ships was passing as surely as were the crusty old commodores and captains who had made it famous.

Departing from the well-worn paths of previous efforts to establish an academy through appeals to Congress, Bancroft approached the problem from a fresh viewpoint. He reasoned that he ought to be able to bring such an institution into existence through the authority of his own office.

The Secretary found that the Navy had on its payroll 25 teachers, for whose salaries an appropriation of \$28,272 had been made. This fund

was marked simply for "instruction." He discovered further that since the teachers were paid only while actually employed, any desired number of them could be placed on "waiting orders" with a consequent saving in the instruction fund. He also found that he had authority to require midshipmen detached from their vessels at the end of a cruise to wait at any designated place for further orders. He reasoned, then, that he could set up an academy by placing most of the Department's teachers on waiting orders, retaining several as the faculty for the new school, and using what remained of the fund for other expenses connected with the project. He could also detach midshipmen from their ships as they came in and send them to the academy on indefinite orders.

One of the most important problems to be solved was that of bringing about an agreement between the elements of older and younger officers in the service on the question of an academy. Bancroft approached this by addressing a letter to the Naval Board of Examiners as it went into session at the Naval Asylum School in Philadelphia in June 1845 to pass on the fitness of midshipmen for promotion. This body represented the older officers in the service who might be expected to hold the most conservative views on the question of officer training. In somewhat flattering terms the Secretary asked it to assist him "in matur-

ing a more efficient system of instruction for the young naval officers."

The Board responded by making an exhaustive study of the subject and submitting a detailed report with a proposed curriculum.

Bancroft's next move was to turn this report over to another committee of officers representing the younger element in the service, for review and recommendation as to the site of the school and the personnel of its faculty. This committee recommended the Annapolis site and named three professors who were already serving on the staff of the Naval Asylum School at Philadelphia. Thus the Secretary succeeded in aligning both elements in the service in favor of his plan.

There remained, then, the matter of getting Fort Severn transferred from the War Department to the Navy Department. Since it happened that Bancroft was serving as Acting Secretary of War as well as Secretary of the Navy at the time, the transaction was effected without difficulty. Moreover, the whole scheme had President Polk's approval.

As the academy's first superintendent Bancroft chose stern Comdr. Franklin Buchanan, whose reputation and record of 30 years of competent service impressed the Secretary. Buchanan opened the school on 10 Oct 1845 with an address to the 50 or 60 midshipmen who comprised the first body of students. Then the faculty

took over and a century of hard study at Annapolis was begun.

When Congress returned that fall from its summer recess it was presented with the annual report of the Secretary of the Navy giving an account of the establishment of the academy. Opponents of the idea in Congress gave up, and approved an appropriation to continue it.

Hardly had the academy got started when war broke out with Mexico. It brought an end to Superintendent Buchanan's administration 17 months after the opening of the school when he was given a command at sea. Two passed midshipmen, to whom a monument was erected on the academy grounds, were lost with the ill-fated brig *Somers* off Vera Cruz in 1846.

The most trying times at Annapolis were during the Civil War when the first class was immediately ordered to sea duty. The break between the North and South caused a division in loyalty among both officers and midshipmen of the Navy. Many friendships made at Annapolis were broken, although some of them were repaired after the war. Among those leaving the service to fight with the Confederacy was the academy's first superintendent. Buchanan, then a captain, was at the time in command of the Washington Navy Yard. He was commissioned a captain in the Confederate States Navy, saw considerable action in the war, and commanded the squadron which opposed Farragut at



Photograph from Press Association, Inc.

**BILLY X, GIFT OF Fredricksburg, Texas, is new Naval Academy mascot. Welcomed officially by Vice Admiral A. W. Fitch, USN, Superintendent, on 15 September, the goat follows in the tradition of Billy I, who was introduced at the first Army-Navy game in 1890.**

Mobile Bay. Buchanan became an admiral and the ranking officer in the Confederate Navy.

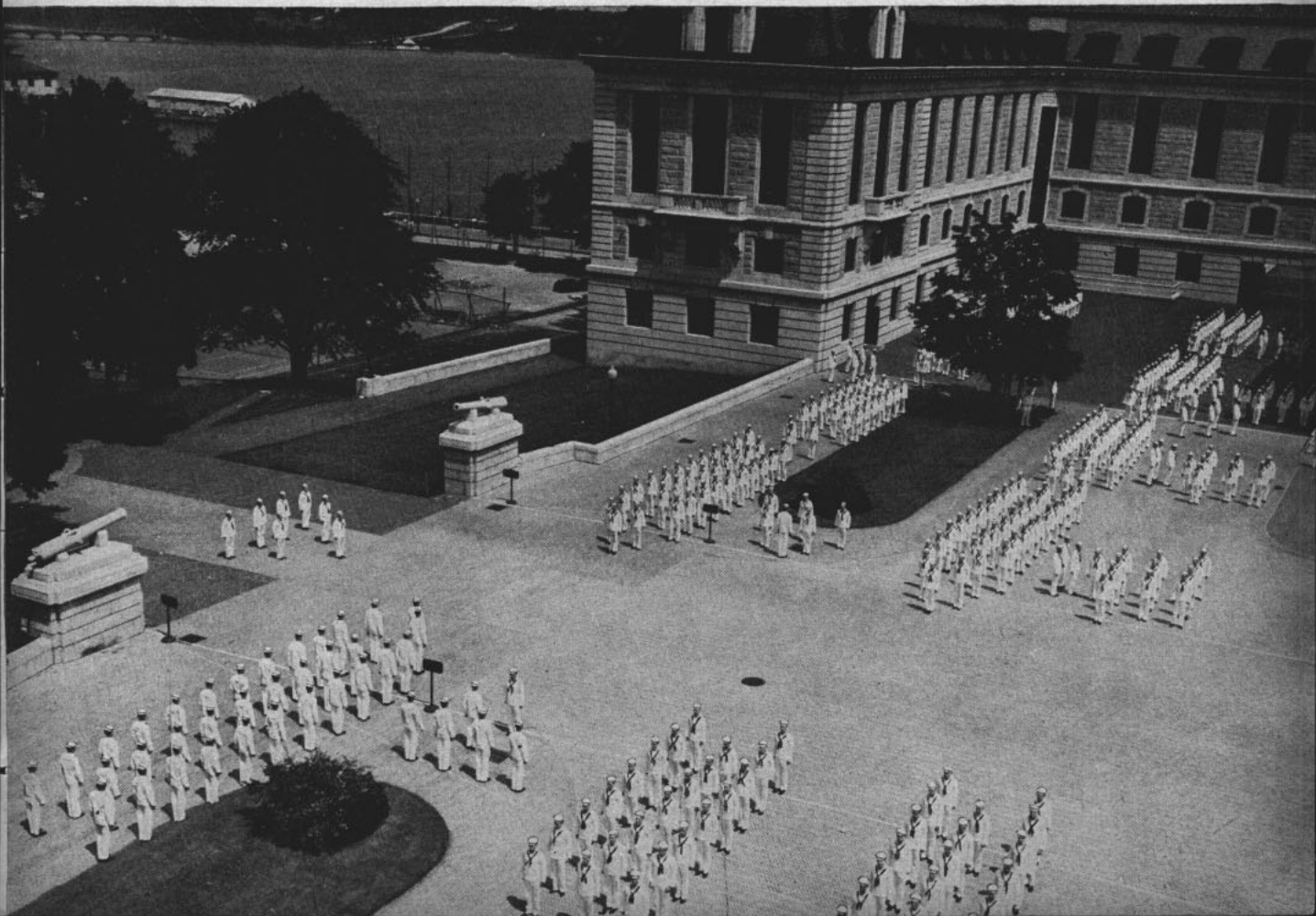
The very location of the Naval

Academy placed it in potential danger at that time. The site was strategic. The buildings and equipment, and the vessels moored off the school, constituted a valuable prize. Mob attacks on Federal troops in nearby Baltimore necessitated transfer of the soldiers to Washington by land and water via Annapolis. This brought the war so close that the Navy Department ordered transfer of the school to Newport, Rhode Island, in the spring of 1861. The midshipmen made the trip in the USS *Constitution*, "Old Ironsides." The school was returned to Annapolis in 1865.

The Spanish-American War, which produced Dewey's brilliant action at Manila, was the first in which the Navy's part was conducted by Academy graduates. In the first World War the Academy provided the leadership of Sims, Rodman and Bristol, as it has that of King, Nimitz, Halsey and many others in World War II.

In a century the Naval Academy has grown with the Navy from the age of frigates firing their broadsides in close encounters to the present day of hard-hitting task forces which can send their aircraft hundreds of miles in search of entire enemy fleets. The midshipmen of the Academy as it begins its second hundred years will one day occupy important billets of command in the fleet of the world's greatest sea power.

**PLEBE MIDSHIPMEN LINE UP for three daily inspections in front of historic Bancroft Hall, their "home port."**





# LONE WOLF PROWLERS

**Strong and Tough, Privateers Did Plenty Damage While Doing Their Job as Long-Range Search Planes**

**G**ROUND CREWS stared incredulously as the huge wounded war-bird sighed down from the sky. The whole belly of the plane had been ripped out. From the field, you could see the crew clinging to the insides of the gutted ship. But she landed, smooth and sure, on the coral strip.

As the crippled PB4Y-2 panted to a halt on the runway, breathless unbelieving observers dashed up, machine-gunning questions at her crew.

Explained Ens. Robert A. Littman, USNR, the navigator:

"It was this way. We were strafing a freighter when there was a terrible rip-tearing noise through the plane. The mast of the ship had blown up into our belly. The mast took out the deck. All the crew could do was to hang onto the sides from straps."

All of the plane's instruments had been lost except the air-speed indicator and a magnetic compass. Yet Lt. C. E. Miller, USNR, the pilot, was able to bring her back to her Okinawa base 500 miles away and make a perfect landing.

This, of course, was not typical of PB4Y-2 homecomings . . . but it does typify the toughness of these planes and their crews who, serving as eyes and ears for the fleet, covered the Japanese waterfront during the war.

Aptly named the Privateer because it usually prowled the clouds as a lone wolf, the land-based PB4Y-2 played an important role as the Navy blockaded the Jap home islands and lambasted

them in preparation for the knockout blow. It was the answer to the Navy's need for a long-range search plane and advance guard for its carrier task forces.

The Navy long has pioneered in patrol planes with great range. It was, for example, a Navy seaplane—the NC-4—that made the first transatlantic flight back in 1919. With the years, BuAer carried on the development of the seaplane and, as a result, our long-winded scouting craft turned in magnificent records from the very start of this war.

But as we carried the flight ever closer to the Japanese home islands it became evident we would need a search plane with more staying power and with more punching power. Little Vought Kingfishers and versatile Consolidated Catalinas did their best to keep the fleet informed of enemy movements, but they were comparatively slow and had light firepower. We needed a plane that could penetrate the furthest reaches of the vast Pacific, ferret out the enemy in his remote haunts, stay with him or sink him, and then fight its way home.

Closest thing to this seemed to be the Army's Liberator, the mighty four-motored cousin of the Flying Fortress. Slightly converted to Navy needs, these Liberators were designated PB4Y-1s. They did yeoman work as "thousand-mile" eyes of the fleet, shot down many Jap reconnaissance planes and sank ship after ship.

But BuAer still wasn't satisfied. It wanted greater search efficiency, more fuselage space and heavier armament.

And in May 1943, the dream plane came to life on the drawing boards of BuAer and the Consolidated Vultee Aircraft Corp. The engineers had started off with the PB4Y-1 as the basic design, but so radical were the changes that an entirely new airplane had developed whose only important resemblance to the old Liberator was its long narrow wing.

Dominating feature of the PB4Y-2 is a huge single fin and rudder. The twin platters of the B-24 tail have disappeared and the tailplane tapers on both edges. The Davis wing was retained, but a seven-foot extension was added to the fuselage forward of the wing so that the plane now has a much longer nose. Nearly all of this added space was used for new radio and navigational equipment.

The new patrol bomber can fly well over 3,000 miles and stay in the air 20 hours. To increase her staying power, BuAer's engineers re-designed the bomb bays to hold several combinations of auxiliary fuel tanks, bombs or depth charges, depending upon the mission planned.

The Privateer packed a powerful punch. She has six power turrets, each housing .50-caliber machine guns, and she can tote a load of bombs equal to that carried by her Army brother, the Liberator, or by the Flying Fortress. Just recently, too, something new was added . . . a rapid-fire cannon stuck in the nose.

Such armament made the Privateer an awesome attack weapon, but its



most important task continued to be search . . . whether it was spotting a shutdown flyer and giving him fighter cover until a Dumbo arrived, as one Privateer did for a be-raft Army pilot off Iwo Jima; or spotting a sizable Jap fleet, as one did in the Surigao Straits in the Philippines.

It was up to the Privateer to keep the fleet informed on every move the enemy made by land and on the sea; and at the same time, it was her job to shoot down any Jap snooper plane that was trying to spy on U. S. ship movements. Each plane was assigned an area to cover, much the same as newspapers assign reporters to "beats" like police headquarters, criminal courts, city hall, etc. Of course, if any targets presented themselves, like ships or shore installations, the Privateers, always itching for a fight, went after them.

Proof that the Privateers carried out all of their assignments with near perfection is provided in statistics recently released on the activities of Fleet Air Wing 1. Planes of this organization were officially credited with the following damage to the enemy over a four-month period:

Ships sunk .....	159
Tonnage of ships sunk....	145,855
Ships damaged .....	194
Tonnage of ships damaged	138,980
Planes destroyed .....	41
Planes damaged .....	29

In addition, Fleet Air Wing 1 planes:

- Disrupted rail traffic in southern Korea by bombing and strafing key rail lines.
- Made many destructive strafing and bombing attacks on radio and weather stations along the China and Korean coasts, as well as in the Nan-sei Shoto and Empire.



Official U. S. Navy photographs

**DOMINATING** feature of Privateer is big single fin (above). Its wing is like Liberator's as can be seen in photo of flyers pulling through props (left).

- Laid mine fields in enemy waters, seriously delaying and diverting critically needed shipping.

- Destroyed shipyards and installations in the homeland by raids on small shipbuilding plants on Shikoku.

- Threatened all the enemy's shipping from China and Korea to the Empire, forcing increased employment of escorted convoys.

Much of the terrific toll taken by Fleet Air Wing 1 was credited to the Privateers. For instance, in one day alone, 6 May, Privateers sent to the bottom 19,000 tons of Jap ships and damaged others of 9,000 tons. Included among the ships sunk were a large tanker, a smaller tanker, a large freighter-transport and a small freighter-transport. Damage was done to another large oiler, two medium cargo craft and two small cargo-transport.

What probably is a record score for a single plane on a single mission was racked up by the Privateer piloted by Lt. Robert E. Vadnais, USNR, of Portland, Ore. This plane wiped out two Jap shipyards and sank or burned more than 20 freighters in a single,

sustained attack up and down the Kapoas-Kegil River and in Pontianak Harbor along the west coast of Borneo. The plane was on the outward leg of what had been scheduled as a routine patrol when it came upon three shipyards, half-concealed in one of the river bends. The yards were jammed with vessels under construction. Freighters rested at anchor in the deep stream. A large enemy schooner stood by for final fittings.

In an hour-long assault this is what the Privateer did:

- Blasted two of the yards with incendiaries, setting fires that were visible for 70 miles.

- Machine-gunned, bombed and sank four freighters, the schooner and six power launches in the channel.

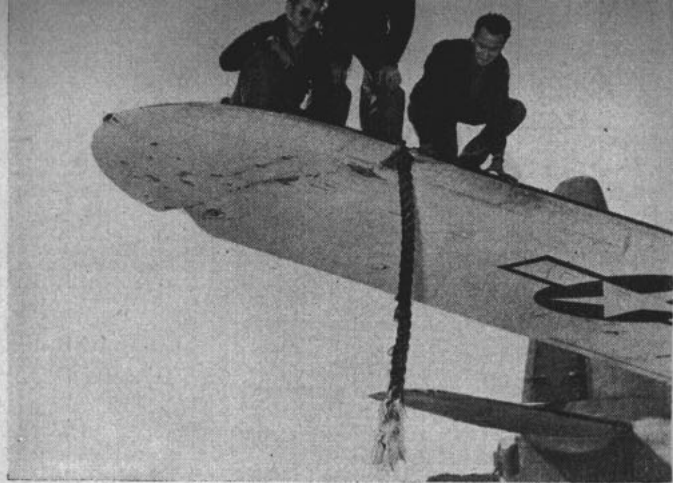
- Fired nine other freighters, all of which were left burning heavily, smoking and wrecked.

- An estimated 16 unfinished freighters were destroyed completely in the shipyards.

During the hour's attack, Lt. Vadnais maneuvered the big plane through a series of aerial calisthenics that in-







**THEY COULD TAKE IT**, Privateer flyers showed as they sat out Jap air raids on Okinawa's Yontan airfield (left, above). And their planes could take it too. One (right) brought back a length of Jap hawser from a mast-top attack.

cluded more than a dozen bombing and strafing runs at tree-top level.

Another plane racking up a high score was the one piloted by Lt. John W. Holt, USN, of Coward, S. C., who sank or damaged 15 Jap ships totaling 25,471 tons in a single month operating from the Philippines. Five times his rugged Privateer was damaged by anti-aircraft but each time he got her home safely.

He drew his first blood in the China Sea-Formosa area on his first Privateer flight when he spotted three merchant ships and three DEs. He attacked at masthead level in the face of fierce anti-aircraft fire. His first bombs missed, but his machine guns started a fire on one of the DEs. Then he circled the convoy, strafing all the while, and suddenly one of the freighters—apparently an ammunition ship—blew up directly beneath his plane. It caused considerable damage to the Privateer and Lt. Holt regretfully had to withdraw from the battle.

On another mission, he sank three barges in a 14-ship convoy off Miyako Jima Harbor before ack-ack from es-

cort vessels and shore batteries shattered the Privateer's instrument panel and forced it to retire.

Later, along the China coast southwest of Canton, Lt. Holt strafed a medium-sized freighter-transport and a gunboat although his plane was hit again by ack-ack. On another occasion, Lt. Holt's Privateer suffered slight damage while it was teaming up with another search plane in sinking a small freighter along the China coast near Hangchow. On this same mission, Lt. Holt destroyed a twin-engined bomber.

The fifth time that Lt. Holt weathered enemy gunfire was near Matsu Island where he sank a medium-sized freighter and two smaller ones.

His luck finally ran out, however, and the next time he went up he didn't return. He is now listed as "missing in action."

It wasn't often that Privateers failed to get back. All told, Fleet Air Wing 1 lost only six to enemy action . . . and the crew of one of these was rescued. Bombing as they did at mast-

head level all the time, Privateers took grave chances . . . but they could take it. For instance, Fleet Air Wing 18 proudly tells of a Privateer piloted by Lt. William R. Hazlett, USNR, of Smicksburg, Pa., that pressed home successful attacks against Jap shipping although she had:

- Ninety-eight holes, ranging from one foot in diameter to bullet-size, in her anatomy;
- Six inches blown off one propeller blade;
- Spikes and planking of an enemy ship lodged in her fuselage;
- One engine spurting oil;
- Another engine vibrating badly;
- And three bombs virtually blown out of her bomb bay.

It seems that just as Hazlett dipped the Privateer down for a strafing run on a 200-foot Jap cargo ship the enemy craft—evidently carrying ammo—blew up practically in his face. There was no chance of escaping the flaming debris and the Privateer was wrapped in flame and hurled up into the sky from 75 feet



Official U. S. Navy photographs

**AND THEY COULD DISH IT OUT**, whether it was mess before going out on patrol (left, above) or a low-level attack on Jap shipping (right). In a four-month period Fleet Air Wing 1 Privateers sank 159 Jap ships, damaged 194.



**ON THE PROWL**, Privateers, like the one picking up mail from a seaplane tender (left, above) ranged for hunting the enemy. It was rugged on the engines, which mechanics overhauled in the open air on Okinawa (right).

to 500 feet. But instead of scooting for home, the battered Privateer stayed to strafe and leave dead and smoking in the water a large sea-going Jap tug and two heavily laden barges. Only then did the plane, fittingly named "Lady Luck," head for home . . . and for the scrap-pile, which was all she was fit for when they set her down.

Lt. Comdr. Arthur F. Farwell Jr., USNR, of Pensacola, Fla., who on one occasion destroyed an entire convoy of six luggers, holds the somewhat luckless distinction of being forced to "ditch" two Privateers. The first time it happened there were 13 men—instead of the crew-sized 12—aboard and it was Friday the 13th! They had just completed a tame patrol in which they had to be content with disposing of one enemy coastal merchantman and they were only two miles from base when the engines started coughing. Out of gas, Lt. Comdr. Farwell had to make a dead-stick landing on the water. Despite the blackness of the night, the landing was perfect and all of the crew scrambled out unhurt.

However, they had time to break out only one life-raft. Farwell directed his aircrewmembers to pile aboard it, while he and his fellow-officers clung to the sides. Sighed the plane's executive officer, with that inextinguishable sense of humor which distinguishes American fighting men:

"Look . . . my first command at sea . . . and I'm not even aboard!"

Not long afterwards, Farwell and the very same crew were flying over the rugged Korean coastline when they spotted a large Jap convoy. Down to mast-level swooped the warbird. In two strafing runs it sank one ship. A 500-pound bomb took care of another. At that moment, a Jap Val popped out of the clouds and, welcoming the diversion, Farwell gave chase and shot it down. Back to the convoy, he returned to finish what he had started. He brought the Privateer down to mast level again and strafed three of the ships. But she was pressing her luck just a little too much: bursts of flak caught her in the vitals and

knocked out the hydraulic system. They couldn't jettison their bombs. Nor lower the flaps. Nor close the bomb bay doors. They hit with an awful smack . . . and the plane sank in seconds. But, fortunately, everybody managed to scramble out safely . . . the last man being Ens. Tom Binford, USNR, a combat photographer who made the pictures on these pages. As he scrambled out one of the crew suddenly remembered that once again they had defied the 13-man crew jinx. As they clung to their lone raft in the bitter-cold Korean waters, one of them bellowed to Binford through chattering teeth:

"This is the last time we take 13 . . . you'll have to get a stowaway to ride with you if you want to come with us."

P. S. And damifhedidunt! About two weeks later, Binford was all set to go up with the same crew on another search when they made him get off the plane and "shanghai" another passenger!



**GOING AND GONE**, bombs got plenty of attention at base. Before, patrol ordnancemen (left, above) loaded fat 500-pound bombs into the Privateers. Afterward, flyers (right) reported final disposition to intelligence officer.

Official U. S. Navy photographs



# BATTIN' THE BREEZE ON

## Dunk, Dunk and Dunk

The American doughnut has nothing on Angus G. Kean, BM3c, Los Angeles, Calif. After three dunkings in the Pacific, Angus is ready to admit that he's a little over-zealous in his attempts to salvage material for the Navy.

On a recent tour of duty, a small motor-powered whale boat was sighted adrift and empty. As Kean's ship came alongside, he caught at the drifting craft with a boat hook. The ship, however, had not come to a complete stop and Kean was pulled over the side, still clutching the boat hook.



Climbing into the boat, Kean started the engine and took out after his ship. Along the way he spied a floating object in the water and lunged at it with the boat hook which he had managed to retain. This time he forgot to bring his own boat to a halt and he went over the side for his second dunking.

Kean and the small boat were recovered and the drifting craft secured for towing. However, no one thought to secure Kean. When one of his shipmates decided to shift the tow rope without having the ship stopped it tore out of his hands. Kean, standing by, made a grab for the end of it, caught it, and for the third time disappeared over the fantail with the line clutched firmly in his hands. When finally recovered he claimed "the boat was worth the trouble."

## On Magellan's Lake

They call it the vast Pacific but it might well be Magellan's Lake as far as the only two brothers commanding U. S. aircraft carriers are concerned. They've found its 50 million square miles almost as friendly as their old neighborhood in Sioux City, Iowa.

After a separation of eight years, Captain John B. Lyon, USN, San Diego, and Captain Percy H. Lyon, USN, Sioux City, have experienced three successive reunions in the world's largest ocean.

Captain John Lyon, who had last seen his brother in 1937, tied up his *Independence*-class carrier at Alameda, Calif., shortly after assuming command. He learned that Captain

Percy's support carrier was immediately alongside and they had their first reunion.

Shortly afterward, the brothers found their carriers berthed side by side at Pearl Harbor.

And a little later, heading for combat, Captain John's carrier was followed into a Pacific fleet anchorage by Captain Percy's ship. When Captain John's signalman blinked a message: "Why are you trailing me?" the answering signal brought about reunion No. 3.

## Traveling by Raft

Many is the plane crew that's floated for days on the Pacific after ditching a crippled airplane, but there's one B-29 crew that maintains it has something of a record in the distance covered before rescuers arrived.

The crew was forced down somewhere east of the Japanese mainland and floated in rafts for 11 days. They had been all but given up for lost when persistent search pilots found them.

Winds and currents had carried the rafts more than 200 miles from the place where their plane had gone down.

## Perry's Flag

The same flag Commodore Perry hoisted near Yokohama in 1853 for his interview with the Japanese commissioners was used at the Jap surrender ceremonies staged aboard the

USS *Missouri* on 29 Aug 1945.

And the assignment to fly the faded 31-star ensign out to Admiral William F. Halsey Jr.'s Third Fleet fell to Lt. John K. Bremyer, USNR, of McPherson, Kansas.

Lt. Bremyer, on duty at the U. S. Naval Academy, witnessed the surrender ceremonies and then returned the flag to the museum at Annapolis. The flag was presented to the Naval Academy Museum by the late Secretary of the Navy Frank Knox on 29 March 1944.

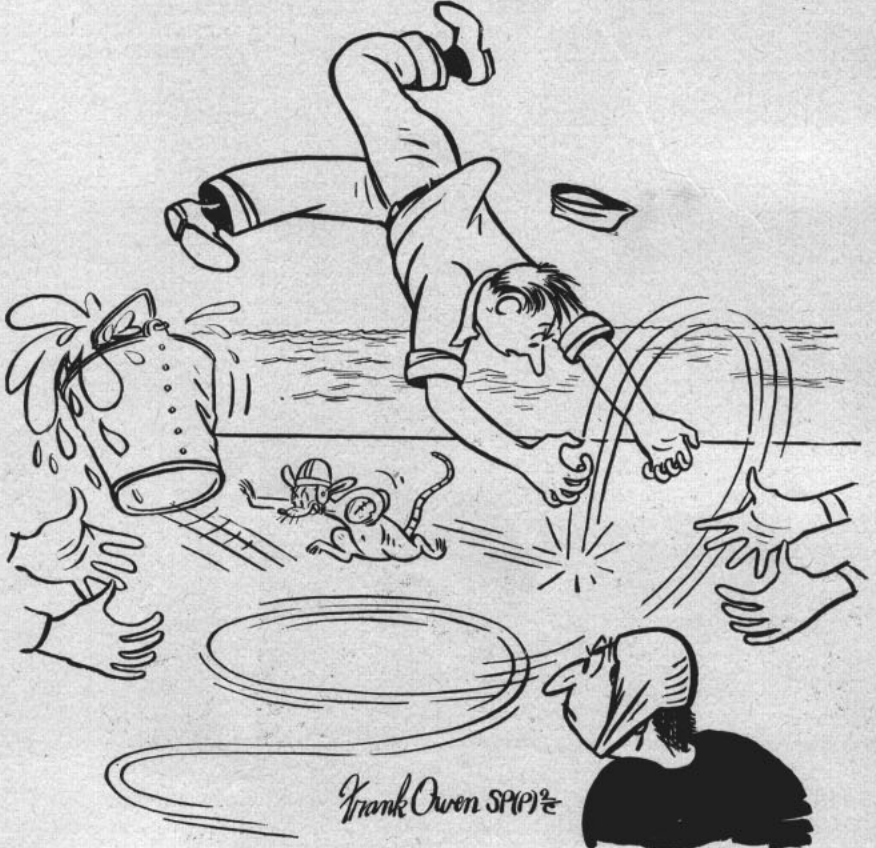
Commodore Perry's flag also was the first to be raised over Japanese territory in World War II when it was hoisted on Gebh Island, Kwajalein Atoll, Marshall Islands, on 31 Jan 1944.

## A Flying Rat

"Red" Grange in his fanciest days on the gridiron would look as though he had been tied to a goal post if compared to the exhibition of broken field running given by an air-minded, seagoing rat aboard the heavy cruiser *San Francisco* during Western Pacific operations.

A reward of a quart of ice cream offered for his capture made no impression on this rat as he ran through a bunch of surprised sailors after "stealing" a ride in a Navy plane.

When Lt. (jg) Albert B. Allen of Meridian, Miss., pilot of an SOC, and his radioman, Elmer G. Pearson, ARM3c, of Reagan, Tex., went out on



Frank Owen SP192

ALL HANDS

# THE 7 SEAS

IF WE FLY ANY LOWER  
WE MIGHT RUN INTO  
MORE ACK-ACK!

a practice firing flight over Philippine waters recently, the rat got into the sleeve can under the wing.

He held his place after the sleeve had been released as a target for the ship's practice firing, was hoisted aboard again with the plane and was seen as he scampered out of hiding when the plane was returned to its normal position.

But this brazen little veteran of the Pacific rat-race is living on borrowed time. The men have vowed that he'll never get around to showing off his campaign bars to his city cousins.

## Nary a Ruffle

The jamoke at breakfast couldn't have been that strong and they hadn't had a thing since that short beer on the last liberty before the present cruise.

So when the gun crews of the heavy cruiser *San Francisco* saw a flock of geese flying through the ack-ack they were throwing at Jap planes attacking heavily off Okinawa, they just rubbed their eyes and said out of the corners of their mouths: "Do you see what I see, Bud?"

But there they were, heading northward in an irregular wedge formation. Flying serenely through the heavy barrage, the birds refused to break ranks—and not a feather was ruffled by mankind's instruments of war.

## Aunts in his Rants

Coastguardsman Darrah E. Brown of Aledo, Ill., has been aboard LSTs on D days at Guadalcanal, Bougainville, Saipan, Leyte and Okinawa. The other day he got a letter from an aunt. The dear little old lady wrote: "I hope you are happy and like your work—all the boys write they get good food and a good place to sleep aboard ship. Or are you still in the Coast Guard and have to be on shore?"

## Miracle Man

Natives of Guam witnessed many miracles of construction performed by the Navy's construction battalions following American reoccupation of the Marianas base, but the miracle of miracles occurred for one 13-year-old native when a Seabee petty officer produced a complete Boy Scout uniform for him.

Produced it right out of a cardboard carton, fresh off a stateside freighter, which carried the precious cargo after Robert B. Burns, painter, second class (CB), had written to his wife in Erie, Pa., urging her to send him a Scout outfit.

Burns had struck up a friendship with Juan Beza, 13, who was a Boy Scout tenderfoot with an ardent desire to own a Scout uniform so that he could wear it at meetings, on hikes and at camporees. Burns knew these native youngsters had lived a pretty rugged life in the virtual slavery of labor battalions during Japanese occupation. As a former scribe for

Troop 13 of Emanuel Baptist Church in Erie he also knew the value of Boy Scout training. So he promptly set out to realize the desires of his little native friend.

It remains to be seen whether even a Seabee can cope with the situation if and when Juan Beza organizes a whole Scout troop.

## Roll Call

From Alaska, the District of Columbia, Guam, the Philippines, Venezuela and practically every state in the Union came the crew of the battleship USS *Nevada*. Statisticians, those curious people who always manage to turn up with odd facts, checked the *Nevada's* muster and found this fact: Every state was represented by a member of the crew except one. Yup, Nevada's the state.

## Names

Dr. Payne, the dentist, may have been the butt of many a joke but his



lot was no worse than that of a Wave at Alameda, Calif., Ensign Charlotte Benson.

She welcomed her promotion to lieutenant, junior grade, because it ended the ribbing that accompanied repetition of her name—Ensign Benson. But when she finally was advanced in rank, Ensign Benson met and married a Lieutenant Scarlett. And now she is Charlotte Scarlett.

## Tiny Alerts the Mighty

Mighty warships lying off Okinawa during the campaign for that Jap

base were alerted one afternoon when a little LCI suddenly opened fire and blasted away at various points in the water.

One of the ships used its inter-com system to ask what the hell the small craft was shooting at.

"At little round objects that explode," came the response.

It developed that those "little round objects" were enemy mines.

## Fan Mail

Seldom a mail call goes by without a letter for Edward A. Bourgault, SC3c, of Newton Center, Mass., like these:

"The kids has broke our good radio and there ain't no way to get it fixed. Please mail directions on how to make a 'Foxhole Radio' like the paper said you built. Pa is handy with tools and we like music at mealtimes."

"We read in the paper where you build a 'Foxhole Radio' out of scraps and old razor blades. We thought you might want some more blades so you could make radios for your buddies. So here's all the razors that have been used in this hotel in the past week."

"... So when you come home on leave, Eddie, please stop in at our place at International Falls, Minn. We'll show you how fine your radio works on hunting trips."

It started when Bourgault, a member of a special Seabee stevedore battalion, constructed an ingenious receiving set from a few short wires and a razor blade. Word of his accomplishment went around and the story was published in papers in the States. Since then he has been swamped by letters from newspaper readers all over America. Requests for detail directions, says Bourgault, are the major part of his mail, "though now and then I run across a 'hot' one" like one from a junior miss who claimed "deep and enduring love" after seeing Bourgault's picture in the paper.



# GLOBAL NAVY

**Bombarding of Jap Homeland in Prelude to Victory  
Is Climax of U. S. Navy's Growth and Achievements**

**M**IGHT and might compounded was the United States Navy's answer to Pearl Harbor, and that answer, composed in five short years, today sails the waters of the globe with the mightiest armada in all history. Having outstripped all other navies in 1943, the U. S. fleet has been busy outstripping itself, breaking all records for size and achievement.

Out of the naval doldrums of the '30s mushroomed our naval might:

On 1 July 1940 the Congress authorized the creation of the "two-ocean" Navy—a tremendous conception then but a small thing compared to the reality of today.

On 7 Dec 1941 the Japanese sneak attack at Pearl Harbor dealt the rapidly developing program a blow designed to wreck our naval strength but which actually spurred us to unbelievable achievements.

On 3-6 June 1942 the Japanese were decisively turned back at Midway by sea and air fleets that were gathering strength.

On 7 Aug 1942 with landings in the Solomons began the first real offensive in force.

On 19 Sept 1943 came official word that the United States had the mightiest surface fleet in world history, comprising more than 14,000 vessels, and the most powerful naval air force in the world, with more than 18,000 planes.

On July 1945 the bombardment of the Japanese home islands began with scarcely a shot fired in return. That achievement as a prelude to final victory completes the story of tremendous progress.

The cold statistics of this development are startling.

The 4,500 vessels of pre-Pearl Harbor days had become 91,209 of all types by 1 July 1945.

In the five years, 1,265 combatant ships were completed, including 10 battleships, 27 aircraft carriers, 110 escort carriers.

To man these ships, naval personnel expanded from 160,997 officers and men to 3,389,000.

Including the Marine Corps and the Coast Guard, personnel jumped from 203,127 to 4,036,901.

Ninety and one half billion dollars were spent—not quite two-thirds of the \$138,600,000,000 which the Navy was authorized to obligate.

Tremendous new developments in naval warfare accompanied the expansion.

Carrier-based planes came into their own as a powerful arm of the Navy. At least 3,291 Japanese planes were destroyed by carrier-based fliers—more than half of the 6,077 Jap planes they engaged.

Amphibious landings—old as naval warfare—found incredible new techniques and assumed a paramount importance.

Technological advances kept pace with the increase in mere size.

Electronics, notably in the enormous improvements of radar, wrought revolutionary changes.

The firepower of guns installed on ships increased from 411 tons of projectiles per 15-second period to 4,500 tons.

Naval medical facilities expanded from 15 hospitals in the United States to 54, and its over-all bed capacity from 6,000 beds to 130,000.

The story of these accomplishments can best be told by the breakdown of



## **FIREPOWER of Navy has increased**

the various phases of the Navy's program.

Expanded capacity of industry and of Navy and private yards assured the production of the more than 90,000 vessels of all types required by global war.

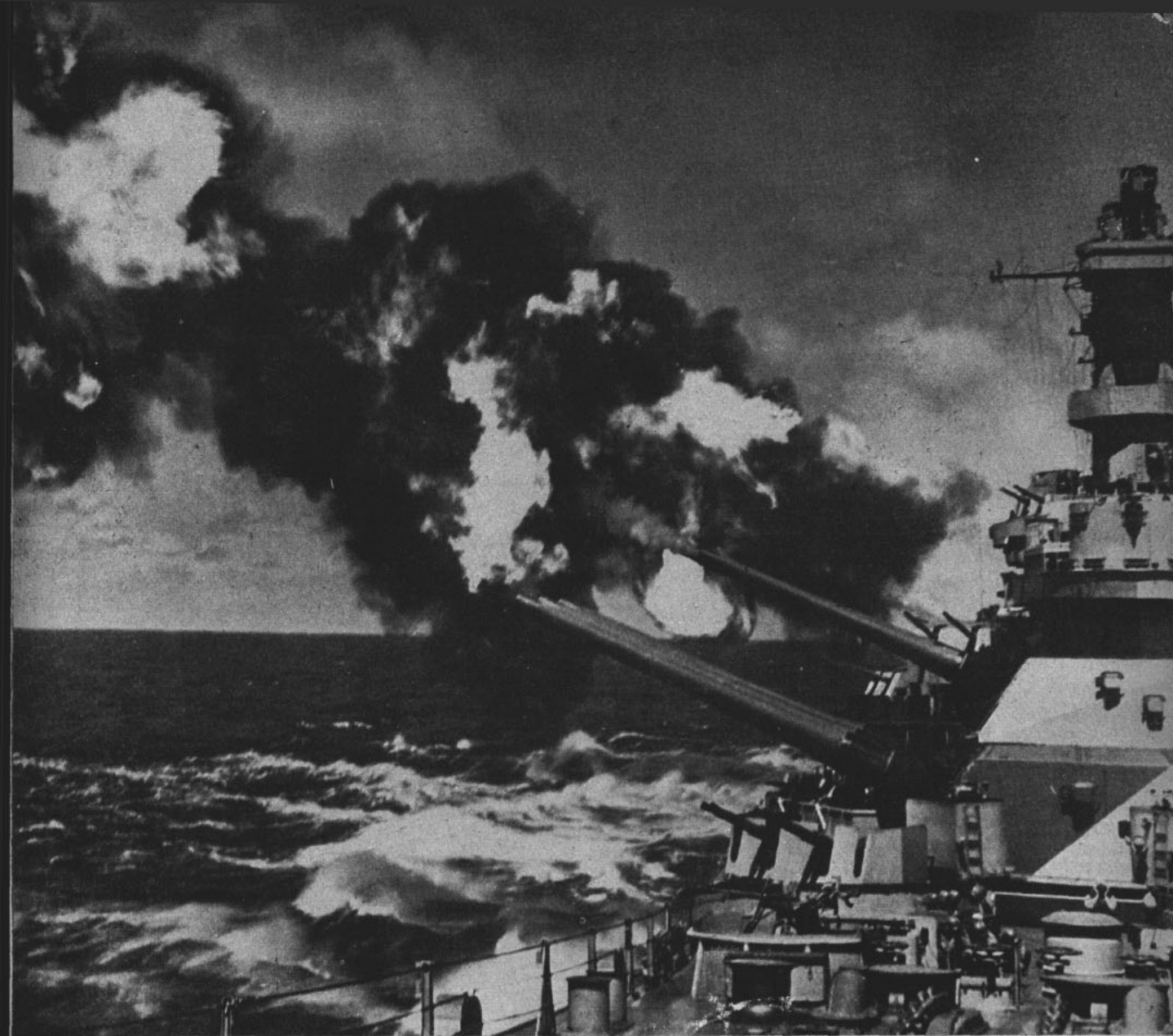
At the same time, research and engineering genius built more speed and firepower into the traditional types of combat ships and developed new types to meet new problems of aerial and amphibious warfare.

During the rapid expansion, 109,999 vessels of all types were built, acquired or converted including 1,265 major combatant ships displacing 4,300,000 tons. This compared with 383 major combatant ships in the fleet five years ago.

These new combatant vessels included 10 battleships, four of which were of the 45,000-ton *Iowa* class; 18 aircraft carriers, all but one of which were of the 27,100-ton *Essex* class; nine small carriers of the *Independence*

**ALL HANDS**





Official U. S. Navy photographs

from 411 to 4,500 tons of projectiles per 15-second period. Naval bombardment became vital part of invasions.

class; 110 escort carriers; two large cruisers; 10 heavy cruisers; 33 light cruisers; 358 destroyers; 504 destroyer escorts, and 211 submarines.

Over the last five years the value of the Navy's new construction of all types of vessels was approximately \$19,100,000,000 for construction and machinery and \$4,800,000,000 for armor, armament and ammunition.

The Navy, meanwhile, lost 2,010 vessels, comprising 154 combatant ships, 45 mincraft, 99 patrol craft, 55 auxiliaries, 151 district craft and 1,506 landing craft.

The losses through August embraced one battleship (not including the *Oklahoma*), five carriers, six escort carriers, six heavy cruisers, four light cruisers, 70 destroyers, 10 destroyer escorts and 52 submarines.

Another 5,346 vessels, totaling 1,037,000 tons, were leased to our Allies. They included one light cruiser, 38 escort carriers, 92 destroyer escorts and nine submarines.

More than 15,000 vessels totaling 378,000 tons were transferred to the Army and other services.

On 1 July 1945 the Navy contemplated completing the construction of an additional 2,800,000 tons of ships during the next two and a half years. This included two battleships, nine *Essex*-class carriers, three large (45,000-ton) carriers, two small carriers, 26 escort carriers, one large cruiser, 22 heavy cruisers, 19 light cruisers, 86 destroyers, five destroyer escorts and 38 submarines. Some of these have been launched and others are practically completed. On 11 August the Navy announced stoppage of work on 95 vessels.

After the defeat of Germany, emphasis was placed on prompt completion of carriers, destroyers, and rocket ships under construction, and on the conversion of destroyers to picket boats. Simultaneously, the problem of repair demanded even greater urgency

due to extraordinary wear and battle damage.

The most dramatic technical developments for modern ships were in the field of electronics, including radar and radio. Since July 1940 BuShips awarded \$4,400,000,000 in contracts for electronics equipment.

The total number of major combatant ships of the Navy in service on 1 July 1945 were:

Battleships, 23; aircraft carriers, 20; small aircraft carriers, 8; escort aircraft carriers, 70; large cruisers, 2; heavy cruisers, 22; light cruisers, 48; destroyers, 373; destroyer escorts, 365; submarines, 240.

### Air Fleet Exceeds 40,000

Naval aviation's war record vouched for the quality and number of planes produced and pilots trained during the past five years. Naval aircraft sank more than half of the enemy submarines sent to the bottom by the Navy.





Official U. S. Navy photograph

**AMPHIBIOUS LANDINGS**, though old as naval warfare, became virtually a new art as new techniques and materials were added. This photo of Marines heading for Iwo Jima on D-day shows the systematic landing waves.

Navy and Marine aircraft destroyed more than 17,000 Japanese planes. Against this total, fleet plane losses in combat in the Pacific were about 2,700—a combat ratio of less than one to six.

Outstanding in the destruction of Japanese planes were carrier-based aircraft. In 1944 they accounted for at least 3,291 Japanese planes—more than half of the 6,077 engaged. On 19 June 1944, the day of the "Marianas Turkey Shoot," carrier planes shot down 402 enemy aircraft.

On 1 July 1945, approximately 11,000 planes, including planes in pools and in transit, were deployed in the Pacific.

The Naval Transportation Service flew nearly 77,000,000 miles last year.

The aeronautical naval shore establishment grew from 38 naval air stations in July 1940 to 177. Its value increased from \$250,000,000 at the outbreak of the war to \$1,333,000,000.

Naval aviation personnel, including marines, on 1 July 1945 totaled 750,000, of whom more than one-half were on carriers or with air groups, squadrons and fleet service units. Combat losses were consistently smaller than expected. Moreover, approximately 65 percent of all pilots forced down were saved.

Since 1 July 1940 the strength of the naval air force grew from 1,741 service planes to more than 40,000. The average weight of planes delivered

increased from 2,740 pounds in 1940 to 7,140 pounds in the first half of 1945.

During the five years the Navy accepted 62,391 tactical combat planes valued at \$6,652,116,000. Of these 29,877 were fighters, 11,983 were scout bombers (dive), 9,207 were torpedo bombers, 174 were four-engine patrol bombers (sea), 3,751 were two-engine patrol bombers (sea), 1,569 were four-engine patrol bombers (land), 2,776 were two-engine patrol bombers (land) and 3,054 were observation scout planes.

There were 2,002 utility and 1,063 transport planes. Training planes numbered 13,632.

### Firepower Multiplies

The firepower of naval guns was increased from 411 to 4,500 tons per 15-second period during the last five years. In addition, the Navy supplied guns and ammunition for 6,050 merchant vessels.

Although heavy emphasis was placed upon naval bombardment, procurement by BuOrd reflected the constantly changing character of naval warfare. The Navy's part in amphibious operations also called for large quantities of underwater demolition equipment and barrage rockets.

The dependence upon naval bombardment was illustrated by the firing of 36,000 tons at Guam, Saipan and Tinian; 7,000 tons at Peleliu; 16,000

tons at Iwo Jima and almost 50,000 tons at Okinawa.

As the fleet approached closer to the islands of Japan additional 40-mm. guns, special fuzes for 3-in. to 6-in. projectiles, latest type mines to block enemy harbors and new radar-controlled blind-firing directors to meet the threat of Kamikaze suicide planes were procured.

Over-all procurement of major ordnance items reached a peak of more than \$1,600,000,000 in the second half of 1944, having risen from about \$40,000,000 in the second half of 1940.

Among new ordnance items developed by the Navy in conjunction with other agencies were a three-gun turret assembly for heavy cruisers, a dual purpose turret assembly for light cruisers, a dual purpose single mount for new large carriers, and blind-firing gun director systems for all anti-aircraft guns of 40 millimeter caliber and larger.

BuOrd was expanded from 47 officers and 297 civilians in July 1940 to 1,373 officers, 601 enlisted personnel and 1,477 civilians on 30 June 1945.

### Bases Built World Over

Construction and maintenance of naval shore facilities, civil works and advanced bases for ships of the fleet, cost \$8,100,000,000 during the five-year period.

The protracted bombardment of industrial and military installations on

the Japanese home islands by Allied fleets and carrier planes attested to the logistic significance of advance bases in keeping the Navy's ships and planes on the front lines. These bases were built and maintained by the Seabees.

From the peak of construction activity in the second half of 1942, when disbursements reached \$1,800,000,000, there was a gradual downward trend until the Japanese surrender.

On a cumulative expenditure basis, aeronautical facilities ranked first. Shipbuilding and repair facilities were next, followed by ordnance facilities and structures for naval personnel.

The Navy constructed a total of 150 floating drydocks with an aggregate lifting capacity of 1,065,000 tons. These enabled the Navy to keep its ships in fighting shape within a minimum loss of time despite the enormous distances involved in the Pacific offensive.

BuDocks also originated early in the war standard steel cells, or pontoons. These may be assembled in a few hours for use as barges, causeways, piers, floating drydocks, floating cranes and "rhino ferries." One use of the pontoons was in moving a large floating drydock on its side through the Panama Canal. A total of 520,000 pontoons were constructed. As many as 45,000 were used on one landing operation.

### Personnel Exceeds 4,000,000

To boost the Navy's personnel to the 3,388,556 officers and men in service 30 June 1945, BuPers had to procure 3,700,000 officers and men to maintain its strength and expand despite attrition—an average of 14,200 a week during the five years. The wartime peak represented an increase of 3,200,000 after the Naval Expansion Act of 1940 became law.

The high point in procurement was reached during the fiscal year 1943-44 when the rate of 25,000 a week was adequate to man a Navy of 1940 strength every seven weeks.

The war brought new problems to the Bureau. New plans such as advance base and amphibious warfare programs required approximately 500,000 specially trained officers and men.

To meet this task, Sampson, Bainbridge, and Farragut were added to the major training centers at Norfolk, Newport, Great Lakes and San Diego.

When manpower had become critical legislation was enacted 30 July 1942 to admit women to officer and enlisted ranks. Three years later more than 82,000 women were serving in the continental United States and at certain overseas bases.

Including the Navy, Coast Guard and Marine Corps, personnel strength increased from 203,127 on 1 July 1940, to 4,036,457 on 30 June 1945. On 30 June 1943, the total was 2,207,720 and a year later the figure was 3,623,205.

Officers and men in the regular Navy on 30 June 1945 totaled 378,263 and the reserves amounted to 3,010,293. Of the officers on that date, 48,226 were of the regular Navy and 269,090 were reserves.

The Navy's civilian employee rolls climbed from 124,498 on 1 July 1940

**OCTOBER 1945**



Official U. S. Navy photographs  
**LIGHT AND MOBILE**, but packing a terrific punch, rockets played a major role in the war. Above is a Navy LSM(R), Landing Ship Medium (Rocket)



**RADAR** became a magic eye for men in ship's plot rooms as one above. Jet-assisted takeoff enables Navy plane (below) to shoot up from water.





to 752,886 on 30 June 1945. Navy Yards employed 332,430.

## Medicine, Surgery Advance

Medicine and Surgery advanced commensurately with other naval bureaus. In July 1940 there were 15 naval hospitals in the United States and three outside the continental limits. They housed 6,000 beds. One hospital ship with a normal capacity of 532 beds was operating.

Today the Navy has 54 hospitals in the United States with a wartime capacity of approximately 100,000 patients. Overseas there are six permanent naval hospitals and 19 temporary base and fleet hospitals, with a capacity of 30,000. Twelve hospital ships have been plying the Pacific.

The Medical Corps increased in the five years from 932 officers to 13,500; from 200 dental officers to more than 6,000 today; from about 400 nurses to 11,000 and the Hospital Corps expanded from 6,000 officers and enlisted men to 3,500 officers and 130,000 enlisted men and women.

Procurement of medical equipment reached a peak of \$21,700,000 in the first half of 1944. Maximum procurement of medical supplies was attained in the last half of 1943 when the value amounted to \$25,300,000. Medical supplies bought the first half of this year aggregated \$19,100,000.

Hospital patients increased from approximately 3,500 on 1 July 1940 to more than 110,000 on 1 July 1945, the latter total including 90,000 in the United States and 20,000 overseas.

A major research unit was created in the Central Pacific to fight tropical and sub-tropical diseases.

## Supply Job Tremendous

BuSandA handled a tremendous job during the war. It was responsible for procuring, storing and issuing food, clothing, fuel and some 60,000 items of general stores. It purchased additional large quantities of materials for other bureaus.

In the last five years of naval expansion, the procurement group made about 120,000 awards totaling more than \$25,000,000,000 to more than 16,500 contractors. In addition, it handled payment, transportation and cost inspection for naval materials and services, and distributed all funds to naval personnel and accounted for all Navy appropriations.

The Field Branch of the Bureau at Cleveland, Ohio, served as one of the largest "banks" in the world. On 1 July 1945 it was disbursing nearly 1,600,000 family allowance checks monthly, contributing to the support of some 2,700,000 dependents of Navy enlisted personnel.

Each quarter the branch handled nearly 6,500,000 allotments from pay and issued about 2,600,000 war bonds.

Since 1 July 1940, the Cost Inspection Service determined allowable costs in connection with contractors' claims amounting to approximately \$16,000,000,000. More than \$200,000,000 of these claims were excluded from reimbursement.

The Fuel Division, largest petroleum procurement agency in the world, had recently been supplying fuel at an estimated annual rate of more than \$1,500,000,000 for the Navy, for lend-lease and, in certain joint logistical areas, for the Army.

Purchases for the Clothing and Small Stores Fund totaled \$198,000,000 in 1944, nearly 60 times the 1940 volume.

To satisfy the Navy's growing appetite, the Subsistence Division last year procured more than \$645,000,000 worth of fresh and dry provisions. It cost \$251,000,000 for maintenance of the entire Navy in 1935, while the Navy's food bill alone for the present calendar year had been estimated at \$670,000,000.

Overseas shipments by the Navy climbed rapidly as American forces increased in foreign areas. Shipments from Pacific ports the first half of

(Continued on page 65)

# PERSONNEL: NAVY, MARINES, COAST GUARD

(BY STATES, AS OF 30 JUNE 1945)

	Navy				Marine Corps				Coast Guard				TOTAL
	Officers		Enlisted		Officers		Enlisted		Officers		Enlisted		
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	
Ala.	3,091	195	58,365	937	441	7	7,841	159	118	11	1,880	74	73,119
Ariz.	927	78	13,689	368	138	4	1,950	55	17	1	361	28	17,616
Ark.	1,544	97	37,473	390	301	1	4,731	55	35	2	989	48	45,666
Calif.	27,186	1,714	222,332	6,512	3,440	114	24,001	2,119	1,140	126	13,284	657	302,625
Colo.	2,780	176	27,474	844	417	15	3,667	167	38	16	1,675	99	37,368
Conn.	4,943	311	44,302	1,692	475	11	6,921	288	395	16	1,889	157	61,400
Del.	927	58	5,757	146	51	1	819	26	43		285	7	8,120
D. C.	4,015	253	20,203	410	643	19	2,845	293	280	14	995	31	30,001
Fla.	4,016	273	53,097	1,135	581	3	6,491	156	410	17	3,590	129	69,898
Ga.	3,398	195	57,498	725	780	15	8,238	124	130	13	2,263	59	73,438
Idaho	927	78	13,188	371	205	5	1,924	64	15	3	359	25	17,164
Ill.	22,552	1,384	172,159	4,921	2,078	68	25,440	1,229	410	45	9,220	530	240,036
Ind.	7,414	526	73,607	2,350	724	21	10,922	343	92	17	2,408	145	90,569
Iowa	5,870	389	55,979	2,177	764	32	6,740	438	99	19	1,635	132	73,274
Kan.	4,943	273	39,754	774	550	12	5,166	182	59	12	1,484	89	53,298
Ken.	3,089	195	49,287	1,050	407	6	7,799	85	66	3	1,877	55	63,949
La.	3,707	214	49,242	613	625	17	6,643	158	257	5	3,002	45	64,528
Me.	2,163	136	18,393	664	189	2	2,980	86	136	10	759	50	25,568
Md.	5,870	273	44,308	538	535	7	6,238	153	409	5	2,265	63	60,665
Mass.	13,902	896	126,710	5,003	1,713	60	16,194	1,233	1,046	70	9,645	1,112	177,589
Mich.	14,828	934	114,203	3,145	1,025	27	18,034	925	388	32	6,701	404	160,646
Minn.	7,414	487	62,453	2,575	1,153	29	8,086	643	126	31	1,958	299	85,254
Miss.	1,854	116	34,785	485	454	5	5,883	69	92	5	1,430	53	45,231
Mo.	9,268	545	78,806	1,463	1,052	30	11,425	691	230	11	3,850	238	107,609
Mont.	1,236	97	12,083	385	267	2	1,941	77	29	2	280	18	16,417
Nebr.	3,089	195	25,868	777	401	8	3,051	143	69	5	1,159	89	34,854
Nevada	618	39	3,554	115	62	1	494	23	3		100	3	5,012
N. H.	927	78	12,325	449	136	2	1,798	85	35	3	360	29	16,227
N. J.	11,430	720	105,322	2,882	1,252	14	14,847	630	665	28	5,268	250	153,308
N. Mex.	618	39	10,790	135	90	2	1,595	17	9	1	280	6	13,582
N. Y.	31,820	1,908	265,723	6,486	3,141	64	41,469	1,645	1,735	84	17,857	964	372,896
N. Car.	3,707	234	71,932	917	665	10	10,142	67	210	3	3,350	96	91,323
N. Dak.	618	39	11,441	448	155	10	1,287	82	20	11	210	17	14,396
Ohio	20,389	1,285	155,212	4,779	1,427	35	24,470	1,013	415	49	7,767	564	217,405
Okla.	3,707	234	49,555	476	610	6	6,444	108	68	8	1,600	82	62,898
Ore.	3,398	214	36,962	1,085	513	9	3,887	264	35	17	1,839	246	48,470
Penna.	22,861	1,441	227,065	6,003	2,234	43	37,232	1,487	553	50	11,116	793	310,878
R. I.	1,854	116	21,878	428	174	5	2,060	75	119	5	1,522	88	28,324
S. Car.	2,163	116	38,951	461	463	5	5,394	49	111	3	1,552	35	49,303
S. D.	1,236	97	11,276	421	210	3	1,405	67	15	4	219	27	14,980
Tenn.	4,325	234	58,260	613	492	11	8,445	146	67	8	1,869	24	74,494
Texas	11,122	720	142,045	1,667	2,053	28	20,038	333	303	22	6,470	233	185,034
Utah	1,545	116	16,616	430	230	7	2,195	136	14	5	1,161	60	22,515
Vt.	309	39	6,436	209	75	1	1,156	44	19		193	29	8,510
Va.	7,414	468	64,150	674	786	15	8,150	129	448	25	3,147	54	85,460
Wash.	5,252	350	52,646	1,268	941	22	5,638	423	484	22	3,618	210	70,874
West Va.	2,780	176	45,201	933	293	10	7,162	188	39	5	1,597	47	58,431
Wis.	9,267	584	52,464	2,187	736	15	9,568	590	193	20	2,607	367	78,598
Wyo.	618	39	6,218	129	83	2	755	39	12	2	165	8	8,070
Other		39	9,302	114			435	5	115	1	303	9	10,323
Grand Total													4,036,213

# BOOKS: VARIETY MARKS LIST IN SHIPS' LIBRARIES

IF VARIETY is the spice of life, Navy libraries have plenty of it on the shelves for you this month with a selection of new biographies covering interesting figures in many different fields.

Among the books now being distributed you will find the life stories of such varied and colorful figures as baseball's Connie Mack, opera's Enrico Caruso, humor's Irvin S. Cobb, and South Africa's dramatically opposed leaders—Kruger, Rhodes and Lobengula, last king of the Matabele.

## Connie Mack

All sports fans will enjoy the life story of the "Grand Old Man" of baseball. The beloved figure of Connie Mack has moved across the sports pages of the nation's newspapers for six decades, so it is inevitable that in his biography, "Connie Mack," you get also a history of America's national sport.

Frederick G. Lieb tells the story of Cornelius McGillicuddy from his days as a hand in a New England shoe factory in the early eighties through the 1944 season when his Golden Jubilee as manager of the Philadelphia Athletics was celebrated. In that time Mack piloted his teams to nine American League pennants and five World Championships, as well as seeing them firmly ensconced in the cellar at times.

Throughout the book you come across the names of many other men who have found a place in baseball history—Lefty Groves, Jimmy Foxx and George Earnshaw, among others. There is the tale of how Mack, while managing Milwaukee, lassoed Rube Waddell, his most colorful player . . . how he paid Lajoie's first year's salary to Larry's landlord . . . the story of Ossie Schreck nailing a steak to the dining room wall in New Orleans . . . and Connie's adventures with Mose Grove, who later became his southpaw ace.

You live again some of those thrilling moments when the outcome of the World Series was at stake. Frank Baker's historic home runs, the stirring Bender-Mathewson duels, Howard Ehmke's 13-strikeout game in 1929 and the 10-run seventh inning against the Cubs in the same eventful series are all described here. Dominating all the pages is the spirit of Connie Mack, his whimsical humor and his sportsmanship.

## Enrico Caruso

If you want to know what the life of a world-famous musician is like, read "Enrico Caruso: His Life and Death," written by his wife, Dorothy. She tells the romantic story of their "love at first sight" and their happiness in the three years of their married life before Caruso's premature death.

With fascinating and colorful detail she produces close-ups of how Caruso prepared for a performance, how he made his records, how he did his Christmas shopping at Tiffany's, how he collected art objects from the four corners

of the earth, and how seriously he undertook to measure up to his own rigid artistic standards.

Caruso's personality is revealed through dozens of anecdotes and scores of letters written to her while he was on tour. The letters are reproduced just as he wrote them, "misspelled and touching, full of humor and sadness and old wisdom."

The book is prefaced by a series of photographs, some "off stage" and others in costume for the operatic roles in which he appeared. Between 1894 and 1920 Caruso appeared in 67 operas, and up to the latter date had made 234 records. Many of his earlier recordings have been reissued during the past few years, both as originally released and also with new electrically recorded orchestral accompaniments.

## Irvin S. Cobb

For 50 years Irvin Shrewsbury Cobb delighted the American public with his sparkling, bitter prose. The volumes of stories, essays and novels which he turned out in that time were masterpieces of both irony and humor. In "My Wayward Parent," Elizabeth Cobb has given us a collection of reminiscences with the same high humor and appreciation that marked her father's writings.

Cobb began his journalistic career at the age of 19 as the editor of the Paducah *Daily News*, became staff humorist on the *New York World* in 1905, and was war correspondent for *The Saturday Evening Post* during the greater part of World War I. The young Cobbs had a hard time struggling along on a reporter's wage in Paducah, and finally "Lollie" pleasantly forced her husband to go to New York where his loneliness and hopelessness led to an audacious letter to the newspaper publisher which got him a job.

The story is necessarily one of the daughter and mother as well, but anyone who has read and enjoyed any of Cobb's writings will appreciate all the more his amazing humor, his vitality, and his loveliness. The teller of the exploits of the mint-julep imbibing gentleman of the South, Old Judge Priest, and the author of that classic in the literature of American humor, "Speaking of Operations," is sorely missed.

His daughter pictures him as "a dandy in his own weird way," leaning to incredible clothes. "They might be any color of the rainbow, with some leaning to bright red, purple, mustard yellow, royal blue and a peculiarly loathsome sort of grass green." Somehow Cobb never mixed them up, a feat which his daughter regarded with considerable pride and relief.

## South African Trio

A far cry from the amusing tale of an American humorist, and a good dish for those who like a foreign tang in their reading, is Stuart Cloete's "Against These Three." Here's plenty

of biographical variety in one book, for "these three" represent three different cultures in conflict in South Africa.

The first character is Paul Kruger, who was President of the Dutch South African Republic. The slow stubborn leader of a pastoral people, he "feared God, hated the English, and believed absolutely that the earth was flat." Kruger symbolized the strong people and simple society of which he was the chosen leader. He was a biblical patriarch. To him the discovery of gold in his republic was a curse; he feared it would end the isolated simplicity of his people. Kruger is the "Oom Paul" of Cloete's novels—Boer farmer, politician, organizer, defender of the cause of liberty and independence, a spiritual force and war leader.

Cecil Rhodes, the opposing force, "bet fifty-fifty on God's existence, would and did make deals with the devil, and believed implicitly that the Anglo-Saxon race should inherit the earth." Enormously successful from the standpoint of wealth, he seemed to care for it only as it meant power. Shrewd in the advancement of his own interest and not entirely unaffected by the loose ethics of the mining camp, he was possessed at the same time of a profound conviction of the virtues of the British imperial system and he made it his life plan to extend the sway of the British Empire over South Africa. Rhodes may be regarded either as preeminently a man of money, actuated entirely by selfish motives, and one who for the attainment of his ends did not scruple to plunge South Africa into war; or as one of the great builders of empire.

In Lobengula, the last king of the Matabele, author Cloete brings to life a picturesque character, summing up the hopeless fight of the natives against both Boer and English. Tragic Lobengula, outcast as a child, an unwilling king, was unable to control either the forces that operated against his people from without, or his own warriors.

Cloete, himself a South African, brings South Africa, its land and its people to life in this book as well as he has in his novels, "The Turning Wheels," "Watch for the Dawn," and "The Hill of Doves."

## Jesus as a Man

A major work by a famous writer, "The Human Life of Jesus" by John Erskine is a reverential approach to the story of Jesus. This new portrait of His life and personality tells the story of Jesus as a man. "Assuming our limitations, He showed us how to live. He revealed to us our own possibilities."

The solution of national and international problems which Jesus proposed was so thoroughgoing that it is no wonder it has not yet been tried. His teaching had an immediate and practical purpose. His attempt to accomplish that purpose, and the hostility He aroused, is the story of His life.

Erskine, author of "The Private Life of Helen of Troy" and other non-ecclesiastical works, draws extensively upon the early tradition of the church and the many legends included are of great interest.



# SHIPPING OF PERSONAL PROPERTY

Because large numbers of naval personnel now being discharged or released from active duty will face problems of shipping personal belongings and household effects at government expense, ALL HANDS has obtained from BuSandA a roundup of information on such shipments.

Briefly, the government will pay for the transportation of personal belongings and household effects which are exclusively the property of the person being discharged or released from active duty and which have been in use by such person or his family previous to shipment. Certain personal belongings cannot be shipped at government expense, including such items as wines, liquors, birds, animals, boats, matches, ammunition or other inflammable or explosive articles, and motorized vehicles.

Commissioned and warrant officers and enlisted personnel of the first, second and third pay grades (CPOs through PO2c) of the Naval Reserve (including inductees), Fleet Reservists, and retired personnel of the regular Navy are eligible to ship household effects at government expense as follows:

- Reserve officers released from active duty or placed on the retired list.
- Enlisted men of the Naval Reserve (including inductees USN (I) released from active duty or discharged not due to own misconduct).
- Regular officers or enlisted men retired or transferred to Fleet Reserve.
- Retired personnel or Fleet Reservists who were recalled to active duty and later released from active duty.

There is no authority for shipment of household effects for members of the regular Navy upon discharge, or for personnel discharged under other than honorable conditions.

**When Shipments May Be Made.** Shipment may be made upon receipt of orders releasing from active duty or upon discharge, at any time within a year after the termination of the war or within one year after date of retirement or release to inactive duty, whichever is later. In the event you are detached from a duty station and ordered to report to a point for discharge or release, shipment at that time is NOT authorized unless such orders indicate that, upon discharge or release from active duty, you will, when directed by the commanding officer, proceed to your home.

**Where Household Effects May Be Shipped.** The Navy will ship your household effects from your last duty station to your home of record (the place on file in BuPers as your home when you were ordered to active duty) or, if your last duty station was overseas, from wherever your effects are located, to your home of record. However, shipment may be made between any points, but you will pay any additional cost over and above what it would have cost to ship from your last duty station to your home of record, or if your last duty station was overseas, from the place at which your effects are located to your home of record.

**How Much May Be Shipped.** The weight of household effects which may be shipped at government expense is determined by your rank or rating at the time of your discharge. The table below will indicate how much you are entitled to ship, in terms of gross weight, in pounds (including weight of boxes, crates and packing). You must pay for any extra weight.

Grade	Temporary change of station	Permanent change of station
Admiral	2,000	24,000
Vice Admiral	1,500	18,000
Rear Admiral (upper half)	1,000	14,500
Rear Admiral (lower half)	1,000	12,000
Commodore	1,000	12,000
Captain	800	11,000
Commander	800	10,000
Lieutenant Commander	800	9,000
Lieutenant	600	8,500
Lieutenant (junior grade)	600	7,500
Ensign	600	6,000
Graduates of Naval Academy	.....	1,500
Commissioned warrant officer:		
After 20 years commissioned service	800	9,000
After 10 years commissioned service	600	8,500
Less than 10 years commissioned service	600	7,500
Warrant Officer	600	5,400
Midshipman, Naval Reserve	600	5,400
Chief Petty Officer	.....	4,500
Petty Officer (first class)	.....	4,500
Petty Officer (second class)	.....	4,500
Ship's Cook (first and second class)	.....	4,500
Steward	.....	4,500
Cook (first and second class)	.....	4,500
Musician (first class)	.....	4,500
Superintendent of Nurse Corps (female)	800	9,500
Assistant Superintendent Nurse Corps (female)	600	8,500
Chief Nurse (female)	600	7,500
Nurse (female)	600	6,000
*Members of Women's Reserve	.....	.....

\* Members of the Women's Reserve receive the same weight allowances as the corresponding ranks and ratings of the regular Navy.

**Arrangements for Shipping.** The simplest way to ship household effects is let the Navy handle the whole job when your effects are located within an area

known as the "zone limits" of a Naval activity, that is, within a certain radius of the major naval activities—Navy Yards, Naval Stations, Bases, Supply Depots, etc. (for definite "zone limits" see BuSandA Manual, Art. 1882, or see nearest supply officer).

You may make your own arrangements, if desired, and **MUST** do so if the household effects are located at a point not within the "zone limits" of a major naval activity, later submitting claim for reimbursement for allowable costs incurred.

**Method of Transportation.** Rail, water, truck, or van, if shipment is arranged for by a supply officer, by freight forwarders, unpacked and uncrated, provided this service is available between the points from and to which shipment is to be made.

Van shipment may be made without extra cost (except for weight in excess of that authorized) provided the point to which shipment is to be made is within 1200 miles from point of origin. Van shipment for a distance in excess of 1200 miles may be made but you will be required to pay for any additional cost over what it would have cost if the shipment had been made the entire way by ordinary freight.

Express shipment is **NOT** authorized at government expense. If this method is used you will be required to pay for the difference in cost between express and ordinary freight shipment.

**Steps to Take.** Contact the supply officer if your effects are located within "zone limits." He will make all the necessary arrangements.

If your effects are located at a point not within "zone limits" or if you desire to handle the shipment yourself, the following procedure applies:

• If ordinary freight shipment is to be made: Obtain two or more bids for packing, crating and hauling to depot of carrier at point of origin. These may be in the following form—"I will pack, crate and haul your effects from residence to depot of carrier at \$...." Accept the lowest bid, obtain a receipt for payment of services with a statement that "The services were performed in accordance with usual commercial practice"; ship under commercial bill of lading, pay for transportation costs, obtain a copy of the commercial bill of lading with the weight indicated thereon and receipt for payment; obtain two bids at destination for hauling from depot of carrier and unpacking, obtain receipt for payment of service. If government bill of lading to cover transportation desired, obtain it by submitting a copy of S. and A. Form 34, Application for Transportation of Household Effects, and two certified copies of orders releasing from active duty, discharge or certificate from CO to the nearest supply officer. The two bids for hauling and unpacking at destination will not be required if government bill of lading is used and the effects are consigned to the supply officer of an activity for you. Later submit claim for reimbursement for allowable costs.

• If shipment by van is to be made and the distance is within 1200 miles:—No bids are required as van ship-

## WHAT'S IN A NAME?

### Cruiser

Three centuries ago pirates in the Eastern Mediterranean used a small, light vessel called "crusal" which was fast and built for pillaging rather than fighting. It is believed our name "cruiser" comes from crusal.



The word "cruise" was used in naval documents during the 17th century. At that time it meant to ply. By the latter part of the 18th century a cruiser meant simply a ship employed in cruising no matter what size she was or what force she carried. The British Royal Navy was the first to have a recognized cruiser rating and the *Amphion*-class, laid down in 1880 and 1881, were the earliest ships actually built as cruisers.

Our Navy's first cruiser was the *Atlanta*, launched on 9 Oct 1884 and commissioned two years later on 19 July.

ments may be made within that distance without determining if that method is more expensive than ordinary freight shipment. Arrange with a van company to move your effects, pay the costs, obtain a copy of the commercial bill of lading, with the weight of the shipment indicated thereon and receipt for payment, later submitting claim for reimbursement. However, a government bill of lading may be obtained as outlined above, in which event you will be required to pay only for any weight in excess of that allowed to be shipped for your rank or rating.

• If shipment by van is to be made and the distance is more than 1200 miles:—Obtain two or more bids for packing, crating, and hauling from residence to depot of carrier at point of origin and two bids for hauling and unpacking at destination. These bids are required so that it can be determined, when your claim for reimbursement is submitted, whether the cost by van was more expensive than the cost by ordinary freight, which method requires packing, crating and hauling. Arrange with a van company to move your effects, pay the costs, obtain a copy of the commercial bill of lading with the weight indicated thereon and receipt for payment of charges for transportation. However, if government bill of lading is desired, obtain it as outlined above but be sure to obtain the bids as outlined.

**Papers Required from Owner.** If you decide to let the Navy ship your household effects, obtain copies of S. and A. Form 34, Application for Shipment of Household Effects, from any supply officer. This form must be completely filled out and sent to the supply officer of the major activity nearest the place where your effects are located. Along with the form you must send six certified copies of the orders releasing you to inactive duty, or six copies of your discharge certificate (or certificate in lieu of discharge certificate signed by the commanding officer who issued it)—using this wording:

"I certify that (name, rank, or rating) has been released from active duty as of (date) at (name of activity) and is entitled to the shipment of household effects between any points limited in cost to shipment from last duty station (indicate last duty station) to home of record at time ordered to active duty (state home of record as indicated by the Bureau of Naval Personnel)."

In the event orders accompanying the application do not indicate the home of record at time called to active duty, a certificate in the following form is to be attached to each copy of the orders:

"I certify that my home of record at the time I was called to active duty was (city and state)."

If you decide to handle all expenses of shipment yourself, you are required to send the following papers to the Bureau of Supplies and Accounts, Navy Department, Washington 25, D. C. when claiming reimbursement:

• Standard Form 1012 (secure from any supply officer); Two certified copies of orders releasing from active duty, discharge, or certificate in lieu

of discharge signed by the commanding officer who issued the discharge; Two bids for packing, crating and hauling to depot of carrier and two bids for hauling and unpacking at destination if shipment made by ordinary freight or by van in excess of 1200 miles. **NO BIDS REQUIRED IF SHIPPED BY VAN WITHIN 1200 MILES.**

• Receipt for payments made.

• Statement that "the services were performed in accordance with usual commercial practice" and signed by the contractor, if shipment made by ordinary freight and packing, crating and hauling services involved. Copy of commercial bill of lading, showing the weight shipped, amount of freight paid, and the signature of carrier's agent.

If shipment was made by van within 1200 miles under a government bill of lading, the following papers are required to be forwarded to BuSanda:

• Original S. and A. Form 34, Application for Transportation of Household Effects.

• Two certified copies of orders releasing from active duty, discharge or certificate in lieu of discharge.

If shipment was made by van over 1200 miles under a government bill of lading, the following papers are required:

• Original S. and A. Form 34, Application for Transportation of Household Effects.

• Two certified copies of orders releasing from active duty, discharge or certificate in lieu of discharge.

• Two bids for packing, crating and hauling to depot of carrier and two bids for hauling and unpacking at destination.

• Receipts for payments made.

• Copy of government bill of lading.

If shipment was made by ordinary freight under a government bill of lading, the following papers are required:

• Original S. and A. Form 34, Application for Transportation of Household Effects.

• Two certified copies of orders releasing from active duty, discharge or certificate in lieu of discharge.

• Two bids for packing, crating and hauling to depot of carrier.

• Two bids for hauling and unpacking at destination unless the effects were consigned to a supply officer of an activity when these two bids are not required as the supply officer at destination point will arrange for this service.

• Receipt for payment of services under (c) above with a statement that "the services were performed in accordance with usual commercial practice" and signed by the contractor.

• Receipt for payment of services under (d) above if such services performed.

• Copy of government bill of lading. **Claim for Damage or Loss in Shipment.** Damage or loss in shipment of household effects is a matter for adjustment between the owner of the effects and the carrier or packing contractor.

If damage or loss occurs as the result of negligence on the part of a government employee, while the effects

are in Navy custody or in transit in a Navy conveyance, claim may be made to the Judge Advocate General, Navy Department.

**Points to Remember.** If shipment is to be made at own expense, **DO NOT** begin shipment before discharge papers or release orders are actually received unless orders to the Separation Center indicate that upon discharge or release from active duty, you will, when directed by the commanding officer, proceed to your home. If shipment is made prior to receipt of discharge papers or release orders, unless as indicated above, there is no authority for reimbursement, and you will not be able to collect.

If you are not going to be present to receive the effects when they arrive at the destination, make some arrangements to have them received. Otherwise, be prepared to pay any demurrage or storage charges that will result.

Paintings and other goods valued at more than \$5.00 per pound, gold articles, and sterling silverware may not be included in freight shipments. They may be shipped only by express, on separate application, and must be consigned direct to yourself or your agent. You will be required to pay the difference in cost between express and ordinary freight shipment.

If your effects are in commercial storage and the Navy is going to ship them for you, attach the "release from storage" to your application for shipment and be sure that all storage charges are paid prior to the collection date.

For unusual problems or questions arising not covered by the foregoing instructions, it is suggested that you contact the nearest supply officer or write direct to the Bureau of Supplies and Accounts (STA-4), Navy Department, Washington 25, D. C.

Remember that the Navy and the Nation's carriers are handling an unprecedented quantity of household effects. Consequently delays will be unavoidable and many times pick-up dates and shipment dates will have to be changed. Cooperate in every way you can, and the Navy will make every effort to ship your effects in the shortest time possible.

## HOW DID IT START?

### GUNWALE



Now merely the upper edge of a ship's side and useful as a decoration, the gunwale was once a safety device on ancient ships.

The word itself is derived from the Anglo-Saxon "Wala" which meant strip or ridge. In the early days, it was the custom to fire the top row of guns over planking which had been reinforced by "wales" to give greater protection to the men who did the shooting. That upper rail of metal or wood has been called the gunwale ever since.



# 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. Do not send postage or return envelopes; no private reply will be made.

## Navy Savings

SIR: Your August issue, p. 39, states that withdrawals from the Navy Savings Plan may be made on application by the depositor.

The information should be corrected to state that savings deposits and accumulated interest thereon may be repaid only under the following conditions: (1) When the depositor is discharged or released from active duty; (2) When an enlisted man is temporarily or permanently appointed to warrant or commissioned rank; (3) When an enlisted man is transferred to the Fleet Reserve.—D. A. D.

SIR: You stated that Navy, Marine Corps and Coast Guard personnel may deposit their money in the Navy Savings Plan and draw interest at the rate of four percent.

Your attention is invited to Art. 172 (36), Pay and Supply Instructions of the Coast Guard which states, "There is no law authorizing disbursing officers to accept savings deposits from Coast Guard personnel . . ."

This correction should be published before I'm swamped with Coastguardsmen desiring to deposit money.—E. J. C., Chief Pay Clerk, USCGR.

• The information stated in the two letters above is correct.—ED.

## GI Home Loans

SIR: I expect to be out of the service within a few months and to go back to my pre-war job. Can I get a loan to build a house under the GI Bill of Rights before I am discharged or must I wait until I am a veteran before I am eligible?—C. A. S., MaM3c

• Since the GI Bill of Rights is legislation enacted for the benefit of veterans, you will have to wait until you are actually a veteran before you are eligible for any of its benefits.—ED.

## Mistaken Identity

SIR: You carried a citation awarding a Silver Star Medal to me in your January 1945 issue. The details of the award relative to the action and ship are correct, but you say that I am "missing in action" (which I am not) and that my hometown is Oneonta, N. Y. (instead of Fort Dodge, Iowa). Clarification is requested.—John E. Goodrich, Lt., USNR.

• The error occurred in the original writing of the citation due to the fact that there are two officers named John E. Goodrich in the Navy files.

As you say, your citation (John Edward Goodrich) for the Silver Star Medal should not have listed you as "missing in action" and should have stated that your hometown is Fort Dodge, Iowa.

The other officer (John Emerson Goodrich) was listed as missing in action on 26 Feb 1944 and presumed dead on 27 Feb 1945. For meritorious service John Emerson Goodrich was awarded the Air Medal, Distinguished Flying Cross and posthumous Purple Heart.—ED.

## Prolific Penmen

SIR: The subject of how many letters the boys write at sea is often discussed—so when the ss *George Steers* left the U. S. on the 18th of May, we decided to keep score.

Since then (approximately 3 months) the 27 men in this Armed Guard crew have dashed off a total of 3,178 letters—or approximately 40 per month per man.—P. W. U., Lt. (Jg), USNR.

## Promotion Policy

SIR: A policy has suddenly originated aboard this ship which refuses to recommend for advancement in rating certain reserve petty officers who are fully qualified except for the CO's recommendation because (1) they lack only a few points for discharge, or (2) they will not agree

to reenlist or otherwise ship-over in the regular Navy. Several such cases have occurred recently. Does such a policy have the blessing of BuPers?—L. J. K., Lt., USNR.

• BuPers has not instituted any promotional policy which would discriminate against reservists, merely because they have almost enough points for discharge or because they have not expressed their intentions at enlisting in the regular Navy.—ED.

## Discharge Eligibility

SIR: My regular Navy enlistment expires in November 1945. As I do not intend to reenlist, will I be eligible for discharge?—A. T., CBM, USN.

• Yes, if you have the required number of points. If not, your enlistment will be automatically extended until such time as you have accumulated sufficient points for discharge.—ED.

## Duration of Enlistment

SIR: Here is my sad story with my back against the wall.

On 27 Jan 1942 I joined what I thought was the USNR, but about six months later discovered that I was in the USN. How it happened I don't know. But it's very disheartening, since I have enough points and would like to get out to go back to my job.

Is there anything that can be done?—J. S., SC2c, USN.

• Having signed your name on the dotted line of your enlistment contract, you will be required to serve out the period of your enlistment.—ED.

## Postwar Ratings

SIR: Does the Navy plan to have specialist ratings in the postwar Navy?—S. T. L., CSP(X), USNR.

• Specialist ratings were created as a wartime measure and no provision is being made for their retention in the peacetime Navy, according to BuPers Circ. Ltr. 173-45 (NDB, 30 June, 45-721).—ED.

## Marriage in V-12?

SIR: As I recall, one of the V-12 application forms stated that men accepted could not marry except by special permission.

Am I correct, and what is the official procedure for obtaining this permission? Will marriage restrictions be relaxed during peacetime NROTC training?—GRC, AS, USNR.

• Undergraduate members of the Navy V-12 program, whether or not enrolled in NROTC, must remain unmarried. If they marry, they will be immediately separated from the program and assigned to general duty in enlisted status. There is no present indication of peacetime change in this.—ED.

## Whereabouts Known

SIR: The article entitled "The Navy Goes to Press" in the July issue, p. 14, makes this statement: "But on the lonely island in the Pacific where nine enlisted men of CBMU 559 got out *The X-Isle*, only one had even a nodding acquaintance with a by-line."

You're 4.0 on everything except that the lonely island mentioned happens to be in the Caribbean and not the Pacific.

We don't like to find mistakes in a swell mag like ALL HANDS but—jeepers!—some of the jungle-jolly guys down here may get the wrong impression and think they rate the Pacific campaign ribbon.—G. W., Y1c.

• The writer of that story was just back from the Pacific, and confesses being a little jungle-jolly himself. We checked up and find you're still in the American theatre. Sorry, but you don't rate the Pacific ribbon.—ED.

## Postwar Schooling

SIR: In your article on GI Bill education (ALL HANDS, Aug 1945, p. 21), in answering whether a veteran's choice of school is restricted to a certain district, such as his home state, you reply: "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, there is one other important point—the school has the right to accept or reject the application. A veteran cannot just enter any institution he pleases regardless of his qualifications. Sometimes a college will feel obliged to reject a veteran's application because of his obvious lack of qualifications for doing college work. The veteran must meet the standards which the school sets up for admittance, just like anyone else.

I bring this point up in the hope that your printing it will help avoid possible misunderstanding and consequent bitterness among veterans if, for one reason or another, they happen to find themselves unable to meet the standards set up by the particular institution of their choice.—E.M.H.

• Good point. What we had in mind, of course, was merely that there are no geographical restrictions on the choice of school.—ED.

SIR: Your article entitled "After the War—School?" in the August 1945 issue, pp. 21-23, can prove to be an everlasting boon to the men now in the service if it will do nothing more than to help them realize the advantages to be gained from completing their educations.

The educational provisions of the G. I. Bill of Rights are the most generous ever offered to veterans by our lawmakers.

This is once when opportunity is really knocking. Here's hoping that at least 90% of the young, intelligent, ambitious men I've known in the service will recognize a good thing when they see it—and decide to go back to school.—L. M. O., Lt. Comdr., USNR.

## Salute to the Waves

SIR: I rise to the defense of the Waves, who according to your August issue, p. 16, "help" in the control of night traffic at the Vera Beach, Fla., Naval Air Station.

Help? I am here to state humbly that it is perhaps us men who do the helping. The head tower controller is a Wave, and she has more Wave assistants than men.

Help? Please, let us bow to the ladies who are doing such a wonderful job and correct the impression. The Waves have, and do control traffic at night all by themselves.

Ask the man who flies!—A. F. K., Lt., Operations Officer.

## Citation For USS LCI (L) 1

SIR: Was a Presidential Unit Citation awarded LCI Flotilla I for operations at Anzio, Italy?—E. F. K., SC1c.

• No, but a PUC was awarded the USS LCI(L)1, for participation in the assault on Sicily in July 1943.—ED.

## Death Penalty

SIR: Time magazine stated in the 16 July 1945 issue that there has not been anybody in the Navy, Marine Corps or Coast Guard who has been put to death for disciplinary action during the war. Is this true? Rumor says that a Marine was executed for sleeping on watch during the Guadalcanal campaign. What is the severest penalty given out?—F. S. M., Ens., USNR.

• Time is correct. The severest penalty has been life imprisonment.—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.

## Purple Heart

SIR: I received multiple wounds and a sprained ankle during the attack on Pearl Harbor. The wounds were small and did not incapacitate me a great deal. Although medical attention was given me for succeeding days, I did not want to be hospitalized since I could manage to carry on.

When the Navy authorized the Purple Heart, I was recommended but had my name deleted from the list because I thought my wounds were not serious enough to warrant the Purple Heart. Can I now apply for it?—JTF, CCM, USN.

• Provisions governing award of the Purple Heart were liberalized on 28 Jan 1944. The new regulations (Alnav 26-44; NDB, Jan-June, 44-78) were retroactive; personnel who might previously have failed to qualify were authorized to submit requests for its issuance.

For the purposes of awarding the Purple Heart, a wound is defined as an injury to any part of the body from an outside source, element or agent sustained as the result of a hostile act of the enemy or while in action in the face of the enemy. Thus, injuries such as you describe will entitle you to wear the decoration but first your request must have official approval.

Your claim should be submitted to the Chief of Naval Personnel via your CO and must contain detailed data together with copy of applicable page in your medical record. If latter is unobtainable, indicate where it is filed. SecNav on 19 May 1945 approved procedure for claiming the Purple Heart by prospective recipients whose health records do not reveal that they sustained wounds or received treatment. Claims will be validated only if:

• The claim is supported by the records of a Naval Hospital or Dispensary where the treatments were given.

• An affidavit is submitted from medical personnel who either gave the treatments or were in a responsible position at that hospital at the time the treatments were given.

• The claim is supported by an affidavit from one officer or two enlisted men who were eyewitnesses to the wound and have personal knowledge of the fact that the injury was in fact sustained and treated by Medical Corps personnel.—ED.

## The Worm Turns

SIR: Your attention is invited to a statement in the July 1945 issue of ALL HANDS, p. 12, under the title "Good News on Filariasis": "The mosquito which is the carrier of filariasis has a fancy name—*Wuchereria bancrofti*." This statement is incorrect. *Wuchereria bancrofti* is not a mosquito but is one of the parasitic worms causing filariasis and which in turn is carried by several species of mosquito. Some 50 species of mosquito, in fact, have been incriminated as the probable transmitting agent of filariasis.

For confirmation of this we refer you to the Malaria and Epidemic Disease Control Training Manual No. 6, "Filariasis, Epidemiology and Control."—W. R. W., PhM1c.

• BuMed says you're right.—ED.

## Time Spent in V-5

SIR: May time spent in V-5 be included in computing accumulated leave for officers?—L.G.G., Ens., USNR.

• No, because Aviation Cadets (V-5) are considered to be in enlisted, not officer, status.—ED.

## Retirement Pay

SIR: To whom would one write to inquire if Congress is planning to consider legislation which would double the present retirement pay set-up?—F. M. T., CY, USN.

• Might try Santa Claus, North Pole.—ED.

## Parachute Jumps

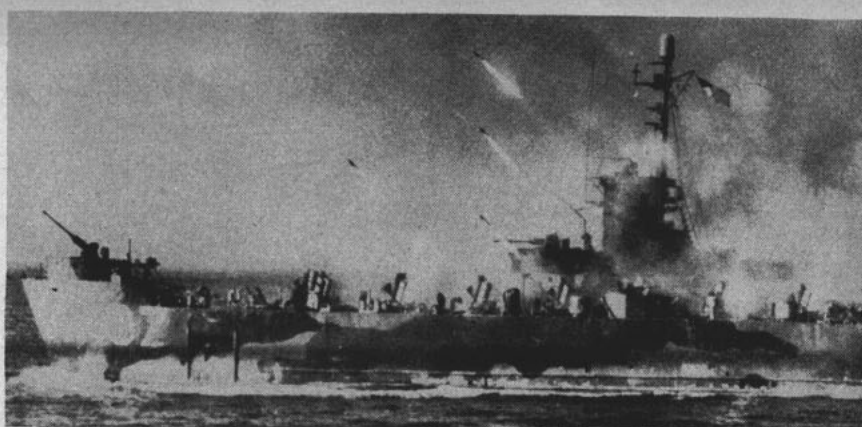
SIR: Are parachute riggers making voluntary freefall parachute jumps entitled to extra compensation such as flight pay or the Army jump pay?—P. O. M., PR3c.

• No.—ED.

## Nurses Overseas

SIR: How many Navy nurses are overseas?—L. P., Lt. (NC), USN.

• As of 27 Aug 1945 there were 1,690 Navy nurses outside the continental limits of the U. S., including Alaska.—ED.



## Whatzit

SIR: In the May 1945 issue, p. 7, is a ship identified as a "rocket-firing LCI." (See above.) Half the crew aboard this LSM says you're right; the other half says it's an LSMR. Who's right?—A.H.G., RM3c.

• The 50% who say it's an LSMR rate 4.0 in ship identification. Incidentally, one way to determine that it's an LSMR is the circular conning tower which extends all the way to the main deck; plus the fact that the number 197 identifies it as one of the 12 LSMRs that were converted from LSM hulls (rather than built as LSMRs originally) and that are known as interim LSMRs.—ED.

## Miniature Wings

SIR: The aviators on this station have suddenly blossomed out with miniature wings on their garrison caps instead of the Navy insignia. Are the wings authorized?—L. M. R., Lt., USNR.

• No, the miniature wings originally authorized by Uniform Regs, Art. 9-53(h), were replaced by the miniature cap insignia for officers by BuPers Circ. Ltr 51-43 (NDB, cum. ed., 43-839) and for CPOs by BuPers Circ. Ltr. 145-44 (NDB, Jan-June, 44-580).—ED.

## Service for Longevity

SIR: A shipmate of mine voluntarily left the National Guard of South Carolina, after having served about one year on active duty in 1934 or 1935 but he did not get a discharge or certificate of service. To whom should he apply for a certificate of service and is the time served allowed to be counted in computing service for purposes of longevity pay?—R. E. G., Y1c, USN.

• He can obtain the certificate of service from the Adjutant General of South Carolina. If the National Guard was active National Guard at that time and if your shipmate was more than 18 years of age during his service, the time may be included in the computation. The certificate should be forwarded to the BuPers with a request for a statement of Service.—ED.



## Insignia

SIR: What is the blue ribbon in the gold metal frame (see above) which is worn on the right breast?—P. V. J., FC3c.

• It is the Army Distinguished Unit Badge "for outstanding performance of duty in action on or after December 7, 1941" which may be awarded to naval personnel serving with Army units to whom the award is made.—ED.

## National Guard Duty

SIR: I signed for a three-year term in the active Tennessee National Guard and was discharged in March 1940. I drew longevity and was called on strikes, maneuvers and emergencies. Why can't this be counted for discharge points?—H.G.H., SK2c.

• No duty in the National Guard may be counted if prior to the general national mobilization of the National Guard beginning 16 Sept 1940. Since different units

and components were mobilized at different times the computation of a man's active duty for purposes of qualifying for release under Alnav 196-45 must begin with the time he was called to active duty after 16 Sept 1940. The Army concurs in this view.—ED.

## Duration of Enlistment

SIR: Is the Navy planning to reduce to four years the six-year enlistments of those men who enlisted in the regular Navy during the war?—G. G., SK3c, USN.

• No such action is contemplated.—ED.

SIR: I have 46 points under the demobilization plan announced by Alnav 196-45 (NDB, 15 Aug. 45-970). However, I have only completed five years of a six-year regular Navy enlistment. Are any provisions being made whereby regulars who have sufficient points are to be released even though their enlistments have not expired?—S. J. W., CY, USN.

• No, they will be required to serve out their period of enlistment.—ED.

## Eyeglasses

SIR: Does the Navy provide the type of eyeglasses which fit over the eyeball?—W. V. P., Cox.

• Contact optical lenses are available from the Navy in a limited number of cases such as for patients who have keratosis or battle-inflicted eye injuries where the medical officer deems that this type of eyeglasses would be better for the patient.—ED.

## Outstanding Families

SIR: Three of my brothers are in the Navy, two in the Army and one sister is in the Cadet Nurse Corps . . . which ought to make mother and dad eligible for the SecNav commendatory letter which you described in your August 1945 issue, p. 78.

To whom does one write to call attention to the fact that a family has four or more members in the armed services?—M. G. A., AM3c.

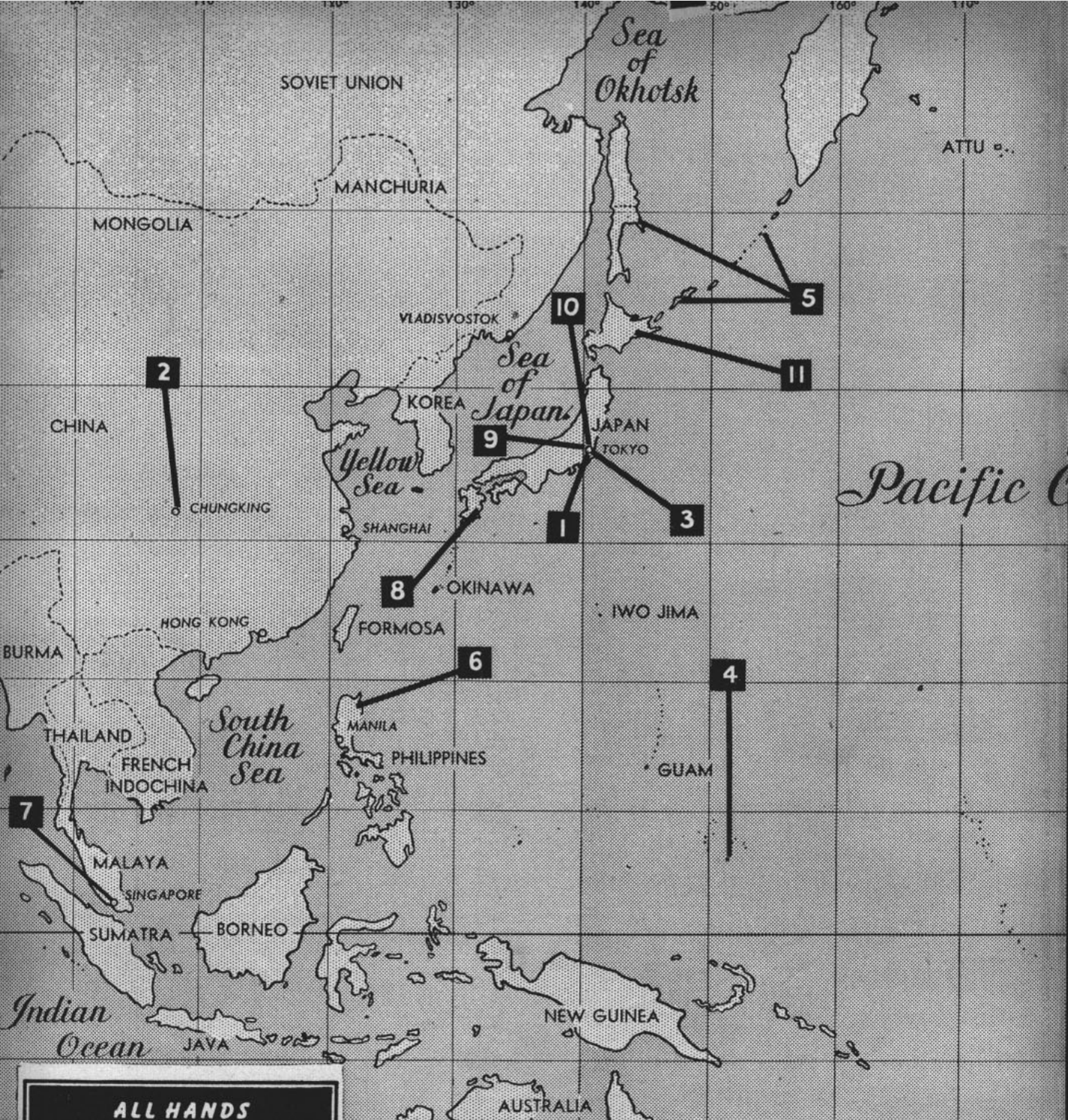
• Letters may be sent via official channels to the Chief of Naval Personnel giving the following information: name and address of mother, names of four or more members in immediate family in the armed services, specifying for each one branch of service, rank or rate, serial number and name and address of wife or husband.—ED.

## Post-Surrender Ribbons

SIR: Are men who go on sea or overseas duty after the U. S. has accepted formal surrender of the enemy, entitled to wear the appropriate area campaign ribbon upon completion of 30 days active duty?—J. A. F., PhM3c.

• Yes. Regulations state that area campaign ribbons for the three war theaters (Asiatic-Pacific, American and European-African-Middle Eastern) are to be awarded for the duration of the war and for six months thereafter. (The "duration" still must be defined either by the President or by Congress.) Personnel on temporary duty, however, must request authority from BuPers, in accordance with Alnav 129-45, to wear the appropriate ribbon. (Note: For duty subsequent to 1 July 1945, an endorsement on orders by the Area Commander or a statement by him or by an officer delegated to award medals must be presented to BuPers (Alnav 129-45).)





**ALL HANDS**

**CHRONOMAP**

**WHAT HAPPENED & WHERE**

1. One hundred and fifty airforce technicians land at Atsugi Airfield, stop only to raise the Stars and Stripes and then begin preparing the field for the arrival of thousands of American airborne troops (28 August).
2. Generalissimo Chiang Kai-shek and three Communist leaders of China's Yenan Province end long feud in Chungking and make considerable

progress in ending China's factional disputes (28 August).

3. The formal surrender is completed when the Japanese and United Nations representatives sign surrender papers aboard the USS Missouri in Tokyo Bay (2 September).
4. Truk, famous Jap bastion, often battered but never invaded, surrenders without a fight as Japs wave greetings to American airmen (2 September).
5. Russia takes over the whole of Sakhalin Island and assumes jurisdiction over the Kuril Islands (2 September).
6. Gen. Yamashita, conqueror of Malaya and Singapore, meekly surrenders to Gen. Wainwright at Baguio, in Luzon

in the Philippines, thus ending warfare in those islands (3 September).

7. Units of the British Fleet steam into Singapore and that fortress is reoccupied three years and six months after Britain had suffered one of her worst military defeats there (3 September).
8. Advance American units land on Kyushu, southernmost of the main Japanese islands, preparatory to its occupation (4 September).
9. The moment for which American fighting men and civilians had been waiting comes when the vanguard of the crack 1st Cavalry Division proudly rolls into bomb-shattered Tokyo to prepare for formal occupation (5 September).

# THE MONTH'S NEWS

## SURRENDER SIGNED ... OCCUPATION LAUNCHED ... PEACE TAKES SHAPE

PERIOD 21 AUGUST THROUGH 20 SEPTEMBER

### Victory Brings Burdens

"Victory always has its burdens and its responsibilities as well as its rejoicing . . . America can build for itself a future of employment and security. Together with the United Nations it can build a world of peace founded on justice and fair dealing and tolerance."

This was 1 September when President Truman spoke thus for the American people, and the ink was hardly dry on the formal surrender papers ending the world's bloodiest war. For the first time in 2,000 years Japan was a thoroughly beaten nation, her fleet shattered, her armies scattered, her cities crushed, her "sacred soil" supporting American occupation troops.

It was pointed out as symbolic of the new state of affairs that the man who stressed the need for international cooperation should have come from the Midwest, often before called the backbone of American isolationism. For with the return of peace, American foreign policy, as befitted the world's most powerful nation, quickly showed it was prepared to shoulder victory's "burdens and responsibilities" in world affairs.

Hitherto obscured by armed might, the nation's trump card in the diplomatic game emerged as the much-maligned dollar. For it was not long before there was heard the clamor for credits for reconstruction of war-ravaged territory and rehabilitation of disrupted economies. The end of lend-lease produced considerable agitation, particularly in England.

### Occupation of Japan Begins

While the leading statesmen of the United Nations prepared to gather in London to cope with post-war headaches, the problems uppermost in American minds for most of the month

following cessation of hostilities concerned the occupation of Japan. For one week, although there were no serious incidents, Americans fretted over the possibility that Japan might be plotting another "sneak" attack.

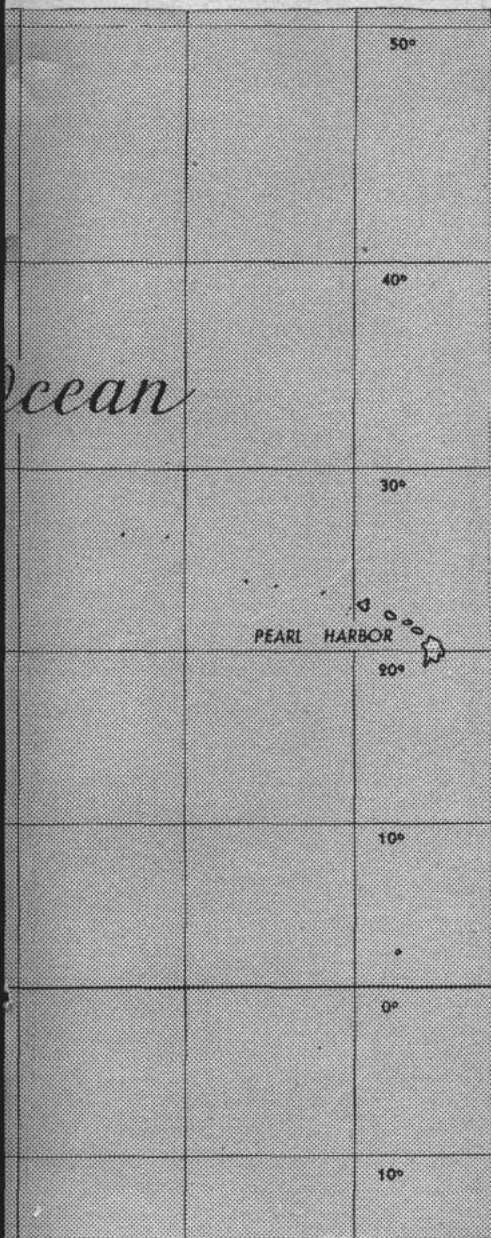
On Monday, 27 August, the first step in Gen. MacArthur's elaborate occupation plan was taken. Admiral Halsey's mighty Third Fleet, supplemented by two British battleships and a carrier, swept into Sagami Bay, which guards the entrance to Tokyo Bay. There, Jap envoys boarded the USS *Missouri*, turned over charts of nearby waters and received further detailed instructions.

The next day 150 airborne American air force technicians stepped onto Japanese soil at Atsugi airport less than 20 miles from Tokyo, paused only to raise the Stars and Stripes, and then with characteristic efficiency readied the field to receive transports bearing American troops. At the same time, our naval units began their majestic procession through the narrows into Tokyo Bay.

The realization of a long-cherished dream drew closer for three of America's war leaders the next day, Wednesday, 29 August. On this day, Admiral Halsey, aboard the *Missouri*, entered Tokyo Bay and anchored off Yokosuka; Admiral Nimitz came from Guam to board the *South Dakota*; Gen. MacArthur reached Okinawa.

On Thursday, the occupation of Japan was accelerated. All day planes roared into Atsugi Field, disgorging thousands of soldiers, while at the same time, battle-toughened marines and bluejackets waded ashore to take possession of Yokosuka. The same day, Gen. MacArthur landed at Atsugi from Manila and established headquarters in Yokohama, just a few miles south of Tokyo.

During the next two days American forces in Japan increased their hold,



10. Gen. Hideki Tojo, "The Razor," who was Premier of Japan when that nation attacked Pearl Harbor, unsuccessfully tries to commit suicide in his Tokyo home by shooting himself.
11. Lieut. Col. James P. S. Devereux, who commanded the gallant Marine garrison on Wake Island early in the war, is located in a Jap prison camp in Hokkaido, northernmost of Jap home islands, refuses to leave until all his men are evacuated (12 September). Three Superfortresses take off from Hokkaido on record-breaking 6,500-mile flight to Washington. Head winds force them to refuel at Chicago.

### LAST NOVEMBER



European front six Allied armies open great offensive on 450-mile front, and Germans pull out of Greece and Albania.

Flying from Saipan, B-29s make first landbased plane raid on Tokyo while carrier aircraft continue raids on Luzon and fleet bombers Iwo Jima. On

### NOVEMBER 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	24
25	26	27	28	29	30	*





spreading out to take all strong points in the vicinity of the Nipponese capital. It was during this process that they encountered the first batches of liberated American prisoners, nearly all of them suffering from malnutrition, disease, torture, or all three.

### **The Papers Are Signed**

It was 2 September, Tokyo time, when around a table on the veranda deck of the *Missouri*, the finishing touches were put to a war that had in reality begun eight years earlier when Japan attacked China. On the table were two sets of the unconditional surrender papers, one set for the Japanese, who stood sullenly nearby. First to sign was Jap Foreign Minister Mamoru Shigemitsu, who pulled two watches from his pockets before getting his pen. He was followed by Gen. Yoshijiro Umezu, chief of the Imperial General Staff.

At this point, Gen. MacArthur stepped to a microphone and announced:

"The Supreme Commander for the Allied powers will now sign in behalf of the Allied nations at war with Japan."

Gen. MacArthur signed with five pens, the first of which he handed to Gen. Wainwright. The next signatory was Admiral Nimitz as "the representative of the United States of America."

Then, in rapid succession, the papers were signed by representatives of China, the United Kingdom, Russia, Australia, Canada, France, the Netherlands and New Zealand.

Said Gen. MacArthur:

"It is my earnest hope and indeed the hope of all mankind that from this solemn occasion a better world shall emerge out of the blood and carnage of the past."

Thus ended the fighting that in almost three years and nine months had killed more than 250,000 Americans, wounded more than 650,000 and had cost the United States \$287,181,000,000.

### **Preventing a Recurrence**

With the formal surrender negotiated and occupation apparently moving smoothly, the next problem was how to make sure that:

- The Japanese military cult is destroyed and a democratic and peaceful Japan substituted.
- Japan is so surrounded that even should she wish, she never could start another war.

In considering the first problem, one group contended it would be necessary completely to recast Japanese society, ousting the emperor as a tool of militarists and industrialists. Another school felt the Japanese reformation could be achieved by working through the emperor toward a sort of constitutional monarchy along the British lines.

Remaining aloof from this discussion, the Navy dealt with the problem of preventing another war by recom-

Official U. S. Navy photograph

**JAP DELEGATION** boards *Missouri* to sign surrender papers, first time Nippon had capitulated to a foe in over 2,000 years.

**ALL HANDS**



Official U. S. Army Signal Corps photographs

MAMORU SHIGEMITSU, Japanese foreign minister, signs the surrender documents, one in English, one in Japanese, on behalf of Emperor Hirohito. After him came General Yoshijiro Umezu who signed for the imperial general staff. Then representatives of the nine nations which had worked together for Pacific victory signed the papers.



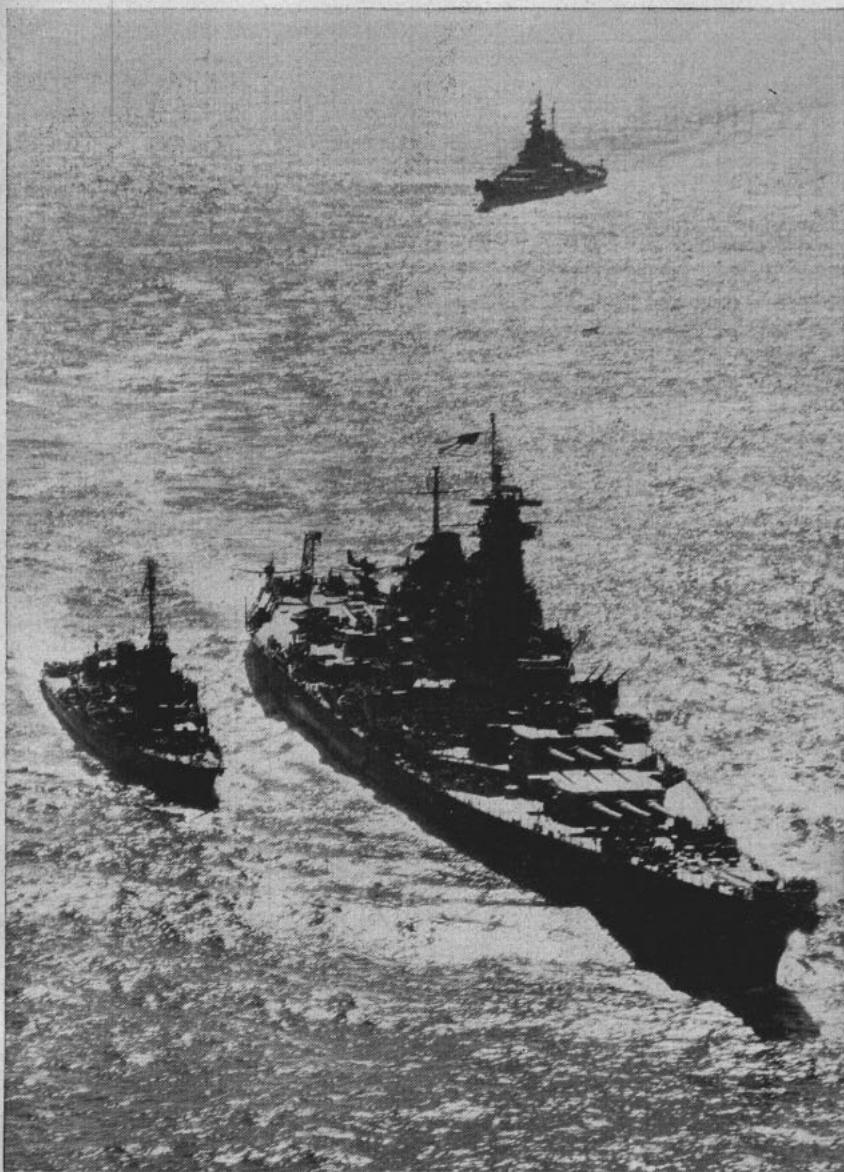
GENERAL OF ARMY MacARTHUR signs for Allies. Behind him: Lt. Gen. Wainwright and Lt. Gen. Percival.



FLEET ADMIRAL NIMITZ signs for the U. S. Behind him are Gen. MacArthur, Adm. Halsey, R. Adm. Sherman.



## 'THE PEOPLE OF MISSOURI CAN TAKE PRIDE . . .'



MISSOURI, flanked by destroyer, steams into Tokyo Bay. Astern is the Iowa.

ON 29 Jan 1944, the Senator from Missouri, Harry Truman, spoke at the launching of the nation's mightiest battlewagon, the USS *Missouri*. He said: "The time is surely coming when the people of Missouri can thrill with pride as the *Missouri* and her sister ships sail into Tokyo Bay."

Eighteen months later, the Senator had become President and the *Missouri* was destined to play an even more dramatic role than had been anticipated either during her launching or during the months of bitter fighting when she helped devastate the Jap war machine. For it was the *Missouri* that was selected for the formal surrender signing.

The \$100,000,000-dreadnaught is an apt symbol of the great role played by the Navy in the defeat of Japan. The equivalent of an 18-story building in height—with seven of these stories under water—the *Missouri* helped batter Iwo Jima, Okinawa and the Toklo area.

The *Missouri*, like other American capital ships, suffered from a Kamikaze hit. On 11 April a Jap suicide plane crashed into her superstructure and then hit her starboard side aft. The resulting fire was quickly extinguished and the *Missouri* did not even alter her course.

By the middle of July, when the Navy prepared for what was to be the final blow at Japan, Admiral Halsey chose the *Missouri* as flagship of the Third Fleet.

The 45,000-ton man o' war—she is the same class as the *Iowa*, *New Jersey* and *Wisconsin*—is the fourth warship of her name. The first was a side-wheeled frigate completed in 1842. She was destroyed by fire while anchored in Gibraltar in 1844. The second *Missouri* was a Confederate iron-clad steam ram.

The third of that name, a 12,500-ton battleship, put to sea about 40 years ago and aboard was a young midshipman named Bill Halsey, today the Admiral in command of the Third Fleet. She was scrapped in 1922 under the Washington Treaty.

mending that the United States retain nine bases in the Pacific ranging from the Aleutians to the Admiralties and including Okinawa and Iwo Jima. (See p. 4.)

### Roundup of Criminals

On 11 September, Gen. MacArthur ordered the arrest of 40 war criminals including the entire Jap war cabinet at the time of the Pearl Harbor attack. The announcement of the list was followed almost immediately by the news that the top man on the list, Gen. Hideki Tojo, the "Razor," had shot himself, just as Americans were about to enter his home. For some reason, he had preferred not to use any of the three Samurai swords in the room. He pleaded with an American Army doctor to let him die. "I wish to die by one shot," he whispered.

"I am very sorry it is taking so much time to die."

"The Greater East Asia war," he said, "was a justified and righteous war. I am very sorry for the nation and all the races of the Greater Asiatic powers. I would not like to be judged in front of a conqueror's court. I wait for the righteous judgment of history. I wished to commit hara-kiri, but sometimes that fails. I therefore wish to die by one shot and please do not make me breathe again."

Reports from American medical men who were trying to keep Tojo alive for war criminal trials later indicated the would-be suicide had a good chance to recover from his wound.

### Changing Spots

The surrender produced a remarkable change in boastful, blustering Lt.

Gen. Tomoyuki Yamashita, "Tiger of Malaya." On 3 September, when he met Gen Jonathan Wainwright, he was docile and polite as he went about formally surrendering his forces in the Philippines to the American general who had suffered so much from its loss in the spring of 1942.

The surrender took place at Baguio, after Yamashita had left his mountain hideout in northern Luzon. An estimated forty thousand men were left of the vast forces he had led in rampaging conquest of Malaya and Singapore. Military reverses had slimmed the Jap general down from more than 200 pounds to 165.

### Prisoners Liberated

The complex Japanese situation was rendered more delicate by the State Department's revelations of the bestial

treatment of American prisoners by Japan. Starvation, disease and torture had been commonplace in Jap prison camps. An unofficial report said that 20,000 Allied prisoners had died in Burma alone. Spurred by these reports as well as by the testimony of liberated prisoners, American authorities compiled the list of Jap war criminals who would face trial.

### Postwar Prestige

Along with the United States, Russia emerged from the war with increased prestige and power. In spite of dreadful manpower losses and property destruction, the U.S.S.R. was playing the most dominant international role in her history. Far beyond mere territorial acquisitions in Europe and the Far East spread her intangible sphere of influence.

Inside Russia, the emphasis was on reconstruction; a five-year plan was under way. Among the people, according to correspondents, there was every confidence that Russia would be able to recover. Already prices had been drastically cut on butter, sugar, kitchen utensils and food and consumers' goods had become more plentiful. One American newspaperman said Moscow's stores were like New York's department stores before Christmas.

### Peace in China

The United States and Russia joined forces to restore internal peace in China for the first time in a generation. Their object was to effect a union between the Communists of Yenan Province and the Central Government of China. On 28 August these efforts attained their first goal when Communist leader Mao Tze-tung flew to Chungking with our Ambassador to China, Gen. Patrick J. Hurley, where he dined with Generalissimo Chiang Kai-shek. It was their first meeting in 18 years.

After the conference the Generalissimo delivered a speech, stressing four points:



Official U. S. Army Signal Corps photograph

**FIRST AMERICAN** forces to land on Japan's home island unload their planes at Atsugi airport only 200 miles from Tokyo. Nip soldiers watch operations.

- He would immediately take under consideration the proposal to broaden the membership of the Central Government, implying that the Communists would be admitted.

- He would include Communists in the forthcoming conferences out of which would emerge a new Chinese constitution.

- Criticism of his government's policy toward political opponents and their newspapers would be met by lifting restrictions on political activities and by guaranteeing freedom of the press.

- The men who had fought under Communist leadership would not be subject to discrimination.

In doing its part to achieve this harmony, the United States had played a quiet, but strong role, acting as mediator between both factions, finally persuading the Communists to meet

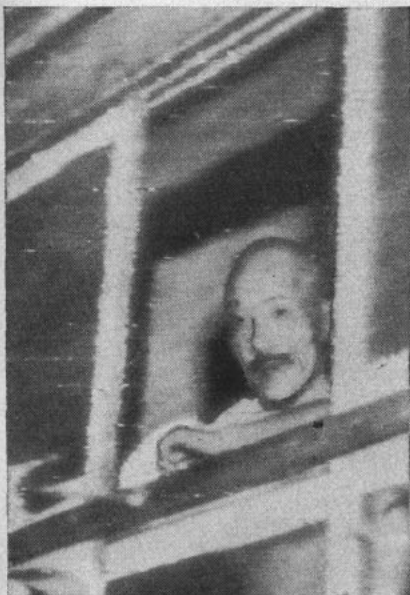
representatives of the Central Government.

Some observers said that Russia's role was even more important. The Russians, by agreeing to cede Manchuria to the Central Government, had made it obvious they considered Chiang the head of the Chinese government. Russia emerged with full control of Sakhalin Island and jurisdiction over the Kurils.

### Worse than Warsaw

While efforts continued to assay how much longer the Japs would have continued without the atomic bomb, American correspondents wired accounts of Hiroshima as seen on 3 September, nearly a month after the bomb had struck. One correspondent sent the following report:

"The atomic bomb still is killing



Photograph from Press Association, Inc.

**TOJO**, Japan's premier at start of war, looks out of his window (at left) just before he shot himself in chest. Breaking down door, Yanks found him semi-conscious on couch (at right), sought to keep him alive for war guilt trial.



Japanese at the rate of 100 daily in flattened, rubble-strewn Hiroshima . . . where the stench of death still pervades and survivors of relatives of the dead, wearing gauze patches over their mouths, still probe among the ruins for bodies or possessions.

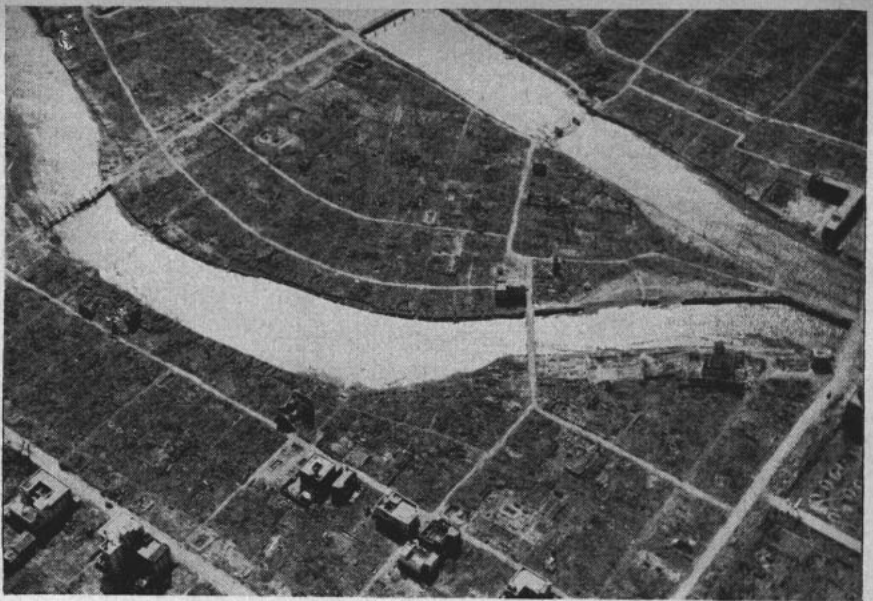
"This is the world's most damaged city, worse than Warsaw or Stalingrad, which held the record in Europe. Fully four square miles constituting 60 per cent of the city, are absolutely levelled and the houses and buildings in the rest of the city are irreparably damaged.

"As a war correspondent in Europe and the Pacific I have never looked upon such scenes of death and destruction. It was enough to take your breath away when standing in the center of the area where the bomb fell."

With the enemy's surrender there emerged a number of proposals concerning the custody of the atomic bomb. On the one hand, Churchill asked that it remain in Anglo-American hands "for the common safety of the world." This stand was disputed by Edward R. Stettinius Jr., chief United States representative of the United Nations Organization, who felt that eventually this weapon should be turned over to the military staff of the UNO. His successor as Secretary of State denied that the United States had made any such plans. Secretary Byrnes insisted that it was for Congress alone to decide its disposition by legislation.

### Nazis Indicted

There was little secrecy regarding another important war hangover on which the Allied nations are working jointly—the German war criminals. On 29 August, the committee handling the investigation announced the indictment of 24 Germans who had played leading roles in the barbaric Third Reich. Included in the list were Goering, von Ribbentrop, former Foreign Minister; banker Hjalmar Schacht; munitions-maker Krupp and top Army and Navy men of the Reich.



Official U. S. Army Air Forces photograph

**TOTAL DESTRUCTION** resulting from dropping of the first atomic bomb may be seen in this photo of Hiroshima taken after we moved into Japan.

In Norway, the man who had sold his country to these nazis—former puppet Premier Vidkun Quisling—was sentenced to death. He labeled himself a "martyr."

### Sparks in Balkans

The Balkans, long-famous as Europe's tinderbox, gave America's revitalized foreign policy an unexpected test that produced sparks. Secretary of State Byrnes disregarded the circuitous language of diplomacy, bluntly announced that the United States did not consider the Bulgarian government "adequately representative" of the country's democratic elements. He urged that the imminent election in Bulgaria be "free from the fear of force and intimidation." He made it apparent that otherwise the United

States would refuse to recognize the new government.

### British Policy Outlined

In Britain Laborite Foreign Secretary Ernest Bevin outlined the course the Labor Government would pursue in foreign affairs. One correspondent said of Mr. Bevin's speech that if it had been delivered by Churchill it would have surprised no one.

Substantially, Mr. Bevin showed that Great Britain's foreign policy would remain unchanged by the election results; that he, like Churchill, was strongly opposed to presiding over the liquidation of the British Empire. On specific issues, the Foreign Secretary was consistent with his words. He refused to support intervention in Spain. He indicated determination to regain control of Hong Kong, a British Crown Colony.

For all of her assurance in foreign affairs, England was no longer the power of pre-war days. The sudden end of lend-lease had revealed her weakened internal condition. Sorely in need of raw materials, England could not hope to extricate herself by establishing a favorable trade balance through heavy exports alone. She desperately needed a loan and the United States alone could meet that need.

Secretary of State Byrnes said it was not correct to assume that the United States would cancel Britain's 13-billion-dollar lend-lease debt.

In the United States to get quick financial assistance were Lord Halifax and Lord Keynes. But it would be Congress which would make the decision. Great Britain's great arguments would be not so much her economic status as her appeal as an ally to an America with a new sense of its international responsibilities.

From France, on a state mission came Gen. Charles de Gaulle. He received a tumultuous ovation in New York, was welcomed cordially in Washington. But whether he was able to translate this goodwill into cash for his country was not known.



Official U. S. Navy photograph

**LIBERATION PARTY** of U. S. Navy moves toward Mission Mill Camp No. 2 in Tokyo area where Allied prisoners had lettered buildings to spur rescuers.

# NEWS of the NAVY

**Ships Home Navy Day.** Many of America's most famous fighting ships, back from the battle areas, will return to American ports for Navy Day, 27 October, when a grateful nation will rally its festive forces to pay tribute to the American Navy in celebrations throughout the country.

Civic and other organizations are making plans to key this year's celebration to the achievements of the Navy in World War II. Bands will play; flags will be broken out; speeches will be made and parades will be staged, but the highlight of the 1945 activities will be return of the fleet units.

Among the battleships which will be in Atlantic ports will be the USS *Missouri*, which was the scene of the formal signing of the Japanese surrender papers.

The tentative deployment schedule of the ships:

U.S. Atlantic ports—the battleships *Missouri*, *North Carolina*, *Washington*, *New Mexico*, *Mississippi*, *New York* and *Idaho*; aircraft carriers *Randolph*, *Wasp*, *Enterprise*, *Ranger*, *Monterey*, *Bataan* and *Langley*; cruisers *Boise*, *Richmond* and *Concord*; destroyers *Charles Ausburne*, *Aulick*, *Claxton*, *Dyson*, *Braine*, *Converse*, *Foote*, *Young*, *John Rodgers*, *Harrison*, *McKee*, *Murray*, *Kimberly*, *Ringgold*, *Schroeder*, *Sigsbee* and *Dashiell*.

U.S. Pacific ports—the battleships *South Dakota*, *Wisconsin*, *Indiana*, *Alabama*, *Iowa*, *West Virginia*, *Colorado*, *Maryland*, *Arkansas*, and *Texas*; carriers *Ticonderoga*, *Hornet*, *Saratoga* and *Bunker Hill*; cruisers *Baltimore*, *Pittsburgh*, *Amsterdam*, *Vicksburg* and *Tucson*; destroyers *Manfield*, *DeHaven*, *Lyman K. Swenson*, *Collett*, *Maddox*, *Blue*, *Brush*, *Taussig* and *Samuel N. Moore*.

The official sponsor for the Navy Day celebrations is the Navy League of the United States. The Office of Public Information is in charge of all naval participation in the program.

**Ships on Jap Duty.** In an announcement that is "subject to later modification," the Navy has listed eight carriers, 14 cruisers and 50 destroyers of the Third Fleet that are "scheduled to remain in Japanese waters on surveillance duty."

These ships have been directed to transfer from 10 to 20 per cent of enlisted personnel, if eligible for discharge, to vessels due to return to the states.

Carriers remaining are: *Yorktown*, *Shangri-La*, *Bon Homme Richard*, *Lexington*, *Hancock*, *Independence*, *Couper*, *Belleau Wood*.

Cruisers: *Topeka*, *Duluth*, *Atlanta*, *Dayton*, *Oklahoma City*, *Pasadena*, *Springfield*, *Wilkes-Barre*, *Boston*, *Quincy*, *St. Paul*, *Chicago*, *Flint*, *Oakland*.

Destroyers: *C. K. Bronson*, *Cotten*, *Dortch*, *Gatling*, *Healy*, *Cogswell*, *Cupertino*, *Ingersoll*, *Knapp*, *Cushing*, *Colahan*, *Halsey Powell*, *R. K. Huntington*, *Uhlmann*, *Benham*, *Yarnall*, *Twining*, *Stockham*, *Wedderburn*, *Bar-*



Vice Admiral Randall Jacobs, USN



Official U. S. Navy photographs  
Vice Admiral L. E. Denfeld, USN

## DENFELD NEW PERSONNEL CHIEF

VICE ADMIRAL Louis E. Denfeld, USN, took over the duties of the Chief of Naval Personnel 15 September succeeding Vice Admiral Randall Jacobs, USN, who had held the post during the war years.

Admiral Denfeld was named to his new post by Secretary of the Navy Forrestal after returning to Washington from the Pacific, where he commanded a battleship division during the spring and summer of this year. This division supported the Okinawa invasion, and was part of a task force that battered the Jap home islands.

The appointment was confirmed by the Senate on 11 September.

Admiral Jacobs has been assigned to duty as commandant of the Thirteenth Naval District, with headquarters in Seattle. Behind him the admiral left a job officially called "well done" during a time when the Navy was called upon to carry out one of the most strenuous assignments in its history.

As Assistant Chief of Naval Personnel, Admiral Denfeld served with Admiral Jacobs for most of the war period which saw BuPers assume an important role in building the Navy from 337,000 officers and men into the mightiest seagoing war machine the world has ever known, a sea power that included 3,389,000 officers and men when victory was won.

Training of the hundreds of thousands of raw recruits into fighting men was but part of the job, for the new American Navy was not just bigger than anything known before, it was far more complex. Men had to be prepared for 30 different types of combat vessels, 50 different types of auxiliaries, 35 types of landing craft. For each ship were needed many highly specialized skills. It required more than the construction of training stations and drill. Special

schools were needed for skills such as radar, diesel engineering, damage control and Oriental languages. Facilities of famous universities had to be adapted to meet the urgent problems of a super-technical Navy. How well this personnel job was done was revealed in the Pacific and the crushing defeat of the Jap Navy.

Admiral Denfeld was born in Westboro, Mass., 13 April 1891 and entered the U. S. Naval Academy in 1908. He was graduated in 1912 and assigned to the USS *Arkansas*. During the last war he served aboard the USS *Ammen* and the USS *Lamberton*. He served in two submarines from 1922 to 1924.

When the United States became involved in this war, Admiral Denfeld, then a captain, was chief of staff and aide to a commander of a task force, Atlantic Fleet. He was awarded the Legion of Merit for this service.

The citation stressed that his "outstanding ability and untiring efforts in organizing and administering many of the vital operations for which this Task Force was responsible assisted materially in the successful war against enemy submarines and the conveying of our shipping to the United Kingdom."

On 2 Jan 1942 he reported for duty in the Navy Department as Assistant to the Chief of Bureau of Navigation, and when the title of this Bureau was changed to Bureau of Naval Personnel on 21 May 1942, he became Assistant Chief of Naval Personnel under Vice Admiral Jacobs, then rear admiral. He continued in this billet until 29 March of this year when he was detached for Pacific duty. For his services as Assistant Chief of Naval Personnel, Vice Admiral Denfeld has received the Gold Star in lieu of a second Legion of Merit.





Official U. S. Navy photograph

**MASSIVE TORPEDO NETS** like this one being repaired at Norfolk NOB protected wartime anchorages, frequently were laid during assault operations.

ton, Walke, O'Brien, Loury, Allen M. Sumner, Moale, C. S. Sperry, Ault, Waldron, J. W. Weeks, Hank, Wallace L. Lind, Erben, Walker, Hale, Rowe, Smalley, Stoddard, Watts, Wren, Rogers, Benner, Hawkins, Chevalier, Higbee, Heermann, Franks, Wadleigh, Norman Scott, Perkins, English.

**His big job finished**, Vice Admiral John S. McCain, USN, one of the world's great carrier task force commanders, died of exhaustion on 6 September, in San Diego, Calif.

The wiry commander of Task Force 38, whose love of carriers was matched by his hatred of Japs, died on his first day back in the states after four months of combat. Less than a week before, the 61-year-old admiral had witnessed the formal Jap surrender aboard the USS *Missouri*. But even

then, the man who had played such an important role in the conquest of Japan was worried.

En route back to the United States he said:

"They are not half licked. I don't like the look in their eyes. They were just measuring us—just like you measure a man when you're going to hit him the next minute. They don't know they're licked yet. They don't know we are better men than they are."

Admiral McCain maintained unshakeable faith in his carriers. "Give me enough fast carriers and let me run them," he said, "and you can have the atom bomb." From the spring of 1944 until the end of the war, his carrier task force had destroyed or damaged 6,000 Jap planes and had sunk or damaged 2,000,000 tons of shipping.

One of his greatest triumphs came just a year ago—in October of 1944—when his ships routed the Jap Navy's carrier forces in the battle ranging from the Philippines to Formosa. That victory meant the end of the Jap air force in the Philippines and made it possible for American ships to move boldly into the China Sea.

The admiral, it was reported, was to have taken a post in the Veterans Administration, directing affairs for naval veterans.

Born in Teoc, Miss., he entered the United States Naval Academy after a year at the University of Mississippi and graduated in 1906. During World War I he served aboard the old cruiser *San Diego*, which escorted convoys.

So intense was his interest in aviation that at the age of 52 he earned his wings. In September 1942, he was named chief of the Navy's Bureau of Aeronautics and later became Deputy Chief of Naval Operations (Air), before taking over command of Task Force 38 under Admiral William F. Halsey Jr.

Among Admiral McCain's awards were the Navy Cross and the Distinguished Service Medal with gold star.

The body was flown to Washington

and buried in Arlington National Cemetery, with all the honors befitting not only his rank, but his courage and great contribution to America's many naval victories in the Pacific.

Another tribute was paid to him by Secretary of the Navy James Forrestal, who said:

"The news of the death of Vice Admiral McCain was received with regret and sorrow by the entire Navy. He was a fighting man all the way through. His conception of the aggressive use of fast carriers as the principal instrument for bringing about the quick reduction of Japanese defensive capabilities was one of the basic forces in the evolution of naval strategy in the Pacific war. He was held in the deepest affection by all who knew him throughout the Navy, both military and civilian."

**Tribute to Vice Admiral Willis A. Lee Jr., USN**, who died on 25 August, was paid by Secretary of the Navy Forrestal, who pointed out that the Admiral's arduous duties in the South Pacific had contributed to his death.

"Vice Admiral Lee's name," said Mr. Forrestal, "will be associated inextinguishably with one of the pivotal victories of the American Navy in the war against the Japanese. His arrival in the waters of Savo Strait during the night of 14-15 Nov 1942, when a Japanese convoy carrying thousands of troops was coming down the Slot for an all-out, and the Japanese believed final, assault on the embattled marines of the First Division, undoubtedly saved that island for the American cause, as well as the lives of the marines on it."

Thereafter, Admiral Lee served in the Pacific with the Third and Fifth Fleets for two and a half years. He succumbed to heart disease in a small boat that was taking him to the USS *Wyoming* off the coast of Maine. He was 57.

**Houston.** Details of the sinking of the USS *Houston* in February 1942, came to light last month after Ameri-



Official U. S. Navy photograph

**VICE ADMIRAL McCAIN** died 6 Sept, on his first day back from war.



Official U. S. Navy photograph

**VICE ADMIRAL LEE** died following long service during Pacific war.

cans took over Jap prison camps in Thailand—now known again as Siam—and in Japan. At the same time, from these same camps emerged stories of the brutal treatment of thousands of American prisoners.

On 14 March 1942, the Navy said it had received a report which indicated that the *Houston*, flagship of the Asiatic Fleet at the outbreak of war, had come into contact with a force of Japanese ships while trying to get through Sunda Strait during the night of 28 February. Nine months later came a short-wave broadcast, purportedly from one of the *Houston's* officers. But the Navy did not consider this sufficient evidence to change his status from "missing" to "prisoner of war." The first official word of the cruiser's personnel came from Tokyo via the

Red Cross on 9 Feb 1943, when that organization said four *Houston* officers were Japanese prisoners.

When surrender came and the Americans began taking over these prison camps they learned the story of the *Houston's* last fight from an Australian medical officer who had seen her go down, guns blazing to the last.

After sundown the *Houston* and the Australian cruiser *Perth*, decided to try to negotiate Sunda Strait, the only remaining escape route to Australia. The *Houston* had been damaged the previous day during the Battle of Java Sea. The Australian medical officer was aboard the *Perth*.

Off St. Nicholas Point both ships were taken on by a Jap force of eight cruisers and a dozen destroyers, with shells coming from three directions

simultaneously. Though short of ammunition from the Java Sea engagement, the *Houston* fought back with everything she had. She was struck by four torpedoes and another four hit the *Perth*. The Australian ship went down first.

From a lifeboat, the Australian saw the *Houston* still firing, though hopelessly outnumbered and badly damaged. Toward the end, according to the Australian officer, the American warship was reduced to firing anti-aircraft and star shells, having exhausted her ready ammunition boxes.

A new *Houston* was commissioned on 20 Dec 1943.

**Nimitz Day.** New York City has reserved for Fleet Admiral Chester W. Nimitz its first official reception

## More Sports, Shows, Hobbies a Navy Expands Recreation

**R**APIDLY going into operation at all naval activities is an expanded recreation program, designed primarily for slack time during the demobilization period.

The expansion program has been approved by SecNav with the statement that he considers the proper organization and conduct of such a program one of the most important responsibilities of all officers in command positions.

Helping implement the program will be a welfare and recreation manual, to be distributed to all commands, which will include detailed information on carrying out the entire program of recreation, athletics, entertainment and related subjects.

Athletics will play an important role in the program with more and better sports contests, emphasizing maximum participation and spectator interest, and area competition leading to elimination tourneys. Officiating will be improved by the appointment

of officers-in-charge who will pick and train men for the jobs. Rule books and manuals on officiating for all sports will be distributed by BuPers.

In the field of entertainment the program calls for the continued use of professional entertainment, such as movies, USO shows, and personal appearances of celebrities. However, most emphasis will be on the Navy entertaining itself. There will be traveling sailor show units, more "self-entertainment" affairs, using teams especially trained to assist local commands stage their own shows, as well as wider use of local music programs and more audience-participation radio shows.

The expansion program also includes the enlargement of the field of arts, crafts and hobbies in order to give the enlisted man an opportunity to regain his former skill or develop new ones. Exhibits of articles made by servicemen will be encouraged and special awards will be made for the best articles. Ship's Service stores

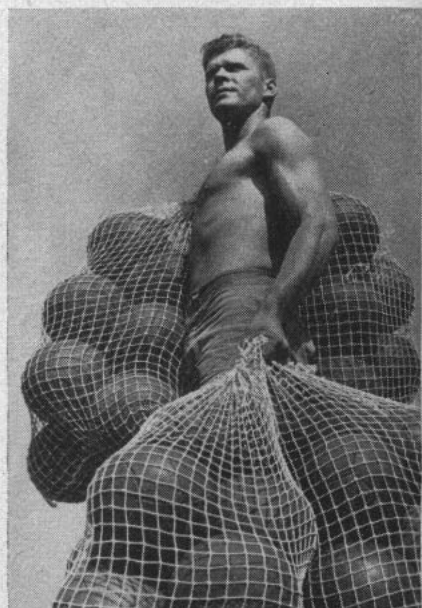
and PXs may be utilized for the sale of high quality items made by the men.

Still other phases of the program call for the establishment of more rest camps wherever possible, increased library facilities, encouragement of fishing by setting aside more boats solely for fishing parties, enlargement of the gift departments in ship's service stores, sight-seeing and excursion trips, establishment of a supply point in Japan for welfare and recreation material, purchase and shipment overseas of \$30,000 in Christmas tree ornaments, procurement of photographic materials such as film, printing paper and developing chemicals, and tours by official Navy and Marine Corps bands.

Recreation officers pointed out that ship and station newspapers can be one of the most effective tools in the entire expansion program by providing wide publicity for the unit and area command program. All possible use should be made, they said, of ship and station papers, bulletins, posters and radio programs.

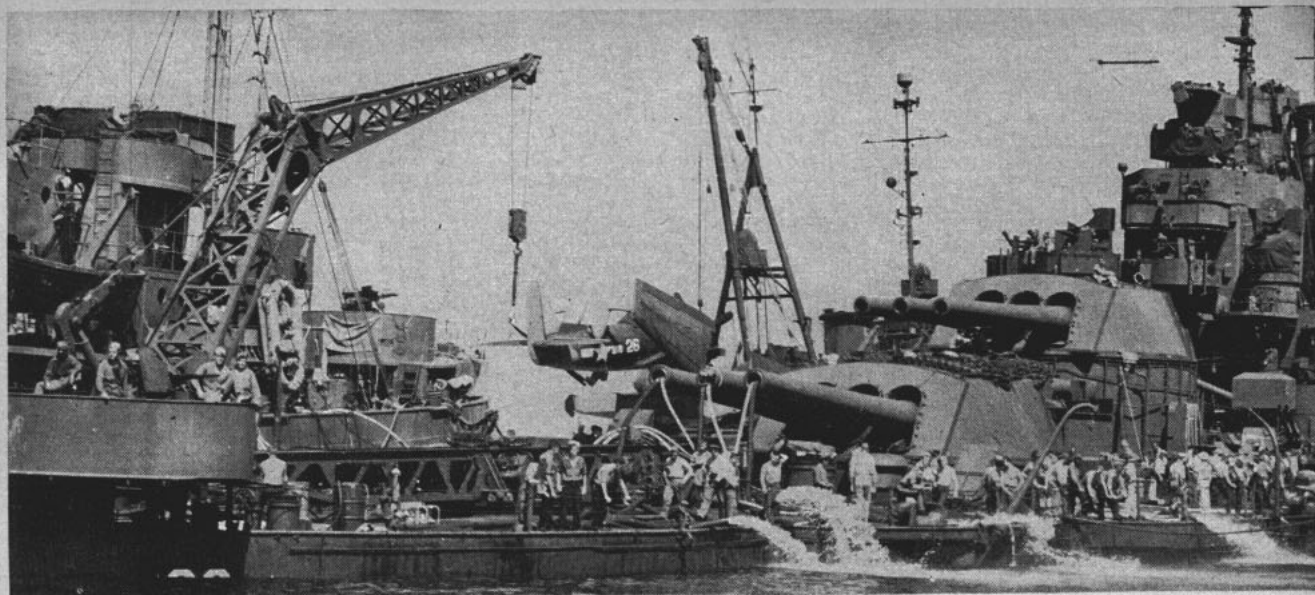


SOME OF THE BEST musicians in the business, organized into Navy bands like the one above, are entertaining sailors from Yokohama to the Aleutians.



Official U. S. Navy photographs  
EXPANDED RECREATION program calls for more gear for athletics.





Official U. S. Navy photograph

**PUMPS WORK FURIOUSLY** to disgorge water from Pennsylvania after she took an aerial torpedo in her stern off Okinawa. Crew succeeded in keeping her afloat. To reach damaged areas hoses were lowered through gun turrets.

for a Navy hero of this war. The city is turning on the heat to make Nimitz Day, 9 October, the equal of anything held so far in the way of postwar celebrations.

In addition to the motor procession along the route followed by Gen. Eisenhower and Gen. Wainright, the city's plans call for a mammoth parade, the first of its kind to be held since the end of the war.

It seemed likely that even before the New York City celebration, there would be a similar reception for the admiral in Washington, D.C. This was expected to occur a few days before the New Yorkers cut loose with the brass bands and ticker tape.

One report said the admiral would be accompanied by 12 Navy winners of the Congressional Medal of Honor.

**Knighthood.** HMS *Duke of York* was the scene on 10 August when Admiral Sir Bruce Fraser, KCB, KBE, Commander in Chief of the British Pacific Fleet, invested Fleet Admiral Nimitz with the Order of Knight Grand Cross of the Bath. Admiral Fraser acted on behalf of His Majesty, King George VI. Attending the presentation were 50 officers and 100 enlisted men of the American Navy and the ship's company of the *Duke of York*.

**The Germans** were about six months too late in the development and mass production of many new

weapons, said Secretary Forrestal upon his return from a trip to Germany, but another "maniac" might spur the Germans to resume research in these fields. The Secretary therefore urged "the necessity of a substantial and alert postwar research program in military fields—and this research should be carried through to the actual production of pilot models."

"I have referred on previous occasions," he said, "to the crucial importance of continuing research in all types of Navy weapons after the conclusion of the war. From what we have learned in Germany, as well as what we already knew ourselves, we can be sure that if, unhappily, there should be another war, it will be fought with fantastically new weapons."

**A plane disaster.** A Navy bomber ran wild on Eniwetok Atoll in the Marshalls on 9 August, destroying 85 planes, damaging 55 others and killing 10 men.

The Navy Liberator, taking off on a reconnaissance and bombing mission, veered from the runway and plowed into planes assembled in a replacement pool for carriers. Seven of the plane's nine 500-pound bombs burned or exploded and the plane's 2,900 gallons of gasoline blazed.

**Navy patients.** The nearly 15,000 Navy and Marine patients who were overseas on V-J Day and who are scheduled for evacuation to the United

States will be back in the States by mid-October, BuMed estimates. The return of these men to the States, however, will not mean the disestablishment of all overseas hospitals; some will be kept to serve the Navy's continuing needs.

Now in operation in the States are 54 naval hospitals, 40 of which are general hospitals. A new naval hospital at Houston, Texas, of permanent construction, is scheduled to be commissioned the first of next year. It will accommodate 1,000 patients. On the other hand, the Veterans Administration will receive from the Navy three hospitals as soon as they can be released.

**Flight training fatalities.** The Navy's aviation training program, which produced 60,000 pilots and 40,000 aircrewmembers after Pearl Harbor, had accidents resulting in the death of 1,855 students, instructors and aircrewmembers. By 1944, the number of fatal accidents was .026 per thousand flight-hours, or about one-third less than that for the pre-war period from 1936-41.

**Hero of Wake.** From a prison camp in Hokkaido came another American hero, one of our first—Lt. Col. James P. S. Devereux, of the Marines, who commanded the Marine garrison on Wake Island that fought so gallantly before surrendering. Quickly he disclaimed credit for the battle cry: "Send us more Japs."

Wryly, he observed: "We had all and more than we could handle right then and there. There were just too many of them for us to hold off any longer." However, he admitted he gave his men the "cease firing" order three times before they complied.

Sticking to a great tradition to the end, he refused to leave the prison camp until all his men had been evacuated. In accordance with another Marine tradition, he refused to acknowledge his promotion from major until officially notified.

### CASUALTY FIGURES

Casualty figures among naval personnel through 20 September totaled 148,880. Totals since 7 Dec 1941:

	Dead	Wounded	Missing*	Prisoners*	Total
U. S. Navy.....	33,547	24,554	10,223	1,887	70,211
U. S. Marine Corps.	19,713	55,467	879	1,492	77,553
U. S. Coast Guard.	808	213	95	.....	1,116
<b>Total .....</b>	<b>54,068</b>	<b>80,236</b>	<b>11,197</b>	<b>3,379</b>	<b>148,880</b>

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

# SHIPS & STATIONS

A hurricane that lashed Florida on 15 September caused \$50,000,000 worth of damage, with the greatest loss at the Navy's Richmond blimp base, where three hangars collapsed, burned and destroyed 366 planes and 25 patrol blimps. An unofficial estimate placed the damage to the Navy base at \$30,000,000. Fifty sailors at the base were injured, a few of them requiring hospitalization.

The storm swept into Georgia and North Carolina the next day, forcing vacationists from beach resorts, but the damage was slight. As it progressed northward along the eastern seaboard, the storm lost its hurricane intensity and was just another strong northeaster by the time it hit Washington and New York City.

**"Lucky" Pennsy.** The fabulous luck of the USS *Pennsylvania* ran out two days before the war ended. Believed to have fired more tons of ammunition than any other ship in naval history, the Pennsy had earned the reputation of being the luckiest ship in the Navy by emerging unscathed from more than a score of Kamikaze attacks. But this night, 48 hours before peace, a Jap torpedo plane opened a gaping hole in her side, her first major damage after participating in 13 amphibious operations.

**CVE hit.** After participating in plenty of action all the way from North Africa to Okinawa, the USS *Sangamon*, escort carrier, suffered its first serious damage when a Kamikaze crashed on her flight deck on 4 May off Okinawa.

Twelve Jap planes started on a suicide mission with the *Sangamon* as target. Nine were felled by Marine flyers, a tenth fled, another was shot down by the ship's gunners. The twelfth burst into flames about 600



Official U. S. Coast Guard photograph  
**TWO SURRENDERED JAP SUBS rest at anchor 200 miles from home—**

**alongside giant transport that brought men and weapons to smash Nippon.**

yards from the ship but crashed on the flight deck.

For five hours the crew fought flames, sometimes without communications or water pressure. At times the ship was out of control. Firefighters were handicapped because the fire had made it impossible for those forward to reach men aft.

After being damaged the *Sangamon* returned home for repairs. A converted tanker, the *Sangamon* is the name ship of her class of CVEs.

**Daring rescues** became commonplace for the crew of the submarine *Gabilan* during a month's tour outside Tokyo shortly before the end of the war. In that time the *Gabilan* rescued 17 Army and Navy flyers who had crashed into the sea. The sub captain, Comdr. W. B. Parham, USN, became

known as "head life guard on Tokyo Beach."

On one rescue mission, the *Gabilan* approached the entrance to Tokyo harbor, and while a B-29 beat off a Jap plane, the sub picked up a swimming Army flier.

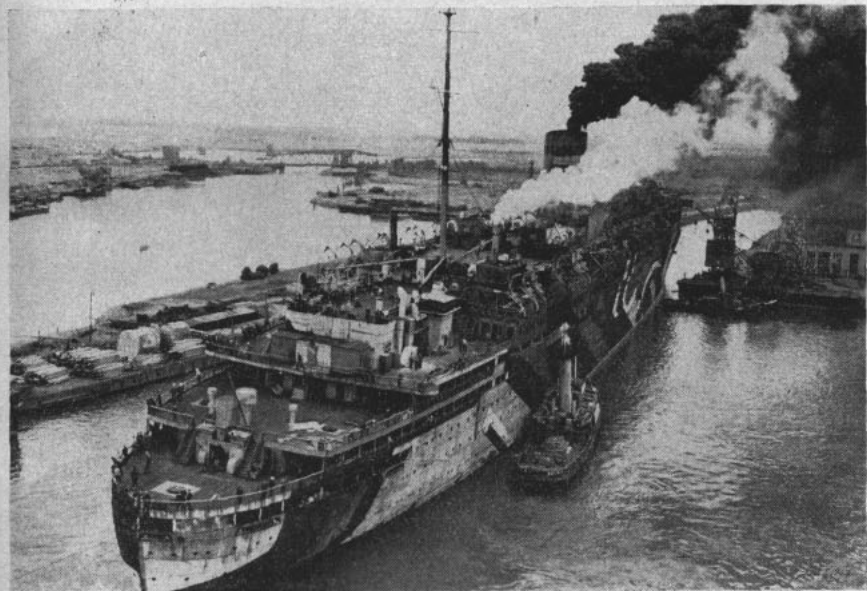
**Unsinkable.** The USS *Aaron Ward* stayed afloat after six Kamikazes crashed into her in one hour off Okinawa. Then the minelayer, formerly a destroyer, made a 12,000-mile trip to New York for repairs. Forty-two of her crew were killed and 54 wounded in this her first engagement.

**Flying ambulances.** Two NATS squadrons—Air Evacuation Squadron One and Air Transport Squadron 11—literally became flying ambulances during the Okinawa campaign when they evacuated more than 25 per cent of 36,000 wounded from that island. In a single day in May, the Skymasters made 12 round trips between Okinawa and the Marianas, removing 576 wounded.

**Charmed life.** The USS *Biloxi*, light cruiser, which celebrated its second anniversary on 31 August, was in action almost continually from January 1944 to May 1945 without losing a man, although she was hit once by a shell and also a suicide-plane.

The *Biloxi* was one of the first warships to invade Jap home waters. In August 1944, in company with a special attack group, she chased a convoy bound for Iwo Jima and sank it within 300 miles of Japan.

**Last naval salvo of the war** to hit Japan was fired from the heavy cruiser *St. Paul* off Honshu on 9 August. The *St. Paul*, participating in her first major operation, got off the last three shots of the final nine-gun salvo at the moment the cease-firing order was issued. She was the last new, large combat ship to join the 3d Fleet and Task Force 38, and 74% of her crew were on their first tour of sea duty.



Official U. S. Army Signal Corps photograph  
**FORMER GERMAN LUXURY LINER, Europa, shown leaving dry dock at Bremerhaven, is now on Navy transatlantic run bringing Yanks back home.**



# REPORT FROM HOME

## Facing Postwar Problems

Their recess cut short by the surrender of Japan, Congressmen began streaming back to Washington the first week of September to cope with postwar problems as complex as those they had faced during the 45 months of warfare. In guiding the nation back to the ways of peace without serious economic dislocations, Congress would have to satisfy popular clamor for speed and at the same time choose warily among measures rooted in varying political and economic philosophies. Into Congressional hoppers would fall measures of vital interest to civilian and veteran; agriculture and industry; employer and employee.

Ready and waiting when Congress met on 6 September was the longest Presidential message since 1901. In 16,000 words President Truman outlined legislation needed to "build a better life here at home." Under 21 headings, the Chief Executive presented his plan to "re-establish an expanded peacetime industry, trade and agriculture, and to do it as quickly as possible." To this end, he said, he would be guided by eight major policies. They are:

- "1. Demobilize as soon as possible the armed forces no longer needed.
- "2. Cancel and settle war contracts as quickly as possible.
- "3. Clear the war plants so as to permit contractors to proceed with peacetime production.
- "4. Hold the line on prices and rents until fair competition can operate to prevent inflation and undue hardship on consumers.
- "5. Hold wages in line where their increase would cause inflationary price rises. Where price ceilings would not be endangered, collective bargaining should be restored.
- "6. Remove all possible wartime government controls in order to speed and encourage reconversion and expansion.
- "7. Keep only those controls which are necessary to help reconversion and expansion by preventing bottlenecks, shortages of material, and inflation.
- "8. Prevent rapid decrease of wage incomes or purchasing power."

Then, after telling Congress what had been done since the end of the war to expedite reconversion, he laid before the nation's legislators his plan to "tide over the period between now and the time when reconversion is completed and civilian jobs are plentiful in a stable economy that provides full production, full employment, and a high standard of living."

The President's major recommendations:

**1. UNEMPLOYMENT COMPENSATION.**—Legislation to supplement State benefits for the present emergency by increasing them to provide 26 weeks' protection to a weekly maximum of not less than \$25; coverage extended to include Federal employes, maritime workers and others not now insured. He pointed out that if this were enacted Congress should increase the present unemployment in-

surance of \$20 a week allowed veterans.

**2. FAIR LABOR STANDARDS ACT.** Substantial increase in the present 40-cent minimum wage to a level which would eliminate substandards of living and assure the maintenance of the health, efficiency and general well-being of workers. He urged inclusion in the minimum wage program of agricultural processing workers now excluded. "The foundations of a healthy national economy cannot be secure," he said, "so long as any large section of our working people receive substandard wages. . . . I believe that the goal of a 40-cent minimum was inadequate when established. It has now become obsolete."

**3. WARTIME CONTROLS.** Extension of provisions of Second War Powers Act because rationing of some commodities will be necessary for some time as a brake on inflation, such as followed the end of World War I. During transition, Price Administrator to eliminate rationing and price controls as supply of each commodity balances demand. Price adjustments to be made in this period as best facilitates rapid reconversion and reemployment.

**4. WAR POWERS AND EXECUTIVE AGENCIES REORGANIZATION.** No action by Congress to proclaim the end of the war in order to preserve war powers and wartime agencies for the present; legislation authorizing the President to reorganize the executive branch of the government. "It is the policy of this Administration," he said, "not to exercise wartime powers beyond the point at which it is necessary to exercise them."

**5. FULL EMPLOYMENT.** Early action on the full employment bill now in Congress, to provide machinery for

a continuously full employment policy. Upon private industry must fall the primary responsibility for providing full employment. Should industry fail, he said, the government must use its own methods. "Full employment," he declared, "means full opportunity for all under the American economic system—nothing more, nothing less."

**6. FAIR EMPLOYMENT PRACTICE COMMITTEE.** Legislation putting the committee on a permanent basis.

**7. LABOR DISPUTES AND WAGE STABILIZATION.** Termination of the War Labor Board after the forthcoming industry-labor conference. "Our national welfare requires that . . . labor and industry cooperate to keep strikes and lockouts at a minimum. . . . We must look to collective bargaining, aided and supplemented by a truly effective system of conciliation and voluntary arbitration, as the best and most democratic method of maintaining sound industrial relations."

**8. UNITED STATES EMPLOYMENT SERVICE EXTENSION.** Continuation at least until 30 June, 1947 because of millions of veterans who will be seeking jobs and other millions of civilians shifting from war to peace jobs.

**9. AGRICULTURE.** Transfer of \$500,000,000 of lend-lease funds to the Commodity Credit Corporation to support agricultural commodity prices as the need arises; comprehensive crop-insurance program; intensification of scientific research in agriculture and forestry; continuation of soil conservation; development of foreign markets for farm commodities.

**10. SELECTIVE SERVICE.** Providing Army and Navy inducements for voluntary enlistments, together with inductions from the 18-25 age group for maximum service of two years. Induction is necessary because voluntary enlistments will not produce enough men for defense of our bases, occupation and relief of present serv-



Official U. S. Navy photograph  
**SURRENDER DOCUMENT** arrives in Washington and is viewed by SecNav Forrester, the then SecWar Stimson, Gen. Marshall and President Truman.

icemen who should be discharged as soon as possible.

Said the President:

"Our first concern should be for those who have been in the armed forces for several years. They have been separated from their homes and from their loved ones. Many of them have been under constant fire and continuous danger for months and even years. We should try to avoid imposing further service upon them.

"The only way that this can be done is to continue the induction of young men who as yet have not served a tour of active duty in the armed services. Only when we find that we are able to obtain a sufficient number of volunteers to fill the necessary quotas for our occupational needs can we discontinue the Selective Service system."

11. HOUSING. Broad and comprehensive legislation to help private enterprise build between 10,000,000 and 15,000,000 houses in the next 10 years; Federal aid for slum clearance projects; resumption of prewar program of Federal aid for low-rent housing; improvement in rural housing, generally below city standards. "The people of the United States, so far ahead in wealth and productive capacity, deserve to be the best housed people in the world. We must begin to meet that challenge at once."

12. RESEARCH. Establishment of a single Federal scientific research agency to promote and support private research, making public the fruits of this research. He cited work on atomic energy to show successful cooperation among industry, universities and government.

13. TAXES. Limited tax reductions for 1946 as soon as possible; later, modernization of tax structure and further cuts, with a major objective the encouragement of business incentives and expansion.

14. SURPLUS PROPERTY. Creation of single administrator to replace present three-man board.

15. SMALL BUSINESS. "American small business, the backbone of our free-enterprise system," should get from Congress adequate protection and encouragement.

16. VETERANS. Clarification and liberalization of provisions for hospital and medical care, vocational training and education-loan guarantees and life insurance; social security coverage for the period of service.

17. PUBLIC WORKS AND NATIONAL RESOURCES. Program for regional development of the natural resources of the nation's great river valleys; construction of Federal buildings, roads and airports; grants to states and municipalities for public works and for hospital construction.

18. LEND-LEASE AND POST-WAR RECONSTRUCTION. Export-Import Bank to extend operations to "enable the peace-loving nations of the world to become self-supporting in a world of expanding freedom and rising standards of living." Appropriation by Congress of \$550,000,000 to United Nations Relief and Rehabilitation Administration. Further recommendations to be made on need for additional interim lending power.

19. CONGRESSIONAL SALARIES. Increase own salaries to \$20,000 a



Photograph from Press Association, Inc.  
SHE ONLY WANTS TO STUDY music, thank you, said Miss America, 1945, New York's entry at Atlantic City, when asked about Hollywood plans.





Official U. S. Army Signal Corps photograph

**TABLES** are turned as Jap waitress serves Gen. Wainwright in Yokohama. year, along with repeal of provision for Congressional expense allowance. This should be followed by increases for all Federal employees in order that men of higher caliber may be obtained for government service.

**20. SALE OF SHIPS.** Legislation to permit sales of surplus merchant shipping to individuals and corporations.

**21. STOCK PILING OF STRATEGIC MATERIAL.** Legislation to bring about acquisition and retention of stock piles of materials in which country is naturally deficient, but which are necessary to the defense of the nation.

### New War Secretary

Secretary of War Henry L. Stimson resigned his post 18 September after four years in that post and

President Truman named Under Secretary of War Robert P. Patterson to succeed him.

In tribute to the 78-year-old War Secretary, President Truman said:

"With the inspiring leadership of Secretary Stimson, the War Department reached its highest level of service to the nation. The American people will always honor and revere him for his great achievements in peace and in war. His place in history is secure."

Mr. Patterson during the war supervised the Army's \$100,000,000 procurement program.

In making public Secretary Stimson's resignation, President Truman revealed that he had refused to accept the resignations of John J. McCloy, assistant Secretary of War, and Robert A. Lovett, assistant Secretary of War for Air.

### Court Appointment

President Truman on 18 Sept nominated Senator Harold H. Burton, Republican, of Ohio, to the Supreme Court to succeed Owen J. Roberts. Senator Burton was a member of the famed Truman Committee and a personal friend of the President. He is 57 years old. He has been a Senator since 1941.

### Wainwright Returns

"This is what I've been waiting for a hell of a long time."

Then, leaning on a cane, Gen. Jonathan M. Wainwright came down the ramp of an Army C-54 that had flown him to Washington on 10 Sept. to receive in one day honors such as few Americans have been accorded in a lifetime. He rejoiced not just for the honors that awaited him. More important, for the first time in more than four years he stood in the capital of the nation for which he had fought so doggedly; a nation for which he had suffered humiliation and privation.

Behind him were the bitterness of



Photograph from Press Association, Inc.

**BACK** from Japan's prison camps Wainwright was met by his wife.

surrender at Corregidor; the indignities of his three years as a Jap prisoner. Ahead of him, this sunny afternoon, were the warmth of an American ovation; reunion with old friends; the award of the Congressional Medal of Honor.

The memorable day for the general included roaring homage from more than 500,000 Washingtonians; speeches in the House of Representatives and the Senate; interview in the Pentagon Building; and receipt of the Congressional Medal of Honor from his Commander-in-Chief.

Several times during the day, the general shook off his new-found happiness and his lined face was grim. The first time this happened was when he touched on his experiences in a Jap prison camp.

"There," he told reporters, "the conditions were far from pleasant, and there, even the highest ranking officers were required to perform manual labor like any Chinese coolie, and other indignities were heaped upon us. But I don't care to go into more detail on that subject at the present time."

Then, standing on the Senate rostrum, he delivered a warning to his people:

"The American people must realize fully the nature of the enemy whom we knew so well. Only on a just consideration of his nature as it was revealed to us will we be able to decide such measures as must be taken to insure our future security from his lust for power."

### Reconversion Speeded

As the nation moved into peace the outlook for speedy reconversion was brighter than had been expected by many observers. Within a month after the Japs surrendered, 35 billion dollars in war contracts were canceled; a good start was made in removing 14 billion dollars worth of government-



Photograph from Press Association, Inc.

**VETERAN** of four years in the Pacific, James Hornberger, Jr., 23, is back in eighth grade at Succasunna, N. J. Next is high school, then electronics job.

owned machinery and equipment from 2,400 privately owned plants.

Helping the return to industrial normalcy was the quick removal of governmental controls over basic materials. Prodded by reconversion chief John W. Snyder, the administration was releasing, for peacetime production, plants hitherto used almost entirely for the war. The government canceled a contract under which the Aluminum Company of America operated seven plants built by the RFC. This move was made to "create competition in the industry and to furnish additional sources of aluminum."

Another plan of the RFC would:

- Make business loans to veterans.
- Make loans against canceled war contracts.
- Finance plant reconversion or purchase.

A report by J. A. Krug, War Production Board head, based on a survey of 5,000 manufacturers in 62 industries, said that by the end of the year production of peacetime manufacturing industries would be 12 per cent higher in dollar value than the average for 1939-41. Another prediction was that by next June the rate would be 87 per cent higher than the 1939-41 average.

Production estimates of consumer goods ran far ahead of earlier forecasts. Thus, while it had been believed that automobile production for 1945 would be not more than 250,000, it was now evident that the production for December alone would equal that amount. A similar speedup was observed in the production of electrical appliances. What this meant was that it would be easier to find jobs, a matter of considerable importance to discharged servicemen and civilians alike.

## Unemployment

One big problem of reconversion was the unemployment that came during the shiftover to peacetime production.



Photograph from Acme

**BACK ON MARKET** are war-scarce items—among them electric irons.



Photographs from Press Association, Inc.

**WAR HASN'T CHANGED THINGS MUCH.** Neither has Peace. Brooklyn is still Brooklyn—even in Pittsburgh. "Dem Bums" still argue with umpires.

Within ten days after the end of the war, 3,000,000 persons had lost jobs, reports the War Production Board.

That a great percentage of this number would find jobs elsewhere was believed likely. Meanwhile, however, the employment problem was aggravated by the fact that in some areas there was a shortage of labor. Hardest hit by the tremendous cutbacks in war production were cities like Buffalo, N. Y., and Detroit, Mich.

Strikes and the threat of strikes for increased wages and shorter hours became more numerous. On 14 September, the Ford Motor Company virtually ceased production, laying off 50,000 workers. The company said this move was forced by "crippling and unauthorized strikes."

Before Congress was the Murray-Kilgore bill, a proposal in the field of unemployment insurance. It proposed unemployment payments as high as \$25 a week for as long as 26 weeks. These payments, according to the bill, would be financed by the Federal Government and would end on 30 June 1947. The bill still had to get the approval of both houses of Congress.

## Army Demobilization

General of the Army George C. Marshall, Chief of Staff of the Army, on 20 September outlined for members of Congress plans to speed up the Army's demobilization program. Highlights:

- On 1 October critical score for enlisted men goes to 70 points, and on 1 November to 60.
- By late winter, men with two years service may be discharged without regard to points.
- Beginning in about one month, men who cannot be usefully employed in the Army will be discharged.
- Male officers of all grades, including warrant officers and flight officers, but excluding officers of the Medical Department, will be eligible for discharge if they have 75 points, beginning 1 October.

## SPORTS

As the Detroit Tigers and Washington Senators went into the final days of the red-hot American League pennant race, Washington fans looked to a former Navy man for the extra punch. He was Walter Masterson, formerly CSp(A), who was mustered out in early September. In his first game he faced Bobby Feller, also recently discharged from the Navy, and scored a two-hit shutout over the Indians . . . In tennis, too, a serviceman grabbed the spotlight. Sgt. Frank Parker of the Army retained his national singles championship at For-



Photograph from Acme

**CONEY ISLAND** last month saw its first fireworks since before the war.



## QUOTES OF THE MONTH

- Photographer to first Jap peace envoys at Ie Shima: "Let's have a little smile, please."
- Quisling at treason trial: "I would sacrifice my own position but that would have been immoral . . . I am Norway's martyr."
- Alice Blackwell, daughter of Lucy Stone, suffragette, on 25th anniversary of women's suffrage: "I'm afraid that women's suffrage hasn't done as much good as was originally hoped."
- Lt. C.J. Nielsen, one of original Doolittle fliers, captured after first raid on Tokyo: "Doing nothing is the hardest thing in the world to do."

- Winston Churchill: "I am surprised that very worthy people—but people who in most cases had no intention of proceeding to the Japanese front themselves—should adopt a position that rather than throw this bomb we should have sacrificed a million American and quarter of a million British lives."
- Rear Admiral M. Kanazawa: "Japan made very many strategical mistakes, but the biggest mistake of all was starting the war."
- In northern Luzon, Jap officer about to surrender, asked about atomic bomb: "Where did we use it against you?"

est Hills . . . Football moved into the headlines when the Chicago Bears defeated Bernie Bierman's College All-Stars. Playing a bangup game with the All-Stars was Tommy Harmon, until recently a lieutenant with the Army Air Corps . . . Professional boxing also got a big lift from the honorable discharge of Billy Conn from the Army. He said he hoped to get another crack at Joe Louis, who is still in uniform.

## VETERANS

**Preference for veterans** in getting jobs through the United States Employment Service offices was assured recently at a meeting of the Veterans Placement Service Board. The Board was created by the GI Bill to provide veterans with "the maximum job opportunities in the field of gainful employment." Members of the Board are the Administrator of Veterans Affairs, the Director of the Selective Service System, and the Chairman of the Manpower Commission.

The program provides for special service to veterans in the 1,500 permanent U. S. Employment Service offices, with a veterans representative (preferably a veteran himself) assigned to each office and a special Veterans' Division established to serve under him.

Specifically, the local veterans' representative will be responsible for:

- supervising the registration of veterans for suitable types of employment and for their placement in available jobs.
- assisting in maintaining current information on types of jobs open in public works and in private industry or business.
- promoting the interest of employers in hiring veterans.
- maintaining regular contact with employers and veterans' organizations.
- helping in every way to improve working conditions and advance the employment of veterans.

Some of the specific policies laid down by the Board:

- In filling orders for workers, any qualified veteran shall be given priority over all nonveterans. On all orders specifying veterans, no nonvet-

erans shall be referred. All orders received by the office must be referred to the veterans' representative.

- When veterans are available for whom no order has been placed, the veterans' representative shall make every effort to develop an opening in the industry or profession in which the veteran is qualified.

- Veterans needing employment counseling shall be served by a specially trained counselor who should be a veteran himself.

- Special preferential service shall be accorded disabled veterans.

- The veterans' employment representative shall serve any veterans having unusual problems, and every veteran has the right to see him. Service given under these conditions may include advice and information about hospitalization, loans and other benefits.

These policies are established by the board, are declared to be binding on all offices, and may not be altered in any way in the field.

**Bernard Baruch**, adviser to American Presidents in two wars,

emerged with advice on the handling of discharged veterans. Keynote of the program was the appointment of a "vigorous, imaginative work director" who would "make certain the human side of demobilization is not forgotten." Other points were:

Change loan provisions in GI Bill of Rights and make them effective over 10 years, instead of 2.

Allow incentive tax of 25 percent less the normal rate for veterans opening new businesses, the difference to be applied on their loans up to \$25,000.

## ENTERTAINMENT

Ordinarily, even in wartime, the big event of the entertainment world in September would be the beginning of a new season on Broadway. But this year Broadway's high spot was a movie. It was "The True Glory," which utilized many dramatic techniques to capture the action of spirit of the war in Europe. Produced by British and American film men in both armies, the film ran 84 minutes, representing a tremendous cut from the original 6,500,000 feet of film. During the shooting of the picture, 32 United Nations combat cameramen were killed, 16 missing and 101 wounded. The critics received the movie with the most lavish praise they could muster. *The New York Times* played the story on page one.

**New 'Gang Buster'.** After 42 years on the New York police force, Police Commissioner Lewis J. Valentine decided there was an easier and more lucrative way of handling crime. To make crime pay, he announced his resignation in favor of the job of investigator-commentator for "Gang Busters," a radio program. The salary reported for the 63-year-old police official, who came up through the ranks, was \$25,000. His salary as commissioner was \$12,500.



Photograph from Press Association, Inc.

**FOOTBALL** is in the air as pros launch new season. Washington's Rudy Smeja is down but his team trimmed Chicago Bears, 14-7, on Soldiers Field.

# DECORATIONS & CITATIONS

For reasons of security, the deed for which a man receives a decoration sometimes 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.

## CITATIONS GIVEN 3 LCSs, ANTI-SUB GROUP

### Okinawa Action and U-Boat Capture Basis for Awards

THREE landing craft, LCSs 31, 51 and 57, which withstood fierce suicide divebombing attacks off Okinawa and the antisubmarine task group headed by the *Guadalcanal* which captured a U-boat off French West Africa in June 1944, have been awarded Presidential Unit Citation.

On 16 Apr 1945, LCS 51 and 57 were off Okinawa when a formation of 26 suicide bombers penetrated our aircraft screen and dived toward the destroyer *Laffey*. LCS 51 knocked out the first three bombers and then, as two others found their mark on the *Laffey* and silenced her gun batteries, stood by in gallant defense of the crippled ship, shooting down a fourth and a fifth suicide plane. Despite her own extensive damage, she went alongside the *Laffey*, fighting fires in her after turret and magazine and rescuing survivors.

The 57 destroyed the first four suicide planes to dive on her, then, with two 40-mm. guns out of action, her steering gear damaged and lighting and communications disrupted by the explosion of a fifth attacker close

aboard, accounted for a sixth before it could complete its suicidal dive. After a seventh hostile plane had crashed into her forward part, she remained in action, brought all fires under control and checked water rushing through an 8-foot hole below her water line. She fought until the last of the Jap formation had been destroyed or routed.

The LCS 31 scored repeated hits on two of a large formation of Kamikazes which attacked a flotilla of ships off Okinawa on 4 May but could not stop the terrific momentum of the planes, which crashed, one between her conning tower and 40-mm. gun and the other across the main deck aft. Severely crippled by fires, extensive damage and casualties, she remained in action, destroyed the third and fourth attackers, and despite severely reduced fire power, scored two more kills.

The capture of U-505 (ALL HANDS, June 1945, p. 12), the first enemy man-o'-war boarded and captured by the U. S. Navy on the high seas since 1815, earned the Presidential Unit Citation for an antisubmarine group consisting of the *Guadalcanal*, five DEs—the *Pillsbury*, *Pope*, *Flaherty*, *Chatelain* and *Jenkins*—and Composite Squadron 8.

fought off further attacks, flooding was halted and the cruiser taken in tow. The *Canberra's* skipper, Capt. Alexander R. Early, USN, Washington, D. C., was awarded the Navy Cross for his part in the action.

The *Houston* was hit on the following day. A torpedo landed close to the keel deep amidships, knocking out all power and causing a list of 16 degrees to starboard. Water rushing over the decks made footing precarious for damage repair parties, but the crew accomplished something new in naval history—saved a ship in which the decks and longitudinals had begun to buckle.

While both ships were under tow and funeral services were being held aboard, general quarters sounded again. Crews leaped to guns to repel a 90-plane attack. The *Houston* was hit again, with an impact that blew the hangar hatch 150 feet into the air, swept 20 men off gun mounts into the

sea, killing four and injuring several. Forty-eight officers and 146 enlisted men stayed aboard and kept the ship afloat.

It was then that Tokyo Rose blared forth the news that the entire Third Fleet had been sunk.

Other men aboard the *Canberra* and the *Current*, which went to the *Canberra's* rescue, to receive awards were:

Silver Star Medal to Lt. (jg) LeRoy Merryman, USN, Philadelphia, Pa.; Boatswain Peter Kowlachyk, USN, San Diego, Calif.; Charles Cockrell, CM1c, USN, Eldorado, Kans.; John R. Barfuss, SF2c, USNR, St. Paul, Minn., and John J. Wohlfit, MoMM2c, USNR, New York, N. Y.: the Navy and Marine Corps Medal, posthumously, to Ens. Philip S. Criblet, USNR, Livingston, N. J.

The commanding officer of the *Houston*, Capt. William W. Behrens, USN, Lancaster, Pa., and the damage control officer, Comdr. George H. Miller, USN, Hammond, Ind., were awarded Navy Crosses.

Silver Star Medals were awarded to: Capt. (then Comdr.) Clarence Broussard, USN, Norfolk, Va.; Comdr. Edmund S. L. Marshall, USN, Annapolis, Md.; Lt. Joseph B. Simpson, USN, Los Angeles, Calif.; Ch. Carp. Lester J. Schnable, USN, St. Louis, Mo.; John F. Burkhart, CSk, USN, Altoona, Pa.; Herbert Ettinger, CMM, USNR, Pontiac, Mich., and Theodore G. Rieber, CBM, USN, Dayton, Ohio.

Bronze Star Medals went to: Comdr. Charles O. Cook Jr., USN, Detroit, Mich.; Lt. Comdr. Julius F. Steuckert, USN, Kingman, Kans.; Lt. Harold A. Keen, USNR, Durham, N. C.; Lt. Frederick A. Ruoff, (MC) USN, Pittsburgh, Pa.; Lt. (jg) William Massier, USN, Charleston, Mass.; Horace W. Harrelson, CMM, USN, Frankfort, Ill., and Walter W. Wendt, CMM, USN, McNaughton, Wis.

### Fleet Air Wing 18 Officers and Men Presented Awards

Officers and men of Fleet Air Wing 18 who smashed a last, desperate Japanese attempt to strike U. S. bases in the Marianas were awarded three Navy Crosses and 21 Distinguished Flying Crosses at a recent ceremony on Tinian. Lt. Comdr. Louis P. Pressler USNR, River Mines, Mo., was awarded the Navy Cross for the same

### More Than 300 Decorations Go to Those Who Saved Houston, Canberra from Japs

Three Navy Crosses and more than 300 other decorations and commendations have been given to officers and men who saved the cruisers *Houston* and *Canberra* by fighting flames, flooding and a horde of enemy shore-based planes to escape miraculously from the Japanese fleet.

Although 78 officers and men were killed and the *Houston* was holed so badly that only a skeleton crew could be left on board in an attack off Formosa last October, the two vessels were towed 1,400 miles through enemy waters to safety. Fifty Jap planes were shot down and the mission against Formosa's Imperial Naval Base was completed on schedule.

First to be hit, on 13 October, the *Canberra* was attacked by seven Jap planes that came in low beneath an overcast. All were shot down but one launched a torpedo which crashed into the cruiser's side, sending a ball of flame mast high. While gun crews



## ★ DECORATIONS

action but could not be present for the ceremony.

Unusual activity on by-passed Marcus Island last April tipped off the Privateer and Liberator crews that the Japs were planning some sort of action. Investigation revealed that the Nips were attempting to mass enough air power for a final stab at the Marianas.

On 9 May the bombers took off on a daylight strike in the face of a driving tropical squall. Attacks were made at tree-top level, Jap bombers on the runway destroyed, tractors and building equipment turned into wreckage. Two U. S. planes were lost, but the crew of one was rescued by surface units almost within range of Marcus shore batteries.

When an ack-ack shell exploded inside one plane and set fire to boxes of ammunition, a quick-thinking crewmember, Verne S. Hartgraves, AMM1c, of Freewater, Ore., grabbed the hot shells with bare hands and threw them overboard probably saving the lives of all hands aboard. For this he was awarded the Navy Cross.

Other Navy Cross winners were Lt. Donald V. Hartig, USNR, Lodi, Calif. and Lt. (jg) Richard D. Panther, USN, Salem, Ore., pilots who inflicted particularly heavy damage in the low-level attack.

Distinguished Flying Crosses were awarded to: Earl C. Alpha, ARM2c, Monterey Park, Calif.; Colin E. Best, AMM1c, Frostproof, Fla.; Orlo C. G. Buswell, Ens., USNR, Marengo, Iowa; Paul J. Davis, S1c, Colo, Iowa; Frank R. Falk, ACRM, San Pedro, Calif.; Seymour Harris, ARM1c, Los Angeles, Calif.; Lydelle H. Hume, AOM3c, Monroe, Mich.; Malvin E. Lindblow, Ens., USNR, Lindsborg, Kans.; Marvin J. Link, S1c, Blue Island, Ill.; Wayne C. Maxwell, AOM3c, Birmingham, Mich.; Robert L. Minton, AOM2c, Gary, Ind.; Clovis J. Oregon, AMM1c, USN, Harvey, La.; Carl R. Pothier, AMM3c, Boise, Idaho; William F. Price, Ens., USNR, Altadena, Calif.; Muir E. Rickenbaugh, Ens., USNR, Basehor, Kans.; Daniel M. Sheahan, ARM1c, Chicago, Ill.; Louis B. Struckman, S1c, Aurora, Ind.; Jack W. Truex, S1c, Logansport, Ind.; Virgil E. VanCamp, S1c, Amarillo, Tex.; Vernon E. Vila, ARM2c, Verdigre, Neb., and Robert L. Wilkes, AOM2c, Kansas City, Kans.

### Chief of French Mission Given Legion of Merit

Vice Admiral Raymond Fenard, chief of the French Naval Mission to the United States, has been presented with the Legion of Merit, Degree of Commander, for exceptionally meritorious conduct and outstanding services to the government of the United States. He was cited for having "developed and strengthened ties between the French Navy and the U. S. Navy" and being responsible "for their intimate and fruitful association in the war."



Official U. S. Navy photograph

LIBERATED NURSES, wearing dresses they made while interned in Jap prison camp, welcomed back to safety of U. S. base by Vice Admiral Kinkaid.

## Eleven Navy Nurses Decorated for Work During Jap Occupation of Philippines

Eleven Navy nurses who were in Manila when the Japs attacked Pearl Harbor and who worked there and in prison camps for over three years, making the most of inadequate medical supplies to care for wounded and diseased prisoners, have been decorated with the Bronze Star Medal by the Army and a gold star in lieu of a second by the Navy. Three civilian nurses who volunteered to help them received Bronze Star Medals from the Navy.

On 9 Dec 1941 the nurses, who were stationed at the Naval Hospital Canacao, evacuated all patients to a safe area beneath the concrete floor of the hospital and then to the Sternberg Hospital in Manila. Working tirelessly, they cared for the hundreds of badly wounded that streamed in from Cavite, Sangley Point and other installations. For two weeks they shuttled from one to another of the emergency units about Manila, tending the ever-increasing casualties until, on 6 January, the entire medical unit was captured.

They continued their work until March when the unit was disbanded. Then the officers and men they cared for were moved to notorious Bilibid prison while the nurses entered Santo Tomas. In May 1943 they moved to Los Banos where the Navy nurses, with the help of the three civilian nurses, established a hospital.

At Los Banos, medical supplies were meager. Bits of corrugated tin were used for cooking and medical utensils. Torn linen and clothing served for bandages. Medicines were made from herbs and sap from trees substituted for adhesive plasters.

Nevertheless, from May 1943 until February 1945, over 150 major operations, including two Caesarian deliveries, were performed. As food rations were cut, dietary deficiencies and plain starvation took heavier and heavier tolls. Burials were delayed until an internee strong enough to dig the grave could be found.

Rescue came on 23 February when American paratroopers and Filipino guerillas subdued the prison garrison, 25 miles inside the enemy lines, and freed the internees. The nurses, weak and thin after 37 months of internement, arrived in San Francisco 10 March.

The 11 Navy nurses are: Lt. Comdr. Laura M. Cobb, USN, Wichita, Kans.; Lt. Mary C. Hays, USN, Chicago, Ill.; Lt. Bertha R. Evans, USN, Portland, Ore.; Lt. Helen C. Gorzelanski, USN, Omaha, Neb.; Lt. Mary H. Nelson, USN, Elk Point, S. D.; Lt. Margaret A. Nash, USN, Wilkes-Barre, Pa.; Lt. Goldia O. Merrill, USN, Hayfield, Minn.; Lt. Eldene E. Paige, USN, Lomita, Calif.; Lt. Susie Pitcher, USN, Des Moines, Iowa; Lt. Dorothy Still, USN, Long Beach, Calif., and Lt. C. Edwina Todd, USN, Pomona, Calif.

The three civilian nurses are Miss Helen C. Grant, British nursing sister now returned to her home in Glasgow, Scotland; Miss Maureen Davis, graduate of St. Luke's Hospital, Manila, now a resident of Northridge, Calif., and Mrs. Basilia T. Steward, Chinese General Hospital (Manila) graduate, now a resident of Fairfield, Tex.

The awards were made to the Navy nurses at their present duty stations on 4 September, with three receiving theirs on the Navy Hour radio program from Washington, D. C.

# Four Units, Three Ships, Two Landing Craft Commended

Four units, three ships and two landing craft have been commended by the Secretary of the Navy recently for meritorious service in the Pacific and their crews authorized to wear the Navy Unit Commendation ribbon.

Service in the Philippines campaign won citations for Mobile Explosives Unit Number 1, a PT-boat task unit comprising PT-boat Squadrons 13 and 16 and PT-boats 227 and 230, the light cruiser *Columbia* and *LST 464*.

The explosives investigation unit, which also participated in the New Guinea and New Britain campaigns, operated continuously in the most forward areas. Its officers and men repeatedly risked their lives to clear beaches, inland waters and airstrips of unexploded projectiles. All personnel attached to and serving with the unit from 1 Mar 1943 to 31 Dec 1944, are authorized to wear the ribbon.

As the only naval force present off Mindoro after the invasion convoys had retired, the PT-boat task unit served as a major obstruction to enemy counter-landings from Luzon, Panay and Palawan and bore the brunt of concentrated air attacks throughout a five-day period. In three days they expended ammunition which had been expected to last three weeks, destroying a large percentage of attacking planes.

Personnel serving with the unit from 15 to 19 Dec 1944 are eligible for the award.

From 5 to 9 Jan 1945, while supporting landings at Lingayen Gulf, the *Columbia* was hit three times by suicide planes. The first attacker was forced to crack 50 feet from the side of the ship but sprayed the entire forward part with gasoline. Saved from serious fires by the prompt action of her gun crew, the *Columbia* was hit again the same day when a suicide divebomber hit her main deck, put two turrets out of action and caused progressive electrical failures. Despite this and further damage inflicted on her by a third attack, she stoutly continued her heavy bombardment, sending her salvos into gun positions with punishing affect.

A first-aid ship off the Philippines from 24 Oct to 30 Dec 1944, *LST 464* braved rough waters, Jap gunfire and repeated divebombing and suicide attacks to carry on her vital service of receiving and caring for casualties prior to their transfer to hospital ships.

Other units awarded the Unit Commendation, and the dates for which the awards were made, were:

PT-boat Squadron 7, 1 Apr 1944 through 1 Feb 1945. This squadron struck fierce blows at the enemy's lifeline of supply in the New Guinea area. It destroyed shore installations and ships; spearheaded a drive against 50,000 trapped Japs threatening our Aitape beachhead; rocketed and strafed hostile troop concentrations,

and braved heavy fire to rescue pilots deep in hostile territory.

Patrol Bombing Squadron 101, 2 June to 31 Dec 1944. Flying without fighter escort, Squadron 101 penetrated deep into heavily defended Japanese territory on daylight reconnaissance missions, covering wide areas from the Palaus to Borneo. Without detriment to their first objective of reporting hostile forces, they sank thousands of tons of enemy vessels and shot down 18 planes.

USS *LCS(L) 21*, 4 May 1945. When an overwhelming force of suicide planes attacked a flotilla of ships off Okinawa, the *LCS(L) 21* diverted the attack from the destroyer *Morrison*, the Kamikazes' main objective, to herself, downing the first attacker at a range of 800 yards. The *LCS* shot down three more suicide planes while the *Morrison* was crashed and sunk and her own seams split from a nearby explosion. She continued her heroic service in the rescue of more than 200 survivors.

USS *Heron*, 8 Dec 1941 to 3 Mar 1942. Carrying on her perilous duty of supplying bases and maintaining patrol planes throughout the Netherlands East Indies during the early, difficult days of the war, the *Heron* utilized limited facilities for the most effective maintenance of our hard pressed air forces. Attacked by a large force of hostile bombers on 31 Dec, she fought a seven-hour running battle, and despite heavy damage and casualties, succeeded in destroying a four-engine bomber, effected repairs and continued operations.

USS *Tabberer*, 18 Dec 1944. With her mast lost and all communications gone, the *Tabberer* rode out the severe Western Pacific typhoon which caused two destroyers to founder. With no chance to repair her damage, she bravely searched in the darkness for survivors, rescuing 55 despite the terrific rolling which plunged her main deck under water.



## Second award:

★ **KEMPER**, George E., Lt., USNR, Cortez, Colo.: Despite extremely adverse weather conditions, constant enemy fighter attacks and devastating anti-aircraft crossfire he brought his flight into position to make bombing runs on well selected targets of strategic importance, securing four destructive hits. In a series of running engagements, the flight also destroyed an enemy fighter plane and damaged others. When one of the planes of his flight burst into flames and descended into the ocean, he immediately turned back and made four attempts to effect rescue. Each time he was driven off by enemy fighters, but in the meantime he succeeded in directing a rescue party to the area.

★ **WELLER**, Oscar A., Capt., USN, Coronado, Calif.: As CO of the USS *Wasp* while she was operating in support of landings of our forces on Japanese-held islands, when his ship was struck by a hostile bomb he skillfully main-

tained control and carried out all scheduled strikes. By his forceful and inspiring leadership, outstanding tactical ability and great personal valor under adverse conditions, he contributed materially to the success of our sustained offensive in the Pacific theater.

## First award:

★ **ALTMANN**, Richard G., Lt. (jg), USNR, Brooklyn, N. Y.: While attached to an escort carrier, he obtained hits amidships on a Jap ship, causing an explosion. After firing his remaining ammunition, inflicting further damage to the enemy, he landed at an airfield, rearmed and returned to the battle, obtaining direct hits on a ship. He made repeated attacks, inflicting further damage and diverting anti-aircraft fire from other planes that were attacking.

★ **BELL**, James H., Lt., USNR, Elwood, Ind. (missing in action): As leader of a bombing plane section operating from the USS *Hancock* during the Battle for Leyte Gulf, he attacked powerful elements of the Jap Navy off Samar, closing in on his target despite strong winds, enemy shelling and aerial opposition. Plunging to low altitude, he pressed home a direct hit on a battleship. He contributed essentially to the damage and destruction inflicted on the enemy in this decisive battle.

★ **BERKEY**, Russell S., Rear Admiral, USN, Tulsa, Okla.: While commanding forces during the Battle of Surigao Strait he led his ships with courage and determination. He gave encouragement to his force in a manner that caused his action to be largely instrumental in the success of a most difficult operation.

★ **BLAKELY**, Edward N., Lt. Comdr., USN, Los Angeles, Calif. (missing in action): As CO of a submarine during a war patrol he was daring and aggressive, skillfully executing well-planned attacks which resulted in the sinking of enemy ships totaling 32,200 tons and the damaging of 5,600 tons.

★ **DUNCAN**, Rea E., Capt., USMC, Chicago, Ill.: While commanding a rifle company on Iwo Jima on 21 Feb 1945, he received orders to advance over flat terrain towards enemy-held cliffs which commanded the entire area. Moving at a slow walk, well in advance of his men, he personally directed fire against various centers of enemy resistance. In spite of heavy mortar and artillery fire, he walked in front of the supporting tanks, coolly pointing out targets. A rifle bullet tore his helmet off, but still he went on. He was finally severely wounded in the groin, but not until he had led a dashing assault which carried 1,000 yards up the western beaches in two hours.

★ **EVANS**, Ernest E., Comdr., USN, Tulsa, Okla. (missing in action): As CO of the USS *Johnston* during the Battle for Leyte Gulf he boldly closed to a torpedo attack against Jap ships vastly superior in number, firepower and armor, gallantly diverting the blasts of enemy guns from the lightly armed and armored carriers he was protecting. Relentlessly bringing his



NAVY CROSS cont.

surface guns to bear on rapidly advancing units of the hostile fleet, he was instrumental in turning back the enemy at an extremely critical period of the battle. Although the *Johnston* went down under the terrific pounding of the enemy, Comdr. Evans' valiant fighting spirit will live on as an inspiration to his officers and men.

★ **HARDY, Robert J., Comdr., USN**, Pittsburgh, Pa.: As CO of the USS *Halford* during the Battle of Surigao Strait when PT-boats opened fire on a formidable column of Japanese ships, he placed the *Halford* in an advantageous striking position despite extremely hazardous conditions, and, launching his deadly torpedoes with precise timing in a sudden, coordinated attack, surprised the enemy and rendered him vulnerable to smashing blows from our heavy naval units. Subsequently retiring without damage from the furious engagement which resulted in the sinking of two battleships and three destroyers before effective fire could be brought to bear upon our task force, Comdr. Hardy contributed materially to the decisive defeat of the aggressive enemy force.

★ **HARVEY, Colin C., Pfc., USMC**, Harvey, Ill. (posthumously): In action against the enemy on Peleliu, 16 Sept 1944, he was mortally wounded while diverting enemy fire and successfully covering the advance of a medical corpsman to a wounded marine.

★ **HENSEL, Karl G., Capt., USN**, Baltimore, Md.: As CO of a submarine during a war patrol in enemy-controlled waters he pursued and attacked an enemy convoy, sinking or damaging enemy vessels totaling 20,000 tons. Throughout these attacks, made in spite of adverse weather conditions, outstanding ship control and the performance of a well-trained crew enabled his ship to return safely to port.

★ **KEMPER, George E., Lt., USNR**, Cortez, Colo.: As pilot of a carrier-based torpedo plane during the Battle for Leyte Gulf he led a flight of planes in a torpedo attack without fighter escort on a heavy cruiser. Despite a heavy concentration of anti-aircraft fire and the speedy maneuvering of the target, he not only scored a direct hit himself, but also maneuvered the flight so that there were three hits out of seven torpedoes launched, which resulted in the ship's probable sinking.

★ **LARKIN, Edward W. Jr., Lt., USNR**, Springfield, Mass. (missing in action): As pilot of a torpedo bomber



Richard G. Altmann  
Lt. (jg), USNR



William W. Behrens  
Capt., USN



James H. Bell  
Lt., USNR



Russell S. Berkey  
Rear Admiral, USN



Rea E. Duncan  
Capt., USMC



William E. Ellis  
Comdr., USN



Ernest E. Evans  
Comdr., USN



Robert J. Hardy  
Comdr., USN



George E. Kemper  
Lt., USNR



Edward W. Larkin Jr.  
Lt., USNR



John W. Lee  
Sgt., USMC



Louis P. Pressler  
Lt. Comdr., USNR



Clement L. Reymann  
Ens., USNR



Clair H. Voss  
2d Lt., USMC



Thomas G. Wallace  
Lt. Comdr., USNR



Oscar A. Weller  
Capt., USN

The citation for Comdr. Ellis and Lt. Comdr. Wallace appeared in the September issue, page 59. Photographs not available for Lt. Comdr. Blakely, Pfc. Harvey, and Capt. Hensel.

French Present Award To Admiral Edwards

Admiral Richard S. Edwards, USN, Washington, D. C., Deputy Chief of Naval Operations, and Rear Admiral Howard A. Flanagan, USN, Washington, D. C., have been awarded the Legion of Honor by Vice Admiral Raymond Fenard, chief of the French Naval Mission, for their services during the liberation of France.

attached to Air Group 13, operating from the USS *Franklin* in the Manila Bay area, 19 Oct 1944, he boldly led a flight of three bombers without fighter support in an attack on a large enemy tanker. He plunged through a formidable curtain of merciless fire to press home brilliant strikes, scoring a direct hit and two near misses which resulted in the sinking of the ship. Superb in combat and fighting with indomitable courage throughout this and numerous other missions, he inspired his squadron mates with his high standards of aerial achievement.

★ **LEE, John W., Sgt., USMC**, Bay City, Mich.: During the battle for Peleliu while serving as a tank gunner he was injured when the lead tank hit a covered mine. Despite his injuries he gave first aid to several other men before he would consent to evacuation. Lee returned to duty at his own request the next day. Eleven days later

while his tank was supporting an infantry unit, several Japanese in a by-passed cave attempted to throw grenades into the tank. He left the vehicle, and despite enemy fire, covered the cave with his own weapon while he directed the placing of charges which sealed the Japs within the cave.

★ **REYMANN, Clement L., Ens., USNR**, Akron, Ohio: As pilot of a carrier-based torpedo bomber in action against major units of the Jap fleet near Kyushu, 7 Apr 1945 he defied adverse weather conditions and intense anti-aircraft fire to make a successful attack on a light cruiser. He scored a direct hit which contributed materially to the sinking of the vessel.

★ **VOSS, Clair H., 2d Lt., USMC**, Evanston, Ill.: When an enemy pillbox held up the company to which he was attached on Iwo Jima, he offered to tackle the job of knocking it out alone

after repeated attacks by grenade and demolition teams had failed to knock it out. Loading himself with grenades and a demolition outfit, he crawled through heavy machine-gun and mortar fire to a position behind the pillbox. Silencing the machine gun with his grenades, he boldly crawled to the top of the pillbox and, exposing himself to the fire of numerous gun emplacements, annihilated the Japs within with his demolition charge.

### DISTINGUISHED SERVICE MEDAL

#### Gold star in lieu of third award:

★ CONOLLY, Richard L., Rear Admiral, USN, Washington, D. C.: As an attack group commander during the Leyte operation and as commander of a task group during the Lingayen Gulf operation he was an inspiring and resolute leader. After organizing, loading and rehearsing his attack group, he landed



troops of the 7th Infantry Div and directed the expeditious unloading of the division's equipment and stores. Commanding a reinforcement group scheduled to support the Lingayen Gulf operation, he rapidly assembled miscellaneous transports and LSTs from scattered ports and transported infantry troops from Noemfoor and Noumea to the Gulf. His brilliant organizational and administrative abilities and his effective control of the operations of ships under his command were important factors in the successful invasion and capture of these islands.

#### Gold star in lieu of second award:

★ DAVISON, Ralph E., Rear Admiral, USN, Washington, D. C.: As commander of a task group operating against Japanese forces in the forward areas of the Pacific from 10 Feb to 21 Mar 1945 he was courageous and daring, gallantly leading his command in vigorous support of the landing operation at



Iwo Jima. He participated in the first carrier attacks on the Jap homeland, deploying the units of his task group for maximum combat efficiency and inflicting heavy damage on hostile airfields and installations. When his flagship, the USS *Franklin*, suffered damage under aerial attack on 18-19 March, Rear Admiral Davison carried on with consistent determination and aggressiveness, maintaining operations despite numerous casualties in his staff. Although forced to transfer to another ship, he rendered distinctive and valiant service throughout the desperate struggle to save the *Franklin*.

### LEGION OF MERIT

#### Gold star in lieu of second award:

★ HALL, Frederick S., Comdr., USN, Fredonia, N. Y.: Commander, Atlantic Fleet antisubmarine task unit, 24 Apr 1945.

★ KELIHER, Thomas J. Jr., Capt., USN, Washington, D. C.: CO, USS *Indiana*, Pacific area, April 1944 to May 1945.

★ MURRAY, George D., Vice Admiral, USN, Washington, D. C.: Commander, Air Force, Pacific Fleet, August 1944 to July 1945.

★ SPANAGEL, Herman A., Capt., USN, Allentown, Pa.: CO, USS *Nashville*, Pacific area, 23 Nov 1943 to 25 Apr 1944; acting commander of a cruiser division.

★ SWIGART, Oral R., Capt., USN, Norfolk, Va.: Flotilla commander, Southwest Pacific.

#### First award:

★ BASSETT, Prentiss P., Capt., USNR, New York, N. Y.: Member of joint Army-Navy planning committee, July 1941 to June 1945.

★ BECKER, Adolph E. Jr., Capt. USN, Deep Creek, Va.: CO of a base unit; later, Commandant, NOB Guam, 14 Apr 1944 to 15 Apr 1945.

★ BERKEY, Russell S., Rear Admiral, USN, Lyme, Conn.: Commander of a Cruiser Division, Southwest Pacific area, 6 Dec 1943 to 25 Sept 1944.

★ BURR, Robert P., Gunner, USNR, Pontiac, Mich. (posthumously): Capture of the German submarine U-505.

★ BYRNE, James F., Capt., USN, Lowell, Mass.: Flag secretary, later chief of staff to commander of a battleship division, south and central Pacific, June 1943 to April 1945.

★ CLARKE, Charles P., Lt., USNR, Wheeling, W. Va.: Flag lieutenant of Commander Minecraft, Pacific Fleet, Iwo Jima, Okinawa.

★ COLE, William M., Capt., USN, Media, Pa.: Commander of a task unit, Southwest Pacific Area, 4-5 Dec 1944; Leyte, 7 Dec 1944.

★ CONVERSE, Adelbert F., Capt., USN, Wellsville, Kans.: Fleet Gunnery, War Plans and Training Officer, staff Commander, South Atlantic Force, November 1942 to March 1944.

★ DAVIS, William V. Jr., Capt., USN, Savannah, Ga.: Deputy Chief of Staff, Operations, Commander Shore Based Air Force, Forward Area, Central Pacific 1 May—6 Dec 1944; Chief of Staff, Headquarters Strategic Air Force, Pacific Ocean Area, 6 Dec 1944—19 Jan 1945.

★ DUFF, Howard C., Lt. Comdr., USNR, Bremerton, Wash.: CO, USS *Flaherty*, 24 Apr 1945.

★ EDWARDS, John E., Comdr., USN, San Diego, Calif.: CO, USS *Brush*, Luzon, Formosa, French Indochina, China Coast, December 1944 and January 1945.

★ FITCH, Aubrey, Vice Admiral, USN, Washington, D. C.: Deputy Chief of Naval Operations (Air), 1 Aug 1944—14 Aug 1945.

★ FURER, Julius A., Rear Admiral, USN (Ret), Washington, D. C.: Coordinator of Research and Development, December 1941—May 1945.

★ GESEN, Carl G., Capt., USNR, Concord, N. H.: Navigator, USS *Philadelphia*, Sicily, July 1943; Italy, September 1943.

★ HANSEN, James R., Comdr., USN, Los Angeles, Calif.: CO, USS *Morrison*, Pacific, 30 Mar 1945.

★ HOLT, Philip C., Lt. Comdr., USNR, Silver Spring, Md.: On staff of Commander, 7th Amphibious Force, July 1943—February 1944; control officer, Southwest Pacific Area.

★ JOHANSEN, John M., Lt. (jg), USN, Houston, Tex.: Philippine Islands area.

★ KRAKER, George P., Capt., USN, Washington, D. C.: CO, USS *Marblehead*, commander, gunfire support unit, invasion of southern France.

★ KURTZ, Thomas R., Commodore, USN (Ret), New York, N. Y.: Chief of staff to Commander Eastern Sea Frontier, March 1942—August 1945.

★ LOGAN, Samuel M., Lt., USN, Owensboro, Ky. (missing in action): Engineering officer, diving officer, USS *Harder*.

★ MACART, James H., Lt. Comdr., (MC) USNR, South Orange, N. J.: Senior medical officer, cruiser.

★ MAYO, Charles N., Lt. Comdr., USNR, Waycross, Ga.: Communications officer, task group, Iwo Jima and Okinawa invasions.

★ McDONALD, Charles C., Capt., USN, Long Pine, Neb.: Naval member staff, Commanding General, Caribbean Defense Command, 21 Dec 1942—3 July 1944; Commander, Fleet Air Wing 3, 5 July 1944—3 July 1945.

★ MCGARAGHAN, Jack J., Lt. Comdr., USNR, Eureka, Calif.: OinC, pontoon barge and causeway detachment from January 1944 to January 1945, Marshalls, Marianas and Philippines.

★ METCALF, Martin K., Rear Admiral, USN (Ret), Bethesda, Md.: Director of Convoy and Routing for Cominch.

★ MILLER, George C., Capt., USNR, Jacksonville, Fla.: CO, Naval Air Facility Bay of Biscay and English

### Admiral Stone Honored For Term of Service With Military Mission

The Army's Distinguished Service Medal was presented to Rear Admiral Ellery W. Stone, USNR, New York, N. Y., at a ceremony in Allied Force Headquarters in Italy last month. Admiral Stone was cited for his services with the Allied Military Mission from September 1943 to May 1945 as, successively, Director of Communications Sub-Commission, Vice President, Deputy Chief Commissioner and Chief Commissioner. He was also presented with the Order of Knight of the Grand Cross of St. Maurice and St. Lazarus, highest award of knighthood conferred in Italy, by Crown Prince Umberto.



## ★ DECORATIONS

### LEGION OF MERIT cont.

Channel, 4 July 1944—30 May 1945.

★ MITCHELL, Ralph J., Maj. Gen., USMC, Coronado, Calif.: Commander, Aircraft, Northern Solomons area, 15 June—10 Nov 1944.

★ PENNOYER, Frederick W. Jr., Rear Admiral, USN, East Orange, N. J.: Assistant chief of staff for material, Commander Air Force, Pacific Fleet, October 1942—August 1944.

★ QUINN, Allen G. Sr., Commodore, USN, Frederick, Md.: Operations officer, ComSerForPac, July 1940—May 1941; chief of staff until February 1943.

★ ROBERTS, Everett E. Jr., Lt. Comdr., USN, Ridgefield, Conn.: Executive officer, USS *Samuel B. Roberts*, Battle off Samar.

★ RUTH, Ernst A. Jr., Capt., USNR, Alexandria, Va.: Commander, mine-sweeping group, Western Naval Task Force, invasion of southern France.

★ TAYLOR, Ford N., Capt., USN, Coronado, Calif.: Commander Support Aircraft, Leyte and Lingayen Gulf area, 20 Oct 1944 and 9 Jan 1945.

★ WHALEY, William B. Jr., Capt., USN, Coronado, Calif.: CO, escort carrier, Southwest Pacific Area.

### SILVER STAR MEDAL

#### Gold star in lieu of third award:

★ CHAPPLE, Wreford G., Comdr., USN, New London, Conn.: CO, ship, Philippine Islands.

#### Gold star in lieu of second award:

★ DAVIS, Jesse A., Lt., USNR, Baltimore, Md. (missing in action): Aboard a submarine, Pacific area.

★ FROST, Laurence H., Capt. (then Comdr.), USN, Washington, D. C.: CO, USS *Waller*, Kolombangara, 5 Mar 1943.

★ GOSSETT, Roy A., CQM, USN, Santa Ana, Calif.: CQM, submarine, Southwest Pacific Area.

★ STYER, Charles W. Jr., Lt., USN, Washington, D. C.: Assistant approach officer, submarine.

#### First award:

★ ADAIR, Charles, Capt., USN, Annapolis, Md.: Force navigator, *Finschhafen*, 22 Sept 1943.

★ AMUNDSEN, Walter R., PhM3c, USNR, Brooklyn, N. Y.: Marine rifle company, Saipan and Tinian, June 1944.

★ ANDERSON, Harry K., Lt. (jg), USN, Macon, Ga.: Turret officer, cruiser, Kolombangara, 5 Mar 1943.

★ BLAKELEY, Edward N., Comdr., USN, Montgomery, Pa. (missing in action): Submarine, Pacific area.

★ BRADLEY, James H., Pfc., USMC, Dearborn, Mich.: Runner and radio-man, Iwo Jima, 16 Mar 1945.

★ CHANDLER, Theodore E., Rear Admiral, USN, Washington, D. C. (posthumously): Commander, battleship division, Battle of Surigao Strait.

★ CLAVEY, Norman B., Corp., USMC, Glenview, Ill.: In charge of a rifle group, Iwo Jima.

★ COMER, Henry M., HA2c, USNR, Murfreesboro, Tenn. (posthumously): Attached to 3d Btn., 21st Marines, 3d Marine Div., Guam, 26 July 1944.

★ DANIEL, Rex U., PhM3c, USNR, Brownwood, Tex. (posthumously): Medical Company, 1st Medical Btn., 1st Marine Div., Peleliu, 15-19 Sept 1944.

★ DEXTER, Warren E., GEM, USN, Cohasset, Minn. (posthumously): Aboard USS *St. Lo*, Battle for Leyte Gulf.

★ EARGLE, Paul E., Ex-GM2c, USNR, Little Mountain, S. C.: Gun crew, USS *Petrof Bay*, Battle off Samar.

★ ELFORD, Kenneth H., Cox., USNR, Los Angeles, Calif.: Coxswain aboard an LCV, New Guinea.

★ ELLISON, Harold P. Jr., S1c, USNR, North Chicago, Ill. (posthumously): Aboard USS *Birmingham*, Battle for Leyte Gulf.

★ ESLINGER, Joseph W., MM1c, USNR, Baltimore, Md. (posthumously): Aboard USS *Franklin*, Philippines.

★ ESTLE, Robert C., GM3c, USNR, Hermiston, Ore. (posthumously): Battery assistant, USS *St. Lo*, Battle for Leyte Gulf.

★ FEATHERS, Joseph S., Lt. (jg), USNR, Camby, Ore.: Co Armed Guard aboard USS *Marcus Daly*, Philippines, 24 Oct-10 Dec 1944.

★ GIGAC, Joseph, TM2c, USN, Chicago, Ill.: Aboard PT-523, San Juanico Strait, Leyte, 27 Oct 1944.

★ GINGRICH, John E., Capt., USN, Dodge City, Kans.: CO, heavy cruiser, 19 Mar 1945.

★ GREENWOOD, Charles W., PhM3c, USNR, Indianapolis, Ind. (posthumously): Served with 3d Btn., 7th Marines, 1st Marine Div., Peleliu, September 1944.

★ HELM, Richard L., Lt., USN, Harrisburg, Pa. (missing in action): Assistant torpedo data computer operator, USS *Pickrel*, 8 Dec 1941-26 Aug 1942.

★ JEZ, Leo L., Pvt., USMC, Chicago, Ill.: Reconnaissance patrol, Iwo Jima.

★ JOHNSEN, William H., Comdr., USN, Burlington, Iowa: CO, USS *David W. Taylor*, Chichi Jima, 5 Jan 1945.

★ JOHNSON, James D., CGM, USN, Bailey, N. C.: Aboard USS *Ludlow*, Anzio-Nettuno area, 8 Feb 1944.

★ KARTZ, Henry, BM2c, USNR, Detroit, Mich. (missing in action): Action off the coast of England, 28 Apr 1944.

★ KING, Clark, 2d Lt., USMC, Amherst, Neb.: Marine infantry battalion, Iwo Jima.

★ LARSON, Herbert V., ARM1c, USN, Twin Falls, Idaho (posthumously): Crewmember, observation plane, Marianas, 15 June to 20 July 1944.

★ LOWE, Burnis W., F1c, USNR, Bruceston, Tenn. (posthumously): Fire-fighting, repair party, USS *Birmingham*, Battle for Leyte Gulf.

★ MASON, Richard K. Jr., Lt., USN, Camden, Ark. (missing in action): Assistant approach officer, USS *Growler*.

★ MCCALLEM, James L. Jr., Lt., USNR, Wilkinsburg, Pa. (missing in action): Leader flight of bombers, USS *Hancock*, Ryukyu Islands, 10 Oct 1944.

★ MCGEE, Donald E., S1c, USN, Santa Rosa, Calif. (posthumously): USS *Birmingham*, Battle for Leyte Gulf.

★ MILLER, Clayton L., Comdr., USN, Seattle, Wash.: CO Bombing Squadron 142, Central Pacific area, 21 Dec 1943-21 Apr 1944.

★ NORQUIST, Ralph D., Sgt., USMC, Chippewa Falls, Wis.: Marine rifle company, Iwo Jima, 1 Mar 1945.

★ O'BRIEN, Edward F. Jr., Lt., USN, West Medford, Mass. (missing in action): Aboard submarine, Pacific area.

★ O'ROURKE, Donald H., Capt., USMC, Denver, Colo.: Company commander, Pacific area.

★ OZRETICH, Joseph M., PhM1c, USNR, Chicago, Ill.: With a Marine unit, Iwo Jima, 15 Mar 1945.

★ QUINT, William M., Corp., USMC, Ness City, Kans., Platoon sergeant, Iwo Jima, 18 Mar 1945.

★ ROBINSON, James W., PhM2c, USNR, Tulsa, Okla. (posthumously): Served with 3d Btn., 10th Marines, 2d Marine Div., Saipan, 7 July 1944.

★ SAMPSON, Philip T., Lt. (jg), USNR, Mound, Minn. (missing in action): Plotting Officer, USS *Harder*, Pacific area.

★ SHARP, Thomas F., Lt. Comdr., USN, Rosemead, Calif. (missing in action): Assistant approach officer, USS *Pickrel*, 8 Dec 1944-26 Aug 1942.

★ SMITH, Russell S., Capt. (then Comdr.), USN, North Hollywood, Calif.: Gunnery officer, USS *Cleveland*, 5 Mar 1943.

★ SMITH, Walter D., Lt. (jg), USNR, Yakima, Wash. (missing in action): Torpedo data computer operator, USS *Growler*.

★ THIENES, Robert L., Lt., USN, St. Paul, Minn.: Fighter plane pilot, Indochina.

★ VITOLO, George F., BM2c, USN, East Elmhurst, N. Y. (posthumously): Served aboard USS *Suwannee*, Battle for Leyte Gulf.

★ WILKINSON, Eugene P., Lt. USNR, San Diego, Calif.: Aboard ship, Southwest Pacific Area.

### DISTINGUISHED FLYING CROSS

#### Gold star in lieu of second award:

★ HYDE, John L., Lt. Comdr., USN, Milwaukee, Wis. (posthumously): Flight leader, USS *Saginaw Bay*, Palau, September 1944.

★ SOOY, Thornton H., Lt. (jg), USNR, Monroe, N. Y. (posthumously): Pilot in Torpedo Squadron 13, USS *Franklin*, Battle for Leyte Gulf.

#### First award:

★ ARMSTRONG, William L., Lt. (jg), USNR, Norfolk, Va.: Philippines area, October, November 1944.

★ CONNERS, James R. Jr., Ens., USNR, Everett, Mass. (posthumously): Pilot of a TBM, USS *White Plains*, Battle for Leyte Gulf.

★ DAVIS, George C. Jr., Lt. (jg), USNR, Somerville, Mass. (missing in action): Pilot of a dive bomber, USS *Wasp*, Formosa, 12 Oct 1944.

★ ERICKSON, Robert W., Ens., USNR, Ann Arbor, Mich. (missing in action): Pilot of a fighter plane, USS *Essex*, Ormoc Bay, 11 Nov 1944.

★ EVANS, Frederick E., Lt., USNR,



Tadcen Topics (TADC, San Diego)

"Here comes that darn mirage again!"

Rochester, N. Y.: Patrol plane commander of an escort aircraft.

★ FLICKINGER, Harry E. Jr., Ens., USNR, Bridgeport, Tex. (missing in action): Torpedo bomber pilot, USS *Bennington*, Hachijo Jima, 16 Feb 1945.

★ GAGE, John W. B., Lt., USNR, El Paso, Tex.: Pilot and leader of a division of a fighter planes, USS *Wasp*, Tokyo Bay area, 16 Feb 1945.

★ HOUSTON, Hubert T., Lt., USNR, St. Petersburg, Fla.: Pilot and leader of a division in a fighting squadron, USS *Essex*, Okinawa, 3 Jan 1945.

★ HYDE, John L., Lt. Comdr., USNR, Milwaukee, Wis. (posthumously): Squadron commander of a composite squadron, USS *Saginaw Bay*, Battle for Leyte Gulf.

★ HYDE, Richard W., Lt. (jg), USNR, Lexington, Mass.: Pilot in a composite squadron, Southwest Pacific.

★ JONES, Robert F., Ens., USN, Climax, Fla.: (missing in action): Pilot of a torpedo bomber, Air Group 13, USS *Franklin*, Formosa, 12 Oct 1944.

★ KALUS, Daniel S., Lt. USNR, Cudahy, Wis. (missing in action): Divebomber pilot, USS *Hancock*, Battle off Samar.

★ KNIGHT, William M., Lt., USNR, Independence, Kans.: Pilot of a fighter plane in Fighter Squadron 14, USS *Wasp*, Philippines, 13 Sept 1944.

★ KOHUT, Edward J., ARM2c, USNR, Dedham, Mass. (missing in action): Radioman and tailer gunner of a torpedo bomber, USS *Essex*, Battle for Leyte Gulf.

★ KOPMAN, Joseph, Lt. (jg.), USNR, Detroit, Mich.: Pilot in a fighting squadron, USS *Franklin*, Philippines, 15 Oct 1944.

★ KOSKO, Michael J., ARM2c, USNR, Baltimore, Md.: Gunner on a carrier-based plane, Kyushu, 7 Apr 1945.

★ KOSTYAL, Philip L., Ens., USNR, Hampton, Va. (missing in action): Pilot of a fighter plane from the USS *Fanshaw Bay*, 25 Oct 1944, Philippines.

★ LIMEHOUSE, Benjamin P., Jr., Lt., USNR, Birmingham, Ala.: Pilot of a fighter plane, USS *Bennington*, Nansei Shoto, 1 Mar 1945.

★ MATTHEWS, Harold E., Lt. (jg), USNR, Roxbury, Mass.: Pilot of Fighting Squadron 51, USS *San Jacinto*, Battle for Leyte Gulf.

★ MILLER, Justin A., Comdr., USN, Missoula, Mont.: CO of a PB4Y-1, Zamboanga, 1 Oct 1944.

★ POWELL, Joseph P., Lt. (jg), USNR, Mansfield, Mass. (posthumously): Pilot of a torpedo bomber, USS *Langley*, French Indochina, 2 Jan 1945.

★ REYMANN, Clement L., Ens., USNR, Akron, Ohio: Pilot of a carrier-based torpedo bomber, Tokyo, 17 Feb 1945.

★ SEARLS, Waymon D., Lt. (jg), USNR, Sulphur Springs, Tex. (missing in action): Commander of a patrol bomber, Bombing Squadron 104, Solomon, Gilbert and Caroline Islands, Bismarck Archipelago area, 20 Aug 1943 to 7 Mar 1944.

★ SOOY, Thornton H., Lt. (jg), USNR, Monroe, N. Y. (posthumously): Pilot in Torpedo Squadron 13, USS *Franklin*, Formosa 12 Oct 1944.

★ THOMAS, William N. Jr., Ens. USNR, Liberty, Mo. (missing in action): Pilot of a fighter plane, Air Group 30, USS *Belleau Wood*, Bonins, Tokyo area, 15 Feb-1 Mar 1945.

★ VAN BENSCHOTEN, Robert S., Lt., USNR, Stamford, Conn.: Commander of a patrol plane, Solomon Islands and Bismarck Archipelago areas. 20 Aug 1943 to 19 Mar 1944; Choiseul Island, 25 Sept 1944.

★ WHEELER, John T., Lt., USN, Fort Collins, Colo. (posthumously): Control officer of an anti-aircraft gun, aircraft carrier, Philippines.

★ WOCHOMURKA, Adolph C., Lt. (jg), USNR, West Wellington, Conn. (posthumously): Section leader of a fighter division, USS *Hancock*, Battle for Leyte Gulf.

## NAVY AND MARINE CORPS MEDAL

### First award:

★ COLLINS, John F., MoMM1c, USCG, Chelsea, Mass.: Member of a repair party for the SS *Mashbulk*.

★ DISSER, Robert K., Lt. (jg), USNR, Fort Wayne, Ind.: Plane crash, 20 Jan 1945, Corpus Christi, Tex.

★ DONOVAN, Walter J., CSp, USNR, Malden, Mass.: Plane crash, Sydney, Nova Scotia, 1 Oct 1944.

★ DUNGAN, Earl, S1c, USN, Ripon, Calif.: Member of a gun crew, USS *St Lo*, Philippines, 25 Oct 1944.

★ FAIRCLOTH, George K., CphM, USNR, Macon, Ga.: USS *Eversole*, 29 Oct 1944.

★ FARRELL, Lee R., HA1c, USN, Washington, D. C. (posthumously): Attached to a Marine rifle platoon, Guam, 21 July-1 Aug 1944.

★ GARDNER, Nelson C., Lt., USNR, Jamaica, N. Y.: Rescues after an explosion at Elkton, Md., 4 May 1943.

★ Gross, Edward J., S1c, USNR, North Coplay, Pa.: USS *Ranger*, 24 Jan 1945.

★ HIGH, Jack A., Y3c, USNR, Miami, Fla.: Rescued a boy from drowning, Florida Keys, Fla., 14 Feb 1945.

★ HOUDEK, Joseph V., WT1c, USNR, Lime Springs, Iowa (posthumously): USS *Eversole*, Battle for Leyte Gulf.

★ KING, Wayne W., RM2c, USN, Sisters Harbor, Ore.: Diving Operations, Pearl Harbor, 7 Dec 1941.

★ KROLL, Robert L., Lt. (jg), USNR, Los Angeles, Calif. (posthumously): Assistant gunnery officer, USS *War-*

*rington*, Atlantic, 13 Sept 1944.

★ LANG, James D., CAP, USN, Cofield, N. C.: Pilot of a Grumman amphibian plane, French West Indies, 14 Nov 1944.

★ LESINSKI, John Jr., Sk2c, USNR, Dearborn, Mich.: USS *St. Lo*, Battle for Leyte Gulf.

★ LEWIS, Delbert W., Lt. (jg), USNR, Odebolt, Iowa (posthumously): Mine disposal officer of the naval detachment, Toulon, France, August-October 1944.

★ SCHULMAN, Richard, Cox., USNR, Brooklyn, N. Y.: Saved the life of his captain, Saipan, 14 Feb 1945.

## BRONZE STAR MEDAL

### Gold Star in lieu of third award:

★ WALSH, John F., Capt., USN, Washington, D. C.: Commander of a destroyer division, South China Sea, 9-20 Jan 1945.

### Gold star in lieu of second award:

★ BOBCZYNSKI, Sigmund A., Lt. Comdr., USN, Lansing, Mich.: Diving officer aboard a submarine.

★ CASSLEMAN, George W., Lt. Comdr., USNR, Chicago, Ill.: CO of the USS *Pillsbury*, 24 Apr 1945.

★ LYNCH, Ralph C. Jr., Capt., USN, Tuckahoe, N. Y.: CO of a submarine.

★ PETERSON, Mell A., Comdr., USN, Algona, Iowa: CO of the USS *Cooper*, Ormoc Bay, 2-3 Dec 1944.

★ PRICE, Walter W. Jr., Lt., USN, Snow Hill, Md.: Diving officer of a submarine.

### First award:

★ ANDERSON, George W. Jr., Capt., USN, Brooklyn, N. Y.: On staff Cinc Pac, 28 Mar 1944 to 16 Apr 1945.

★ BATKO, Theodore, Corp., USMCR, Sayreville, N. J.: Tractor commander in an amphibian tractor battalion, Iwo Jima, 19 Feb-16 Mar 1945.

★ BELL, Harman B. Jr., Capt., USN, Newport, R. I.: CO of a destroyer division, Central and South Pacific Area, January to June 1944.

★ BERMAN, Morton M., Lt., (ChC) USNR, Chicago, Ill.: Assistant division chaplain, Okinawa, 1 Apr 1945-21 June 1945.

★ BOOK, George R., CEM, USN, Neo-sho, Wis.: Extinguished a fire aboard ship, Philippines.

★ BOLD, Joseph A., Lt., (CEC) USNR, San Francisco, Calif.: OinC of detachments which installed and operated pontoon causeways and barges on Kwajalein, Saipan, Tinian, Leyte, and Luzon, February 1944 to January 1945.

★ BYRD, Aubrey C., Lt. (jg), USNR, Huntington, Va.: CO of a close-in fire support vessel, June-July 1944.

★ CHAPMAN, Edward, CMoMM, USN, Seiling, Okla. (missing in action): Submarine, Pacific area.

★ COCHRAN, Joe B., Capt., USN, Monroe, N. C.: Commander, destroyer division, South China Sea, 9-20 Jan 1945.

★ CODY, Joseph W., St3c, USN, Atlanta, Ga. (posthumously): Member of the crew of a 20-mm. gun aboard ship, Pacific area.



## ★ DECORATIONS

### BRONZE STAR Cont.

- ★ COLEMAN, Willits B., Lt. (jg), USNR, Wilkes-Barre, Pa.: Aboard *LST 472*, Pacific.
- ★ COOPER, Floyd M., Lt. (jg), USN, Vallejo, Calif.: Junior officer of the watch and diving officer of a submarine.
- ★ CRAMER, Richard K., HA1c, USNR, Oakmont, Pa., (posthumously): Served with Medical Co. A., 4th Med. Btn., 4th Marine Div., Saipan, Tinian, 15 June-9 July 1944, 24 July-1 Aug 1944.
- ★ DALY, Walter L., EM3c, USNR, St. Vrain, N. Mex. (posthumously): Aboard the USS *Princeton*, Battle for Leyte Gulf.
- ★ DAVIS, John K., S2c, USNR, Old Fort, N. C. (posthumously): Aboard USS *Samuel B. Roberts*, Battle for Leyte Gulf.
- ★ DAVIS, Ralph F., GM2c, USNR, Bourbon, Ind.: Bosnik, New Guinea, 27 May 1944.
- ★ DAVISON, Edward, StM1c, USNR, Akron, Ohio (posthumously): Member of the crew of a 20-mm gun aboard ship, Pacific area.
- ★ EDDY, Harold H., CMoMM, USN, Nashville, Mich.: CMoMM on a submarine.
- ★ EKSTROM, Clarence E., Capt., USN, Seattle, Wash.: CO of an escort carrier, Palau, September and October 1944.
- ★ FAY, Chester L., GM2c, USN, Miami, Fla.: USS *Hoel*, Battle off Samar.
- ★ FLEMING, Grandville, StM1c, USNR, Murfreesboro, Tenn. (posthumously): Member of the crew of a 20-mm gun aboard ship, Pacific area.
- ★ FLEMING, William J., PhM1c, USNR, Brookville, Pa.: Hospital corpsman, 3rd Btn., 25th Marines, 4th Marine Div., Saipan, 22 June 1944.
- ★ FLOWERS, Albert, StM1c, USNR, Crestview, Fla.: Member of the crew of a 20-mm. gun aboard ship, Pacific area.
- ★ FONDA, Henry J., Lt., USNR, Los Angeles, Calif.: Assistant operations officer and air combat intelligence officer on the staff of Commander Forward Area, Central Pacific, Commander Marianas, 12 May 1944 to 12 Aug 1945.
- ★ FRIEDMAN, David L., QM3c, USNR, Chicago, Ill. (posthumously): Rescue, Halmahera, 16 Sept 1944.
- ★ GALLIN, Alvin L., Lt., USN, Brooklyn, N. Y.: Action in the Southwest Pacific Area.
- ★ GANT, Samuel W., StM1c, USNR, Sandusky, Ohio (posthumously): Member of the crew of a 20-mm gun aboard ship, Pacific area.
- ★ GETAS, John G., AOM3c, USNR, San Francisco, Calif.: Ordnanceman aboard the USS *St. Lo*, Battle for Leyte Gulf.
- ★ GIDDENS, John W., St3c, USNR, Quitman, Ga. (posthumously): Member of the crew of a 20-mm. gun aboard ship, Pacific area.
- ★ GIVENS, Samuel O. Jr., Lt. Comdr., USNR, Oak Park, Ill. (posthumously): OinC of the distribution section of the Joint Intelligence Center, Pacific Ocean Area, 18 July 1944-12 Feb 1945.
- ★ GONZALES, Richard, S2c, USNR, Dallas, Tex. (posthumously): Member of

a 40-mm quadruple gun-mount crew, Luzon, 5-6 Jan 1945.

- ★ GREGORY, James A., S1c, USNR, Lovington, N. M. (posthumously): Aboard the USS *Samuel B. Roberts*, Battle for Leyte Gulf.
- ★ GRISWOLD, Carleton W., PhM3c, USNR, Wellesley Hills, Mass. (posthumously): Served with the 1st Btn., 7th Marines, 1st Marine Div., Peleliu, 18 Sept 1944.
- ★ GROVE, Frederick A., CWT, USN, Green Springs, Ohio (missing in action): Petty officer in charge of the after repair party of the USS *Samuel B. Roberts*, Battle for Leyte Gulf.
- ★ HALL, Cary H., Lt. Comdr., USN, Macon, Ga.: Air defense officer, USS *Columbia*, Lingayen Gulf, 6-9 Jan 1945.
- ★ HARTWELL, Clarence V., PhM3c, USN, Detroit, Mich.: Served with the 2nd Btn., 148th Inf., Manila, February 1945.
- ★ HASTMAN, Leo A., CEM, USN, Cleveland, Ohio: Aboard an aircraft carrier, Battle for Leyte Gulf.
- ★ HEINAMAN, Henry J., Cox., USNR, Sedalia, Mo.: USS *Reid*, Leyte 11 Dec 1944.
- ★ HEINRITZ, Donald J., SF1c, USNR, Los Angeles, Calif.: USS *Hoel*, Battle off Samar.
- ★ HOGE, William T., Ens. (then CEM), USN, Melrose, Fla. (missing in

action): CEM, USS *Pickrel*, Pacific area, 8 Dec 1941-26 Aug 1942.

- ★ HOLDEN, Paul L., EM3c, USNR, St. Louis, Mo. (posthumously): USS *Princeton*, Battle for Leyte Gulf.
- ★ HOLDEN, Philip D., Lt. Comdr., USNR, New York, N. Y.: CO of the USS *Neal A. Scott*, Atlantic, 22 Apr 1945.
- ★ JOHNSON, Lloyd S., Lt. (jg), USNR, Philadelphia, Pa. (missing in action): Officer aboard the USS *Grouler*.
- ★ KELLY, Joe, Sgt., USMC, Melrose Park, Ill. In charge of a mortar group, Iwo Jima.
- ★ KIBBONS, Clarence V., CTM, USN, Paris, Tenn. (missing in action): Aboard submarine, Pacific area.
- ★ KING, Ira M., Lt., USNR, Los Angeles, Calif.: Aboard a vessel, Southwest Pacific Area.
- ★ KREUZ, Frank P., Capt. (MC) USN, Menominee, Mich.: Senior medical officer on board the USS *Washington*, Pacific area, Nov. 1943-Feb. 1945.
- ★ KUBE, Carl M., Lt. (jg), USNR, Lincoln, Neb. (posthumously): CO of an Armed Guard crew, Leyte Gulf, 12 Nov 1944.
- ★ LAMB, Lonnie L., EM3c, USNR, Bartlesville, Okla. (posthumously): Aboard the USS *Princeton*, Battle for Leyte Gulf.
- ★ LANG, Kenneth J. Jr., Lt. (jg), USNR, Manchester, N. H.: Commander of an LCM assault group, Normandy invasion.
- ★ LICK, Henry F., CEM, USN, Tacoma, Wash.: CEM in charge aboard submarine.
- ★ LOVE, Henry H., Lt. Comdr., USNR, Nashville, Tenn.: CO of the USS *Barr*, 29 May-5 June 1944.
- ★ LOWE, Leonard, Pfc, USMC, Cleveland, Ohio: Action on Guam, 22 July 1944.
- ★ LYNCH, Ralph C. Jr., Capt., USN, Tuckahoe, N. Y.: CO of a submarine.
- ★ MACDONALD, Kent, Lt., (CEC) USNR, Trenton, N. J.: Officer in charge of detachments engaged in the installation and operation of pontoon causeways and barges, Majuro, Saipan, Tinian, Leyte, Luzon, February 1944 to January 1945.
- ★ MAJOR, Richard R., Lt. (jg), USNR, Bronxville, N. Y. (posthumously): Antiaircraft machine-gun group control officer, USS *Columbia*, Luzon, 6-9 Jan 1945.
- ★ MAYBERRY, Donald W., Lt., (ChC) USNR, Fitchburg, Mass.: Division chaplain with a Marine infantry division, Okinawa, 1 Apr 1945-21 June 1945.
- ★ MCCLEAN, Ephraim R. Jr., Capt., USN, Arlington, Va.: CO of the USS *Chevalier*, Solomons, 7 and 13 May 1943.
- ★ MCCLURE, William C., Lt., (MC) USNR, Harrison, Ark.: Regimental surgeon of a Marine infantry regiment, Saipan and Tinian, 15 June-10 Aug 1944.
- ★ MCCOY, Walter G., CMoMM, USN, Eldon, Iowa (missing in action): CMoMM in charge, submarine, Pacific area.
- ★ MCCULLOUGH, Montgomery L. Jr., Comdr., USN, San Francisco, Calif.: CO of the USS *McNair*, Saipan, 14 June 1944.
- ★ MCFALL, John T., Lt., USNR, Elmwood, Ill.: Fire control officer and OinC of the main battery plot of the

### SPEAKING OF DECORATIONS

#### The Purple Heart

This country's oldest continuing award of valor, the Order of the Purple Heart, was instituted by George Washington in 1782. It is believed



to be the first military decoration for bravery by any country without respect to rank. Early in the American Revolution awards were made only to outstanding military leaders. General Washington received the nation's first gold medal in appreciation of his having driven the British out of Boston in 1776. On 7 Aug 1782, Washington in turn established an honor for the soldier. It was the Badge of Military Merit, which is now the Purple Heart. Originally, it was purple cloth edged with white lace or binding and sewn on the left breast of the tunic. Using cloth instead of metal was more practical for we were not capable of manufacturing medals in quantity then. Feats of unusual gallantry, extraordinary fidelity and essential service were rewarded with this decoration. It was never abolished but merely allowed to fall into disuse. The War Department announced on 22 Feb 1932, the 200th anniversary of Washington's birth, that the Purple Heart would again be issued out of respect to his memory and achievements. The present decoration is a medal of gold and enamel, awarded all military personnel wounded or killed as a result of enemy action.

USS *Tennessee*, Battle of Surigao Strait.

★ MENDENHALL, Corwin G. Jr., Lt. Comdr., USN, Alameda, Calif.: Assistant approach officer, USS *Pintado*, Pacific.

★ MILLER, Lewis R., 1st Lt., USMC, Chicago, Ill.: Staff officer with a tank battalion, Iwo Jima.

★ MORTELL, John F., Lt. (jg), (DC), USNR, Oshkosh, Wis.: Assistant surgeon, Saipan, June-July 1944.

★ MURRAY, Merlin J., CMO MM, USN, Milburne, Calif.: Member of the crew of a submarine.

★ NAYLOR, Norman W., Lt., USN, Cranston, R. I. (missing in action): Diving officer of the USS *Growler*.

★ PAINE, Roger W. Jr., Lt. Comdr., USN, Fort Smith, Ark.: Executive officer and navigator of a submarine.

★ POOLE, Mason, CEM, USN, San Antonio, Tex. (missing in action): CEM in charge on a submarine, Pacific area.

★ PRICE, Walter W. Jr., Lt., USN, Snow Hill, Md.: Officer on a ship, Southwest Pacific Area.

★ RAMSEY, Logan C., Capt., USN, East Falls Church, Va.: Atlantic Fleet Antisubmarine Task Group Commander.

★ READE, Robert B., Lt., USNR, Rye, N. Y.: Division leader of a group of PT boats, Motor Torpedo Squadron 15, Mediterranean, November 1943 to June 1944.

★ ROSSI, Arthur E., P1Sgt, USMC, Orange, N. J.: Served with an amphibian tractor battalion, Iwo Jima, 20 Feb 1945.

★ RUSSELL, Robert B., Lt., USNR, New York, N. Y.: Officer on the staff of a commander of a destroyer squadron, Pacific area, 10 June-27 Nov 1944.

## GLOBAL NAVY

(Continued from page 34)

1943 totaled 1,555,000 long tons and had attained 3,245,000 the first half of this year. Similarly, shipments from Atlantic ports jumped from 305,000 long tons the first half of 1943 to 928,000 the first half of 1945. On the same basis, Gulf port shipments went from 190,000 long tons to 290,000.

### Marines Spearhead Landings

World War II called upon the Marine Corps to perform the greatest task in its 169-year history.

As a land arm of the Navy, the Fleet Marine Force spearheaded more than 20 ship-to-shore landings on various Pacific islands. Its aviation wings operated throughout the Pacific Ocean Area.

These missions brought about a 16-fold expansion in Marine Corps personnel during the past five years. The over-all strength increased from 28,000 to 477,000. All of the 185,000 men comprising the ground units of the Fleet Marine Force completed their training and were shipped overseas. They were organized into six divisions—all of which saw action—10 artillery battalions, nine anti-aircraft battalions and various other supporting units.

The aviation branch of the Fleet Marine Force consisted of 80,000 men grouped into various units including

more than 175 land and carrier-based squadrons.

The Marine Corps Women's Reserve was organized and brought to its maximum strength of 18,000.

The Marines achieved an unbroken sequence of victories from the first American ground offensive at Guadalcanal in August 1942, up through the Solemens by way of New Georgia to Bougainville.

Tarawa proved the Marines' ability to seize a small, heavily fortified atoll by assault. After driving the enemy from Cape Gloucester on New Britain, Marine forces resumed the atoll campaign by taking Roi, Namur and Eniwetok in the Marshalls.

Marines proved equal to the requirements of large-scale island fighting in the victories at Saipan, Tinian and Guam. There followed the bitter assault-type battles at Peleliu and Iwo Jima and the grueling combined Marine Corps and Army operation at Okinawa.

### Coast Guard Job Enlarged

The Coast Guard, 155 years old and under the operational control of the Navy since 1 Nov 1941, greatly expanded its normal peacetime functions and enlarged its operations to include naval duties especially suited to its personnel and facilities.

Personnel increased from 13,800 to 171,200, including 9,700 Spars. Of the total, 97,900 were assigned to Coast Guard units, 66,600 to Navy units and 6,700 to Army and Marine Corps units. Nearly 51 percent of the male personnel was afloat.

To the 1,400 vessels on hand before the war were added 4,052 vessels. After decommissioning of more than 2,000, the service had 3,174 vessels, excluding pulling boats, as of 1 July 1945.

The Coast Guard played an important role in convoy and patrol work, manning of Army and Navy vessels, ice operations, port security, Merchant Marine inspection and discipline, aircraft patrol and amphibious operations. Its men participated in every important landing operation and trained others in the handling of landing craft.

The Coast Guard, early in 1942, was assigned the protection of ports against fire, sabotage or other wartime contingency. After Germany's defeat, a material relaxation took place in port security activity, which had entailed a maximum of 31,000 personnel ashore, 10,400 afloat and 1,872 small craft. A unique use of some 50,000 volunteers serving as temporary reserves without pay featured this activity at its peak.

Coastal picket activity, organized in 1942 to help cope with the submarine menace, involved 315 small craft manned by the Coast Guard. The Beach Patrol and Coastal Lookout to protect the coasts and prevent landing of saboteurs expanded the normal Coast Guard beach forces to about 23,500 men, 2,300 horses and 2,000 dogs.

Operation of weather ships, loran and radar beacons to guide planes and ships in war operations and the maintenance of 51 direction finder stations were among other duties.

# WHAT'S YOUR NAVAL I. Q.?

## Navy Language

Do you have more than a vague idea as to the exact meaning of naval terms? Opposite each of the words below are defining words and phrases, pick out the one or ones you consider nearest to the meaning of the word and then check your results with answers on page 69.

1. *Jettison*—(a) to throw goods overboard, (b) goods which sink when thrown overboard, (c) a landing wharf or pier.

2. *All standing*—(a) to bring to a sudden stop, (b) to turn in with all ones clothes on, (c) fully equipped.

3. *Apeak*—(a) in a vertical line, (b) all at once, (c) abeam of.

4. *Green sea*—(a) shoal water, (b) under the influence of liquor, (c) a large body of water taken aboard.

5. *Let her ride*—(a) permit a vessel to go farther from the wind, (b) let vessel go closer to the wind, (c) allow the vessel to remain where she is.

6. *Packet*—(a) a sea bag, (b) mail boat on a regular run, (c) a seaman's sewing outfit for heavy work.

7. *Louvre*—(a) a ship's art gallery, (b) ventilator pipe covering, (c) a deep draft vessel.

8. *Mitchboard*—(a) a game played on ship, (b) a crutch, (c) a life raft made with a metallic tube and covered with balsa wood.

9. *Plimsoll Mark*—(a) a mark showing allowed loading mark, (b) shows the amount of fuel in a tank, (c) a sny.

10. *Pinnacle*—(a) the stand on which the compass rests, (b) a sharp pointed rock, (c) small shellfish found on the bottom of vessels.

11. *Wig-wag*—(a) a code indicated by the position of the arms, (b) a code indicated by sweeps of a flag to the right, left or front, (c) a code indicated by the arrangement of flags.

12. *Small stuff*—(a) a sailor under five feet five inches, (b) small cordage, such as ratline, marline, (c) small light boats.

13. *Barratry*—(a) the amount of money allowed a vessel per day when detained in port while loading, (b) a navigator's reckoning from early morning to night, (c) dishonest actions on the part of a shipmaster.

14. *Stanchions*—(a) small sturdy boats used for life-saving purposes, (b) uprights used as supports, (c) wooden plugs placed in muzzle of a gun to keep out the dampness.

15. *Lazarette*—(a) space provided for the stowage of shell, (b) the glory hole, (c) low head-room space below decks in the after part of some ships used for provisions or spare parts.

16. *Turk's head*—(a) an ornamental knot, (b) a type of oarlock, (c) a short period of light or sound in the Morse Code.

17. *Helm*—(a) the rudder, (b) the yoke, (c) the tiller.

18. *Sojer*—(a) a goldbricker, (b) measure for water, (c) way of joining two ropes.



# THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

## NEW DETAILS ON NAVY DEMOBILIZATION

The Navy has issued new instructions to the service on demobilization since the original plan was published by ALL HANDS last month. The following important amendments have been made:

- On 15 September each officer and enlisted man or woman in the service was made eligible to receive one-quarter point credit for each month of duty served outside the continental limits of the U. S. since 1 Sept 1939.

- On 15 September Medical, Hospital and Nurse Corps personnel were made eligible for separation under points.

The point system, as it now stands, is summarized below.

Number of points required for release:

Male enlisted personnel....	44
Female enlisted personnel..	29
Male commissioned and warrant officers .....	49
Female officers .....	35
Naval aviators of the Naval Reserve in a flight status.	44
Nurses .....	35
Male doctors .....	60
Female doctors .....	35

Points are computed as follows:

- You rate  $\frac{1}{2}$  point for each year of age, computed to nearest birthday.

- You rate  $\frac{1}{2}$  point for each full month you have been on active duty since 1 Sept 1939. You may count all active service you have had as an enlisted man or woman, officer candidate, warrant officer or commissioned officer in the armed services of any of the United Nations after 1 Sept 1939.

- You rate 10 points for a state of dependency which was in existence as of 15 Aug 1945. Marriages which took place before 2400 E. W. T. 15 Aug 1945 create a state of dependency if payment of money allowance or subsistence allowance is subsequently authorized. Otherwise, the dependency status is frozen as of 2400 E. W. T., 15 August.

- You now rate  $\frac{1}{4}$  point for each month of overseas duty, as described above.

Active duty in any of the following since 1 Sept 1939 may be counted:

- U. S. Army, Navy, Marine Corps or Coast Guard;

- U. S. Public Health Service (while serving with and under military control of the U. S. Army, Navy, Marine Corps or Coast Guard);

- U. S. Coast and Geodetic Survey (while serving with and under military control of the U. S. Army, Navy, Marine Corps or Coast Guard);

- American Field Service (while serving with the armed forces of any of the United Nations);

- Active duty in any of the armed forces of the United Nations.

In order to compute the point credit for active duty outside of the continental U. S. each command has been directed to prepare for each person a statement of active duty outside of

the continental U. S. utilizing service records, orders, interrogations and affidavits of the person based upon his best knowledge and belief and other evidence available.

From all evidence available, if an agreement as to service outside the continental U. S. can be reached by the person and CO or his representative, then a statement is to be signed by both parties and entered in the service record or qualifications jacket.

In the event an agreement cannot be reached, the CO or his representative is to insert a statement signed by him or his representative in the man's service record or qualification jacket.

The computation of time for any period of duty outside the continental limits of the U. S. is to begin with the date of last detachment or transfer from a continental U. S. shore station or continental shore based fleet activity for duty, temporary duty, or temporary additional duty with any of the following:

- Any ship in commission.
- Any of the following (if based outside the continental U. S.): ship in service, fleet activity, or shore establishment.
- Any of the following (if operating outside the continental U. S.): Armed Guard crews, communication groups, convoy groups, amphibious forces, fleet marine forces, mobile hospital units, or other units.

Such computation of time is to end with the date of reporting for duty in a continental U. S. shore activity or at a shore-based fleet activity within the continental U. S.

In addition to the above, credit for active duty outside the U. S. is to be allowed for service performed by personnel of aircraft units attached to fleet, sea frontier, or local defense units, or to NATS, if their duties required regular flights beyond the continental limits of the U. S., and for service outside the continental limits of the U. S. in any of the armed forces of the United Nations. In making any computation of total duty time under this formula, any end fractions of a month will not be counted as a month.

Personnel who have sufficient points for release or who accumulate sufficient points are to be handled as follows:

- All eligible reserve commissioned or warrant officers are to be released to inactive duty.

- All eligible reserve enlisted men, including USNR (SV), (except Fleet Reservists) whose enlistments have expired are to be discharged.

- All eligible reserve enlisted men, including USNR (SV), whose enlistments have not expired, are when entitled to release under the point system to be discharged.

- All eligible enlisted men in the Fleet Reserve are to be released to inactive duty.

- All eligible inductees, USN-I, are to be discharged. Those transferred to the reg-

ular Navy and who are now serving current enlistments will be required to complete their period of enlistment.

- All eligible enlisted Waves are to be discharged.

- All eligible Wave officers are to be released to inactive duty.

- All eligible enlisted personnel in the regular Navy, including those classified USN (SV), who are serving on extensions of expired enlistments, are to be discharged.

Enlisted personnel of the regular Navy are not eligible for discharge under the point system if the period of their enlistment (or any voluntary extension thereof) has not expired. Enlisted personnel who are eligible for discharge, but who volunteer to extend their enlistments or reenlist in the regular Navy are to be granted such privilege by their COs without prior reference to BuPers.

Enlisted male personnel of the reserve and inductees who are eligible for separation, but who have submitted or submit applications for enlistment or reenlistment in the regular Navy, are to be retained on duty pending final action on applications.

Enlisted personnel of the Fleet Reserve are not eligible for release to inactive duty under the point system if their transfer to the Fleet Reserve was effective subsequent to 15 August 1945.

Except for certain officers declared ineligible for release at this time, COs are directed to recommend to appropriate commands the transfer for release to inactive duty of all commissioned and warrant officers who have sufficient points for release or who accumulate sufficient points.

Enlisted personnel (USN, USNR, Fleet Reserve or retired) who are serving as temporary officers are to be regarded as officers for purposes of the demobilization plan.

USN officers with permanent or temporary appointments and including retired officers are not eligible for separation under the plan. However, all retired officers of the Naval Reserve shall be deemed to have points equal to the number required regardless of the number they actually have, unless they fall within the classifications of officers not eligible for release, or if they have requested retention on active duty as provided by the directive.

All personnel eligible for separation may request in writing that they be retained on active duty. Requests are to state the period for which retention is requested, and upon completion of that period such personnel shall be transferred to separation centers for release to inactive duty or discharge, as the case may be.

However, the making of requests for retention is not to be construed

to shorten the period for which personnel may be retained for reason of military necessity, nor shall there be any retention for military necessity at the expiration of the stipulated period of retention.

Requests of enlisted personnel for retention are to be sent to BuPers, via official channels, for purpose of record, and forwarding endorsements are to state the action taken by the COs, who are authorized to approve such requests without reference to BuPers. They are likewise authorized to transfer, at their own discretion, such personnel for separation *before* the expiration of the stipulated period if they are not performing useful and essential duty.

Requests from officers for retention are also sent to BuPers, via official channels, and the endorsement is to indicate whether there are billets within their commands in which retention is recommended. Pending action by BuPers such officers are to continue on active duty. If the requests are disapproved by BuPers, COs are then to recommend the transfer of such officers for release. When requests are approved for a stipulated period, COs may at any time during the period inform BuPers the officers are not performing useful or essential duty in their assignment and BuPers will either reassign the officers or order their release. Officers who intend to make application for the regular Navy should state this in their request for retention. Officers who have made application for transfer to the regular Navy are to be kept on active duty until such action is taken and need not file a written request for retention.

Officers of the Naval Reserve who are permanently limited by medical survey to shore duty as a result of service-incurred disabilities are deemed to have sufficient points for release, regardless of their actual scores, unless they come within the group not eligible for release at this time. They may, however, if they so desire, request retention on active duty.

Regardless of their point scores, USNR officers and all enlisted personnel (except USN enlisted personnel whose period of enlistment or any voluntary extension has not expired), who have been awarded any of the following decorations since 1 Sept 1939, are to be transferred for release, unless they request retention on active duty:

Medal of Honor, Navy Cross, Distinguished Service Cross (Army), Legion of Merit (if for combat), Silver Star Medal, Distinguished Flying Cross (if for combat).

The immediate needs of the service do not permit the release of the following specialized personnel until further notice:

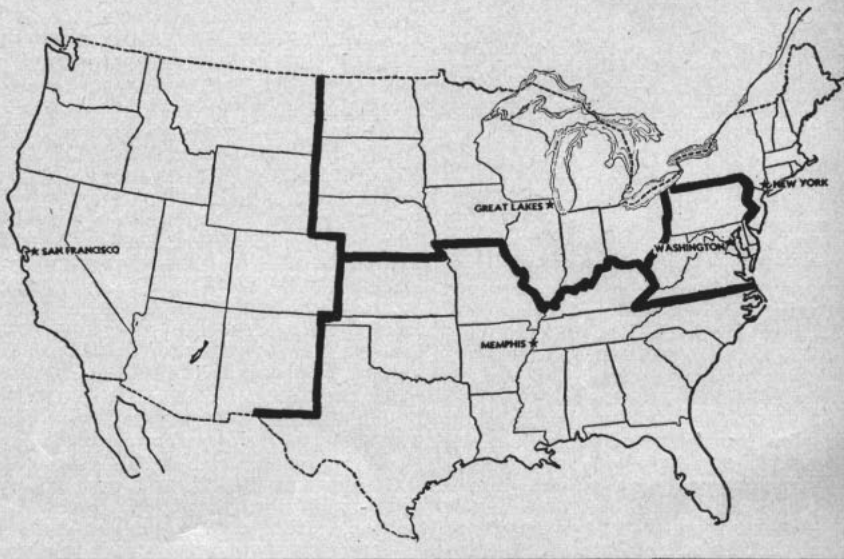
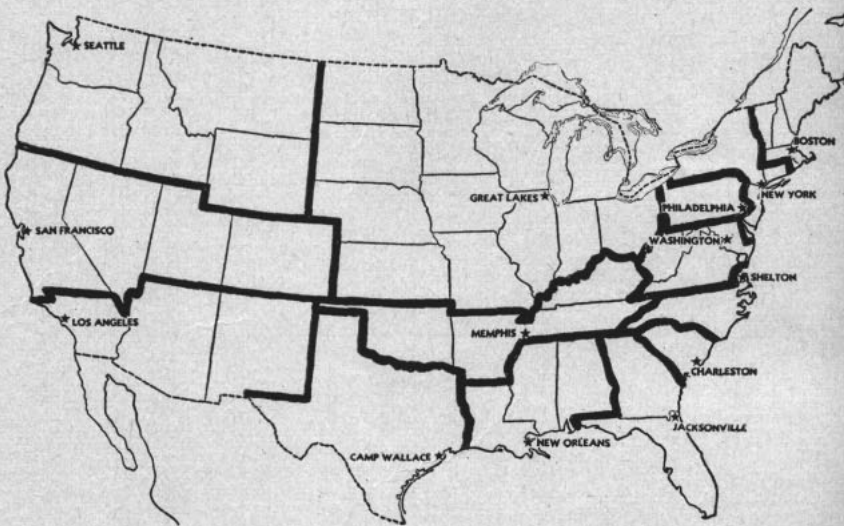
Specialist (C)—classification, Specialist (S)—shore patrol, Specialist (I)—punch card accounting machine operator, Specialist, (X)—key punch operator, Specialist (X)—transportation, SK(D)—Storekeeper (disbursing), MaM—Mailman.

The following personnel may be transferred to separation centers *only* upon the approval of BuPers:

Shore patrol officers; military government officers; officer specialists in IBM or

## SEPARATION CENTER AREAS

THESE MAPS show the Separation Center you're most likely to go to—the Center shown for the area in which your home is located. Enlisted men use top map; male officers, center; Waves, bottom.





other electric tabulating machines; officers now assigned or in special training for civil censorship duties in occupied countries; postal service officers; officer graduates of Navy oriental language schools, and officers, officer candidates and enlisted personnel under instruction (who will graduate as officers) of such schools.

Personnel in any of the above classifications who have sufficient points and who desire release may submit applications to BuPers for consideration.

As conditions permit, the points required for demobilization will be reduced.

Personnel hospitalized or undergoing medical or dental treatment are not eligible for separation until such time as they are discharged from hospitalization or treatment. Likewise personnel in a disciplinary status are not eligible for release until such time as the disciplinary measures, including probationary periods, have been completed.

In cases where it is necessary to retain personnel otherwise eligible for separation under the demobilization plan for reasons of military necessity, COs are directed to take immediate action to secure a replacement. "Military necessity" is defined as a condition in which the transfer of one or more specific persons would make impossible or seriously impair the functioning of a significant naval operation. It is not to be confused with convenience or the desire of the CO or any other commander.

Where military necessity is claimed, COs are required to report to their appropriate type or area commander, district or river commandant, or the Chief of Naval Air Functional Training Commands having cognizance over their activity. Bureaus, offices and activities of the Navy Department in Washington and the adjacent area not reporting to other commands are required to submit their "military necessity" claims to BuPers as of 2400 on the first day of each month supplying the following information: name, rate or rank, classification or class, file or service number, nature of alleged military necessity, whether relief is on board, whether relief has been ordered, whether relief has been requested.

In no event, however, are enlisted personnel to be retained for military necessity in excess of 120 days from the date originally eligible for release, and such personnel must be transferred for release upon completion of that period.

In cases of extreme military necessity, Flag Officers and COs may request that certain essential officers be retained in excess of the 120 day period. Such requests must be instituted not more than 60 days after the date on which such officers achieved the critical score for separation, and sent to BuPers with the following information: (1) duration of excess period for which services will be required; (2) justification for retention of the particular officers in question; (3) status of officers in training for this billet and possible reliefs; (4) whether temporary out-of-line promotion will be requested, and (5) include a statement from the officer concerned as to whether or not he will interpose

objections if requested to remain in national interest beyond the 120-day period.

From among those eligible for release to inactive duty or discharge under the point system, type and area commanders and COs are to give preference in the order of return to those personnel who have been longest overseas, afloat or ashore.

Eligible personnel aboard ships which are returning to the U. S., either as members of the ship's company or as passengers, are to return aboard those ships. Those serving at overseas bases or aboard ships not scheduled to return to the States are to assemble at designated staging centers to await transportation.

To the maximum extent possible personnel will be returned to the U. S. aboard ships calling at ports nearest the separation centers to which they will be sent for release.

If hardship is established (as listed below), personnel may be separated at a center serving the area in which their duty stations are located, instead of going to a center nearest their home of record. Under similar circumstances, personnel returning from outside the U. S. may be separated at a center nearest their port of entry.

Hardship is defined and limited to the following circumstances:

- Where personnel on duty within the continental U. S. have: (1) their dependents at or adjacent to duty station, or (2) an automobile at their duty station, or (3) a definite offer of employment at a place other than place to which entitled to be returned upon separation, or (4) changed their permanent residence since date of entry into service.

- Where personnel on duty outside the continental U. S. have: (1) their dependents at or adjacent to a U. S. port of debarkation, or (2) a definite offer of employment at a place other than place to which entitled to be returned upon separation, or (3) changed their permanent residence since date of entry into the service.

If personnel maintaining an automobile at duty stations do not elect to be separated at the separation center serving the area in which their duty station is located they will be required to travel by the most expeditious Government transportation and will not be permitted to travel by privately owned automobile in a duty status from their duty station to the separation center serving the addresses to which they are entitled to be returned upon separation.

In order to accomplish demobilization of officer personnel, BuPers advised commands last month that they must bear in mind that reliefs with qualifications less than those normally desired will be furnished in the vast majority of cases. All commands were requested to train and fleet up personnel, eliminate functions no longer necessary and curtail others as feasible and in general provide a more realistic conception of the demobilization program.

To this end all outstanding unfilled requests to BuPers for officer personnel submitted prior to 15 Aug 1945 will be disregarded, and requests for personnel required under present conditions will have to be resubmitted. Commands were also urged to nomi-

nate to BuPers additional personnel who could be detached without relief. BuPers stated that regulars, Navy officers, reserves who are requesting transfer to the USN and reserves requesting postponement of release were urgently needed to be made available for other jobs.

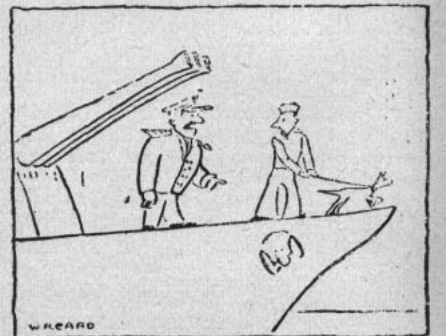
Also called to the attention of personnel last month was the fact that personnel are requesting release from the service for business, financial and convenience reasons. Applications submitted under Alnav 168-45 (NDB, 31 July, 45-867) will be given favorable action only when real personal hardship to the individual or his family is involved.

Such reasons as personal inconvenience resulting from being in the service, cases involving employment opportunities, desire of employer for the return of employee, importance of civilian employment to reconversion or postwar economy and inadequacy of Navy pay except in extreme cases of unusual expenses due to illness, etc. will not be considered as hardship cases. Such personnel will be required to become eligible for release under the point system.

Release from the Navy is, however, still possible under legitimate hardship or dependency reasons and may be submitted in accordance with Alnavs 168 and 169-45 (NDB, 31 July, 45-867 and 868).

The demobilization formula is the only method by which personnel in considerable numbers will be discharged or released from active duty. The demobilization plan was formulated with the idea that it would be applied equally to all personnel of the naval service who are eligible for return to civil life. It is the firm intention of the Navy Department to limit releases or discharges outside the provisions of the formula to a minimum. Only in exceptional circumstances, when special considerations make applications of the formula inadvisable, will the Navy Department consider departure from the formula.

In order to provide for the release of enlisted personnel past the age for most effective naval service and to permit their replacement by younger personnel fully qualified for duties afloat, BuPers Circ. Ltr, 122-45 (NDB, 15 May, 45-500) provided for the discharge of enlisted personnel over 42 years of age. This directive remains



TADCEN Topics - (Camp Elliot)  
"But what's he got that radar hasn't got?"

in effect. However, since one of the basic elements of the demobilization formula is credit for age, no further reduction will be made in the age at which enlisted men may be released automatically.

Enlisted personnel are eligible for release who establish to the satisfaction of the Navy that continued service would result in unwarranted hardship for persons dependent upon them.

Hardship cases generally are being more liberally interpreted since the surrender of Japan. Enlisted personnel in the following classifications are given particular consideration for discharge for dependency reasons:

- Enlisted personnel 38 years of age or over.
- Enlisted personnel who are 30 years of age or over, who have completed one year of active service and who have three or more children 12 years of age or under.
- Enlisted personnel 26 or more years of age, having five or more minor children, regardless of length of service.

Other applications for release not affected by the point system are:

- Women's Reserve Circ. Ltr. 1-45 dated 5 Mar 1945 which outlines regulations for release of Waves (officers and enlisted) for reason of pregnancy.
- Women's Reserve Circ. Ltr. 4-45 dated 20 June 1945 and 5-45 dated 4 August 1945, which outlines the policies on release of Waves (officers and enlisted) married to servicemen returned from overseas.
- Those submitted prior to 14 August 1945 requesting release under the "computed age formula" will continue to be considered.

(Information contained above may be for the most part found in Alnav 252-45 (NDB, 15 Sept, 45-1169), and in other Alnavs dealing with demobilization issued within the past six weeks.)

## Marine Corps Reduces Points for Release

Male officers and male enlisted personnel of the U. S. Marine Corps with 70 or more points and all Marine personnel 35 years of age and older are now eligible for discharge, by Com Mar Corps announcement.

In connection with the release of personnel over 35, it was pointed out that the Marine Corps point system, unlike that for the rest of the Navy, allows no credit for age.

The critical score for male personnel set initially 15 August under the Marine discharge system was 85. This is the first reduction of that score. However, the critical score does not apply to enlisted men serving four-year enlistments in the regular Marine Corps or extension thereof.

General Vandegrift said the new conditions for discharge eligibility apply "to all personnel, irrespective of whether they are serving within the United States or overseas." There is no change in the critical discharge score for members of the Marine Corps Women's Reserve, which remains at 25.

Since 29 June 1944, Marine commanding officers had been authorized to discharge male Marines, over 38 years of age and serving within the continental limits of the U. S. The new change lowers the age and applies to

all personnel, officers and enlisted men and women.

The Marine Corps credit system is based on the following: one point for each month of service from 16 September 1940 to 1 September 1945; one point for each month overseas or afloat from 16 September 1940 to 1 September 1945; five points for each decoration and bronze service star, and twelve points for each dependent child (not exceeding three) under 18 years of age.

## Coast Guard Allows Sea Duty Points

Effective 15 September the U. S. Coast Guard, in keeping with the Navy policy, changed its point system to include credit for duty outside the continental limits.

One-quarter point per month for duty is being granted to Coast Guard personnel for active duty outside the continental limits, in addition to the previously announced point system of one-half point for each month of active duty, one-half point for each year of age computed to the nearest birthday, and ten points for dependency.

Critical score for male officers and commissioned warrant officers is 43; enlisted men, 40; for Spar officers, 35; for Spar enlisted personnel, 29.

## Persons Demobilized Are Cautioned to Guard Security of Information

In accomplishing the demobilization program, Alnav 257-45 (NDB, 15 Sept. 1945, 45) announced, COs are enjoined to impress all personnel being demobilized that each discharge or release carries with it certain responsibilities toward maintaining security of information.

Personnel who have had access to any codes and ciphers, intelligence material, or classified equipment, must realize that the disclosure of the status, technique, and procedures of such information not only endangers the national security but also jeopardizes everything for which this war was fought.

The disclosure of such information makes the individual subject to trial under the provisions of the Espionage Act of 1917. All personnel being demobilized are to be advised of this fact.

## Seventeen Year Olds Now Eligible for Enlistment

Seventeen year olds are now eligible for enlistment in the Regular Navy. In announcing the minimum age change, BuPers also announced that applicants in this age group would be taken into the naval service on a minority enlistment only, with parental consent in each case.

Men who have reached their eighteenth birthday will sign up for a four-year tour of duty.

BuPers Circ. Ltr. 224-45 (NBD, 31 July, 45-911) states the procedure for affecting enlistments to the Regular Navy, details of which were published in ALL HANDS, Sept. 1945, pp. 67-69.

## Men Discharged Given Special Draft Status

All officers and men separated or released from the naval service under honorable conditions are to be placed in a special 1-C class by their local Selective Service boards, under a recent announcement by the National Headquarters of Selective Service.

Such men will be classified "Class 1-C, DISC" and their preinduction or induction examinations indefinitely postponed. Men so classified cannot be reclassified by the local board except under two circumstances:

- if the man's reclassification is specifically authorized by the Director of Selective Service, acting upon the request of the local board and the State Director for authority to reclassify the man.

- if he volunteers for induction.

## NROTC Graduates Subject To Demobilization Rules

NROTC trainees scheduled to graduate on or about 1 Nov 1945 will be retained on active duty after commissioning unless at that time they are eligible for demobilization under the basic system then in effect, according to Navy V-12 Bulletin No. 325. The new ruling is designed to bring the ultimate disposition of V-12 trainees in line with the basic demobilization policy.

Final disposition of other groups now enrolled in NROTC or scheduled to be enrolled will be determined at a later date.

V-12 engineers, physics majors, aerology majors and pre-supply candidates who complete from six to eight terms of college on or before 1 Nov 1945, will be retained on active duty and will be commissioned as officers either upon the completion of their V-12 courses or upon the completion of further training, as subsequently determined, unless they become eligible for demobilization under the basic policy before that time.

Medical, dental, theological, pre-medical, pre-dental and pre-theological students will be released to inactive duty at the completion of the current academic year, with the stipulation that they continue their training.

Any student in the Navy V-12 Program who is separated for physical, academic or disciplinary reasons or for lack of officer-like qualities will be transferred to general enlisted duty.

## Naturalization Rules

Announced last month were additional rules for the naturalization of aliens who serve in the armed forces. Details may be found in BuPers Circ. Ltr. 266-45 (NDB, 15 Sept, 45).

### ANSWERS TO QUIZ ON PAGE 65

- |                       |                  |
|-----------------------|------------------|
| 1. (a)                | 10. (b).         |
| 2. (a), (b), and (c). | 11. (b).         |
| 3. (a).               | 12. (b).         |
| 4. (c).               | 13. (c).         |
| 5. (c).               | 14. (b).         |
| 6. (b).               | 15. (b) and (c). |
| 7. (b).               | 16. (a).         |
| 8. (b).               | 17. (c).         |
| 9. (a).               | 18. (a).         |



## New Information Is Made Available On Transfer of Officers to USN

The general system whereby reserve officers and temporary USN officers transfer to the regular Navy was reported upon in last month's ALL HANDS (p. 66). The following covers specific details that have become available in the past month.

### Eligibility for Transfer

Who may apply for transfer to the Regular Navy?

All temporary USN and Naval Reserve officers who meet the eligibility requirements, whether they are line, engineering duty only, specialist officers, or one of the staff corps.

What are these requirements?

Briefly, you must be within a few years of the age of the present regular officers having the same temporary rank and service; have completed two years (four semesters) of work toward a degree in a college or university or demonstrate the attainment of an equivalent general background and mental capacity by passing a test; be physically qualified to perform all the duties at sea appropriate to your present temporary rank.

I've only had a high school education and my shipmate has completed only one year of college—how can we hope to pass this equivalent general background and mental capacity test?

This test is not an examination in academic subjects. It doesn't matter if you've been with the fast carriers, PT boats, amphibious forces or any other branch of the service—if you have been alert to do your best, have a capacity to learn, can adapt yourself, then you should have no fear of taking this test. Samples are being distributed for your information.

Suppose I don't have the qualifications for a permanent commission or fail to be selected, will I be considered for commissioned warrant rank?

Yes, provided you request it and, generally speaking, had not passed your 35th birthday on the date your first temporary appointment above CPO was made or on the date you went on active duty as an officer in the Naval Reserve.

How about educational requirements for transfer to chief warrant or warrant?

There are no formal educational requirements.

Will the physical examination given when I apply be final?

Another and final examination will be required at the time of your appointment.

When I was commissioned in the Reserve, I was granted a waiver for a minor physical defect. Can I request a similar waiver in applying for transfer?

Yes. Waivers will be considered for minor physical defects.

Is there a deadline in connection with submitting an application for transfer?

A deadline will eventually become necessary, but it has not been set. It will be announced to the service well in advance.

Suppose I am delayed in appearing before a local board by force of circumstances?

Such a delay will not affect your precedence.

I am not too sure about my age eligibility as stated in Alnav 207. Should I submit my application anyway?

Yes. BuPers will determine the final eligibility of all doubtful or borderline cases.

How do recent Alnavs concerning transfer affect AV(N), A2, or NROTC graduates?

Existing legislation allowing transfer of such officers to the regular Navy remains in effect. You simply apply in accordance with Alnavs 202-45, 206-45 and 207-45, instead of BuPers Circ. Ltr. 21-44.

## Right To Resign Guaranteed

With President Truman's authority, Secretary Forrestal by Alnav 283 gave an unequivocal guarantee that reserve officers and temporary officers who transfer to the regular Navy and then find they do not want to stay in may resign on 1 January 1947 and such resignations "will automatically be accepted by the President."

The Alnav said in substance:

The Navy realizes that it has asked reserve and temporary USN officers to apply for regular Navy commissions even though a variety of important factors such as the authorized size of the postwar Navy and the time when the Navy will be returned to permanent ranks have not been finally decided by Congress and the President. Many reserve and temporary officers may hesitate to apply for fear that the Navy's earnest purpose may not prove to be what actually happens in fact.

It is already true that any officer of the Navy may resign at the pleasure of the President and consequently no one is ever irrevocably committed to continue his naval career. In order that there may be no question in the minds of officers, the Secretary of the Navy has obtained the President's authorization to make the following unequivocal guarantee: Any officer who applies for transfer to the Regular Navy and then comes to the conclusion that he does not want to stay may resign at any time at the pleasure of the President but in any event he

may resign on 1 January 1947 and his resignation will automatically be accepted by the President.

The Navy confidently expects that the reserve and temporary officers who transfer will be thoroughly happy and satisfied in the choice they have made and consequently that they will not want to put in a resignation but they have the firm option whether or not they decide to use it.

It is possible also that some reserve and temporary officers will decide now not to apply for the regular Navy but after they get back to civilian life will wish they had applied. The Navy is not pressing officers to make a final choice now and consequently such officers will be eligible for consideration in the regular Navy provided their applications for transfer are received in the Department within six months following the date of release from active duty. However, in fairness to the officers who do not insist on this waiting time, officers who return to inactive duty before applying will lose precedence commensurate with the interval of time between their release from active duty and their appointment in the regular Navy.

The Alnav applies to Marine Corps officers as well as naval officers and all commands are directed to see that the provisions of this Alnav are immediately brought to the attention of all reserve officers.

### Assignment of Initial Rank

What rank and precedence will I receive when I transfer?

You will retain your present temporary rank and precedence.

When will temporary appointments be replaced by permanent appointments?

During such period as the President may determine but not later than six months after the end of the fiscal year following that in which the war ends. Should the war officially end before 30 June 1946, temporary appointments would terminate by 31 Dec 1947, if not terminated before that date by the President.

In that case, what will my permanent rank be?

At this time it is impossible to predict this for each individual case. It will depend upon the authorized strength of the Navy as determined by the Congress, the number of officers required in each rank of the postwar Navy, and the temporary rank you hold at the time of transfer. When this redistribution in permanent ranks takes place all officers of the regular service, whether newly appointed or not, will be affected equally.

How about that "affected equally" statement; what does it actually mean?

That can best be answered by the following example: Lt. Brewster, USNR, is an applicant for transfer whose established precedence is immediately between Lt. Agnew, USN, and Lt. Collins, USN. If selected for transfer Lt. Brewster, now USN, will maintain his rank and precedence. When redistribution of ranks is neces-

sary, Lts. Agnew, Brewster and Collins will maintain their precedence relative to each other, even though all three may receive permanent appointments which may change their present temporary rank from Lt. USN, to the permanent rank of Lt. (jg) USN, or Lt. Comdr. USN.

## Promotions and Selections

What are my chances for promotion after I transfer?

The proposed regulations governing these appointments are based on the premise that officers in the postwar Navy shall compete on equal terms for promotions and duty stations. Further, the Navy intends to supplement newly appointed officers' naval backgrounds with special courses, training, and service experience so that they will have the same qualifications as other regular Navy officers and can later apply for postgraduate courses with the assurance that they may successfully graduate.

Aside from normal attrition resulting from death, disability, or retirement, 92 out of each 100 officers in the Navy can expect to become lieutenants; 85 of each 100 lieutenants can expect to become lieutenant commanders; 85 out of each 100 lieutenant commanders can expect to become commanders; 50 out of each 100 commanders can expect to become captains; and 20 out of each 100 captains can expect to attain flag rank.

Are professional examinations required for promotion to the next highest rank?

At present they are not. They were required in peacetime and probably will be required again. Chapter 4 of Part E, BuPers Manual, gives the requirements under the various subjects as adhered to before the war.

Will I be required to take a professional examination for the rank in which I am transferred to the regular Navy?

No.

If professional examinations for promotion are reinstated, what would happen if I failed to pass?

You would be given another chance to take that examination. If you still failed, and if you had less than 20 years commissioned service, you would be discharged with one year's pay. If you had 20 or more years commissioned service you would be retired with a pension of 2½% of base pay plus longevity times the number of years commissioned service.

As an NROTC graduate in 1937 I ranked with the Naval Academy Class of 1938, but did not come on active duty until 1940. Will my two years of inactive duty be considered in determining my precedence?

Credit for inactive duty in determining precedence is not allowed by law. Can Reserve and temporary USN officers of the line and staff corps submit applications for appointment to the Supply Corps?

Yes, provided you have an appropriate background of college training, Navy experience or civilian occupation. See Alnav 214-45.

Will it be possible for me to specialize within the line of the regular Navy in such fields as ordnance, engineering, communications or aerology?

All line officers are required to perform general line duties. In addition, however, they may apply for postgraduate courses in the subjects mentioned above, and many more. These courses are given at the postgraduate school and various colleges and universities. Courses range from one to three years in length and, in many cases, lead to a degree. An officer is normally assigned to duty in his specialty upon completion of the course.

In contrast to specialization, will it be possible for me to complete my liberal arts education after entering the regular Navy?

While this may be desirable for the individual, the Navy feels that the special courses and training you will receive upon transfer will fully qualify you for success in the naval profession. Therefore, you will not be given leave to complete your liberal arts education.

Will it be the established policy in the postwar Navy to rotate—even though an individual prefers and is more efficient in a particular assignment?

In order that the individual may be better qualified for command, it is probable that line officers will continue

## Halsey on Transferring to USN

FOR those Reserve officers who are considering whether or not to transfer to the regular Navy, the following letter may be of interest. It was written by the commander of the Navy's 3d Fleet, Admiral William F. Halsey Jr., and was addressed to all Reserve officers under his command. The text of the letter follows:

To: The Reserve Officers of the THIRD Fleet.

Because the Navy sought the cream of the country for the Naval Reserve we now have a keen group of Reserve officers, able and accustomed to do their own thinking. For that reason, I can dispense with any preliminaries to the effect that the postwar Navy will be bigger than can be manned by the so-called "Regular Navy"—you know that that is inevitable.

You also are aware—consciously or subconsciously—that the necessary augmentation of the present career group must be recruited from our best and war-seasoned Reserves if our postwar Navy is going to be efficient and effective. So let's go on from that accepted premise.

The Navy will soon try to sell you a bill of goods on making the Navy a life career. If you are able and self-confident (we don't want the other kind—the economically timid who only want a sure three meals a day) you will immediately ask "What are the inducements as compared to a good job in civil life? What assurance have I that there will not be discrimination against Reserves in favor of Annapolis men? What assurance have I that today's fair offer will not be forgotten later?"

If you *don't* ask those questions, you probably are not the kind of material the Navy is looking for. If you do not insist on an answer to those questions you would not be doing yourself justice.

The Navy Department knows you will ask those questions; and the Department is fully aware that good, honest, and satisfactory answers must be forthcoming. Don't be skeptical or prejudiced; just think a moment—the Navy *must* expand its permanent officer complement—it

*must* have the best—and any one can see that it *must* make an offer that will attract *enough* of the best. To be good enough for you Reserve officers, this forthcoming offer *must* provide satisfactory answers to your searching questions.

But there is more to it than that: Would you like the Navy as a permanent career? I am not going to bother you with a glowing picture; but I have asked my flag officers and Captains, and others who have spent varying numbers of years in this man's Navy, to talk frankly with you and tell you what his Navy life is like—for the officer, for his wife, and for his youngsters; what sort of quarters we can afford—what sort of people we meet and play with—where our kids go to school—what a change of station means to wives and children—what the Navy does about paying the cost of moving families and furniture—what the chances are of marital and domestic happiness—what Navy wives think about the Navy—what the risks and reasons for selection are—what your chances are of fitting into the long-established Navy pattern and making a go of it for yourself, for your wife and your children—what the Navy's yardstick of merit is—sea duty and shore duty—the kinds of shore jobs. Those, and matters like those, you should know about. And those are matters I am asking your skipper and others to discuss with you.

If you see a picture that looks good to you—and if the Department offers you a good sporting chance to make a go of this Navy life, I hope you will compete for one of these Regular Navy berths and join what I believe from the bottom of my heart to be the finest profession in the world. It will be no more of a sinecure and pushover than that job in civil life, but the rewards in this Navy are well worth the effort.

I urge you to start thinking seriously about this matter with assurance that when the Navy calls for applicants for transfer to the Regular Service, the Navy will also make you a proposition that no thinking man will be able to lightly dismiss—if a Navy life appeals to him.

W. F. HALSEY.



to be rotated in the various general line billets. This normally includes rotation between sea and shore duty as described in Art. C-3001, BuPers Manual.

## Compensation and Security

**Will the pay for officers be the same as now?**

The Pay Readjustment Act of 16 June 1942 which establishes the current pay and allowances of officers is expected to continue in effect. (Art. 2140, BuSandA Memoranda).

**Over a period of years how will my compensation as an officer compare with my contemporaries in civil life?**

Pay is relatively good during the early years, but admittedly is lower in the higher grades when compared with the top executive salaries earned by those having comparable responsibilities. However, medical and hospital privileges for you and your dependents, retirement and disability pay, income tax exemptions, leave with pay, commissary and ship's store facilities, allowances for dependent's travel and shipment of household effects, assignment to quarters at most shore stations, all have a strong "hidden income" value.

**What will be my retirement pay if I reach the statutory age limit of 64, serve 30 years, or am retired for disability?**

In all three cases you should be entitled to three-fourths of the base pay plus longevity for your rank.

**If I elect to retire, or fail twice of selection, will I receive a pension?**

Yes, if you have completed 20 years commissioned service. Your retired pay will amount to 2½% of your base pay and longevity at the time of your retirement, multiplied by the number of years commissioned service.

**What happens to me if I fail to pass a physical examination for promotion?**

If you have been selected for promotion and your disability was incurred in the line of duty, you will be retired in, and receive 75% of the base pay of, the rank for which you were selected.

**What about annual leave?**

Officers are granted the privilege of 30 days leave each fiscal year. This may accumulate up to four months (BuPers Manual, Art. C-6001). An officer selected for transfer will be granted leave, either before or after he receives his appointment in the regular Navy, depending upon the military needs of the service. This leave will cover all leave credit accrued during the war, and in any case will not be less than 30 days.

**After I retire, am I still entitled to medical care of myself and my dependents?**

Yes. Retired officers are entitled to medical care and hospitalization by naval medical facilities. Dependents of retired personnel are entitled to "outpatient" service at activities where it has been established, provided they live within a reasonable distance. The latter also applies to widows of deceased naval personnel, active or retired.

**Will my commission be revocable?**

The commission of each transferred

## Selection Boards Expected To Convene Soon

Selection boards to consider the temporary promotion of lieutenants to the rank of lieutenant commander are expected to convene during October or as soon thereafter as practicable, BuPers recently announced.

Regular Navy and Naval Reserve lieutenants of the line and staff corps with dates of rank and active duty of 1 Mar 1943 or earlier will be considered.

BuPers also announced that the surrender of Japan is not expected to affect at present the temporary promotions of ensigns and lieutenants (junior grade) by Alnav.

officer shall be revocable by the Secretary of the Navy until the termination of the revocable period of commission, if any, of the officer of the regular service next senior to the transferee's lineal position. All line commissions of Naval Academy graduates are probationary for a seven-year period. This means that a transferred line officer would have a probationary commission in the regular Navy for a period equal to the unexpired period of his next senior contemporary on the lineal list of the regular Navy—it could extend from zero to seven years.

**Will I actually have the same opportunity for assignment to duty and promotion as those officers who are graduates of the U. S. Naval Academy?**

This has been pledged by the Secretary of the Navy. The regulations governing appointments of temporary USN and Reserve officers are based on the premise that officers in the post-war Navy shall compete on equal terms for promotions and duty assignments.

**If I retire before completing 20 years commissioned service, will I receive any compensation?**

Yes, you will receive compensation as follows:

- Commanders and above receive a yearly pension of 2½% of base pay plus longevity times the number of years of commissioned service.

- Lieutenant commanders and lieutenants receive two years' active duty pay.

- Lieutenants (jg) receive one year's active duty pay.

## Procedure for Making Application

**How do I go about making my application for transfer?**

Follow procedure outlined in Alnavs 202-45, 206-45, 207-45. This will be an official letter via your commanding officer or reporting senior, who will in turn forward it to your local board. By the time you appear before the local board this application will have a report of your physical examination and a special fitness report attached to it. This local board will consist of three or more officers of the rank of commander or above of the

line or various staff corps as appropriate in your case.

**Will the local board's recommendation be final?**

No. The local board will conduct a personal interview with each officer and make its recommendation. Regardless of whether it is favorable or not, it will forward your application and its recommendation to BuPers. Selection boards in the Navy Department, giving full consideration to your application, physical report, forwarding endorsements, and your official record in BuPers, will make the final selection.

**Will the local board disapprove my application if I've only had one year of college?**

The local board will give you the equivalent general background and mental capacity test and forward it for grading. The fact that you did not have two years of college will not be considered by the members in endorsing your application. They are only required to give you this test. The primary function of the local board is to give the selection board a firsthand impression of you based on their experience in the peacetime and wartime Navy.

**How will I know whether or not I've been selected?**

Your appointment as an officer in the regular Navy will be announced in a series of circular letters issued to the service as soon as practicable after the appointment has been made by the President. Individual applicants will also be informed by personal letters of their selection or non-selection.

## Army and Navy Bulletin For Reserve Officers Begins Publication

The first issue of a new weekly publication, *The Army and Navy Bulletin*, devoted particularly to the interests of reserve officers, was scheduled to appear late in September.

Backers of the new publication intend to make it of interest to both the regular and reserve corps, but will seek to present subjects of special interest to the 1,500,000 reserve and A.U.S. officers of the Army and Navy. In a statement of policy, the new publication said its chief purpose will be to "foster and preserve an abiding interest in the future national defense of the United States among all intelligent veterans."

Among the Navy officers sponsoring the magazine are Capt. C. G. Moore USN (Ret), who is editor; Comdr. Thurmond Chatham, USNR, and Commodore Lewis L. Strauss, USNR.

Captain Moore has been a naval officer since June, 1914, and was head of the Navy's press and news section from 1934 to 1937.

Commander Chatham has served at sea in both World Wars. He is a former president of the Chatham Manufacturing Co. and a trustee of the University of North Carolina.

Commodore Strauss, who has been a reserve officer for 20 years, is a special assistant to the Secretary of the Navy. In private life he is a partner in Kuhn, Loeb & Co., N. Y.

## Opportunities Expanded For Navy Medical Careers

Supplemental details on the transfer of reserve medical officers to the regular Navy have been issued in Alnav 233 (NDB, 16 Sept, 45-1150), which calls attention to the outstanding opportunities offered for a medical career in the Navy.

There has been established a residency-type graduate training program in naval hospitals, which was described in detail in the Journal of the American Medical Association, 1 Sept 1945, and which is of utmost importance to medical officers in all age groups interested in specialization.

The American College of Surgeons has recently surveyed and officially approved 32 naval hospitals for graduate training in various surgical specialties. The Council on Medical Education and Hospitals of the American Medical Association, acting jointly with the American Boards, has surveyed and approved for residency training in medical and surgical specialties three naval hospitals, and is now engaged in a similar survey of 37 additional naval hospitals for the same purpose.

Medical officers in the older age group already trained and classified as specialists are to fit into key positions in the educational program as teachers and clinicians. The younger officers, when assigned to duty in these naval hospitals and in unsurveyed or unclassified activities, will be in a position to train and perfect themselves in the specialty of their choice, and to receive credit for the time so spent applied toward certification by American Boards Fellowship in The American College of Surgeons or The American College of Physicians, as well as later election to national societies. Consequently, a medical career in the Navy now affords opportunities for training, attainments, clinical and teaching activities, as well as honors comparable to those of civilian practice, and limited only by the individual's initiative and ability.

All medical officers have been classified and graded in the professional qualifications branch of the Personnel Division, BuMed, together with a listing of any expressed preferences for special training or experiences. This will expedite all matters of appro-

priate assignment and proper utilization of officers in peacetime activities. It is the intention of BuMed to make every effort to assign reserve medical officers transferring to the Medical Corps of the regular Navy to post-graduate training in naval hospitals as expressed in NavMed 762 ("Essentials of Internship and Residency-type Training in United States Naval Hospitals") and in outstanding civilian medical centers at the earliest practicable date consistent with the exigencies of the service.

The directive points out the need for a large number of additional medical officers in the regular Navy and emphasizes that reserve medical officers are to be urged to apply for the regular service.

## Alnav Clarifies Status Of Aviation Cadets

The status of aviation cadets who fail to complete their course has been clarified by Alnav 255.

Public Law 698 (77th Congress) provides that aviation cadets must sign an agreement to serve for a continuous period of not more than four years on active duty unless sooner released. Likewise Public Law 289 (77th Congress) provides that each enlisted man in the Naval Reserve or Marine Corps Reserve who is designated as a student aviation pilot must sign an agreement to serve on continuous active duty for two years following successful completion of training unless sooner released.

For those personnel who fail or who have failed to complete the course the following action is to be taken.

Upon separation from flight training students are released from the agreements stated above for specific period of active duty, and will serve on active duty under current directives pertaining to personnel of the Naval Reserve and Marine Corps Reserve as appropriate. Therefore personnel transferred to general service upon separation from the flight training program prior to completion are to be released from active duty under the provisions of Alnav 252-45 (NDB, 15 Sept, 45-000) and any successor directives or Marine Corps Ltr. of Inst. No. 1108 dated 21 Aug 1945 and succeeding letters without regard to any agreements they may have signed under the provisions of the laws quoted above.

Such personnel who have sufficient points are eligible for release from the service; those having sufficient points who desire to remain in the service must request retention as outlined by Alnav 252-45 (NDB, 15 Sept, 45-1169), details of which may be found on p. 66.

## Local Speed Regulations Now Apply to Navy Cars

The order limiting the speed of motor vehicles of the Navy, Marine Corps and Coast Guard to 35 miles per hour has been rescinded by A1StaCon No. 63 dated 15 Sept 1945 in accordance with national policy. Operators are to observe the local speed laws outside of federal territory.

## Voting Information

Servicemen should apply for state absentee ballots at least 60 days before the date of an election, if at all possible, according to the Navy War Ballot Office. Purpose of the early application is to allow time for handling by mail and for checking by state officials.

Connecticut, Michigan, Ohio, Illinois, New Jersey, Pennsylvania, Massachusetts, New York and Virginia will hold elections at which servicemen will be permitted to vote by state absentee ballot during the period 1 Sept to 31 Dec 1945.

Inasmuch as full details on the elections and on the postcard application (USWBC Form 1) may be obtained from Voting Officers, interested personnel are advised not to write local election officials for information.

## Navy Reporter on New Twice a Week Schedule

The Navy Reporter, who went on the air only once a week prior to 15 August, now can be heard twice weekly in broadcasts beamed to all the areas of the world where naval personnel may be located.

Largely concerned at this time with matters affecting civil readjustment and demobilization, the 15-minute Navy Reporter program can be heard at the following Greenwich times from these stations:

TIME	STATION	KCS	BEAM
			Tues. & Thurs.
0115	KROJ	17760	SoWesPac, POA
0345	KWIX	11890	Honolulu
0515	KROJ	9897	Alaska, Aleutians
0515	KNBA	13050	SoWesPac, Philippines
0515	KNBI	15150	SoWesPac, Philippines
2245	KROJ	17770	Alaska, Aleutians, China
0345	KRHO	17800	Pac, China
			Tues. & Fri.
1015	WOOC	15190	England, Europe, Medit.
1015	WOOW	11870	England, Europe, Medit.
1015	WCBX	15270	England, Europe, Medit.
1015	WCBN	17830	England, Europe, Medit.
			Tues. & Sat.
1845	WOOC	15190	England, Europe, Medit.
1845	WOOW	11870	England, Europe, Medit.
1845	WCBX	15270	England, Europe, Medit.
2115	WOOC	15190	England, Europe, Medit.
2115	WOOW	11870	England, Europe, Medit.
2115	WCBN	11145	England, Europe, Medit.
1715	WLWL-1	17955	So. Atlantic, Africa
1715	WLWL-2	15230	" " "
2315	WLWL-1	11810	" " "
2315	WLWL-2	15230	" " "
1815	WBOS	15210	Greenland, Iceland, England
2215	WBOS	9897.5	Greenland, Iceland, England
			Wed. & Fri.
0945	KROJ	6105	SoPac, POA
0945	KWIX	7230	China, Japan
0945	KGEI	9550	SoWesPac, Philippines



TADCEN Topics (Camp Elliot)  
"Take three APC tablets and report back at 1300."



# INSURANCE: Here's Analysis of Options Available for Payments to Beneficiaries

ONE of the most valuable assets Navy men and women can take with them when they leave the service is their low-cost National Service Life Insurance. In last month's issue (p. 28), ALL HANDS told how you can arrange to keep this insurance, how you can convert it to permanent insurance when you are ready, and what are your various choices in type of insurance or method of conversion.

This month ALL HANDS takes up another phase of your insurance: the two optional methods provided by your policy for payment of proceeds to a beneficiary.

Although the policy originally provided for only one method of payment to a beneficiary, a new method of settlement called the Refund Life Income and known as Option 2 has been available to beneficiaries of National Service Life Insurance policies ever since Public Law 452 was enacted on 30 Sept 1944.

Here is how the two options compare.

Option 1 is a two-way proposition and works like this:

(a) If the first beneficiary is less than age 30 when a claim becomes payable, a monthly income of \$5.51 for each \$1,000 of insurance is paid for 20 years, or a total of \$1,332.40 for each \$1,000 of insurance. At the end of the 20th year this income stops.

(b) If the first beneficiary is age 30 or over when a claim becomes payable, a monthly income is paid for life with 10 years guaranteed. The exact amount of the monthly income is determined by the beneficiary's age at the death of the insured (see accompanying table). "Ten years guaranteed" means that if the first beneficiary does not live to receive at least 10 years' payments, the remaining unpaid payments will be made to the next beneficiary.

Option 2 provides two major elements:

First, Option 2 provides a monthly life income to any first beneficiary, the amount of each installment and the number of installments guaranteed being determined by the beneficiary's age at the insured's death (see accompanying table).

Second, it guarantees that if the first beneficiary dies before receiving all of the guaranteed installments, monthly payments in the same amount will continue (provided someone eligible to receive them is alive) until the full face amount of the policy has been paid out.

To help answer some of the questions you may have about these two options, the following question-and-answer analysis is presented:

**Can any policyholder elect Option 2?**

Yes. It applies to all National Service Life Insurance Policies in force.

**Does the beneficiary receive more under Option 2?**

Not necessarily. The amount of each individual monthly payment

under Option 1 for any given age under 30 is substantially greater and for ages 30 or over is somewhat greater. Therefore when the beneficiary 30 or over lives out a normal lifetime, the total amount paid under Option 1 will usually be more (see illustration at end of this article.)

**Under what circumstances might Option 2 be preferable?**

There are situations under which it would be more advantageous for a beneficiary to receive the policy proceeds under Option 2. For instance: If a first beneficiary were to die within 10 years of the insured, the income payments would continue until the full face amount of the policy had been paid out, with the next beneficiary receiving the balance. Or if your beneficiary were under 30, you might prefer to have her receive a life income under Option 2, even though at a somewhat smaller monthly income rate, rather than the guaranteed 240 monthly payments under Option 1. However, see next question.

**How can I tell which is best for me to elect?**

Usually you can't—at least not right now. To do this you would really need to know how much longer you are going to live, how long your first beneficiary will survive after your death and what will be your family's circumstances at that time. In other words, there are a lot of unknown and future factors that most of us can't gauge at the present. However, there are certain instances where specific

family situations seem to indicate even at the present time which is the best option. In any event, your best step is to talk it over with your Benefits and Insurance Officer and let him, on the basis of your own particular circumstances, give you the benefit of his experience and knowledge.

**But suppose I do elect the Refund Life Income, Option 2, right now?**

Then your beneficiary will have no choice. She will have to receive the income as specified under Option 2.

**Well, then, what is recommended?**

Speaking in general terms, it is usually best if you do not tie your beneficiary's hands at this time. If you make no choice right now, the first beneficiary will have the privilege of making the choice. But if you specifically choose Option 2 now, the beneficiary will have to take it, even though at the time of your death Option 1 might be more desirable.

**Can the beneficiary always choose Option 2?**

Yes. When no previous choice of Option 2 has been made by the insured, the Veterans Administration explains both options to the beneficiary, thus providing a fair chance to decide which option best suits the situation at the time of your death. (Veterans Administration Insurance form 1501—Election of Mode of Payment by Beneficiary of National Service Life Insurance.)

**If I decide to choose Option 2 at present what form do I use?**

See your Benefits and Insurance Officer. He has a supply of the Veterans Administration form for that purpose. (Veterans Administration Insurance form 1616—Election of Option by Insured.)

**May I use this same form to change my beneficiary on my National Service Life Insurance?**

No. If a change of beneficiary is also desired you should use Veterans Administration Insurance form 336—"Change of Beneficiary." Your Benefits and Insurance Officer has a supply.

**Can I elect Option 2 now for a certain beneficiary but provide that if this beneficiary is not living at my death, the surviving eligible beneficiary could then have a choice of options?**

Yes. Veterans Administration Insurance form 1616 specifically provides for such a situation.

**If I have already notified the Veterans Administration that I want Option 2 to apply can I change back so that the choice will be given to my beneficiary?**

Yes, you can. But the notice of revocation of Option 2 must be sent over your signature to the Veterans Administration during your lifetime.

**If the beneficiary chooses to receive the proceeds under Option 1, can she change over to Option 2 at a later date or vice versa?**

No. Once payments to a beneficiary have been started they must be continued under the plan elected. However, where none of the checks has been cashed or negotiated it is generally not considered that payments

**PAYMENTS TO BENEFICIARIES UNDER OPTIONS 1 AND 2**

Showing amount of each monthly installment per \$1,000 insurance payable to original beneficiary, and number of guaranteed monthly installments.

Option 1—Beneficiaries 30 or over; payable for life of first beneficiary.

Option 2—Payable for life of first beneficiary or for number of installments shown below.

Age of beneficiary at date of death of insured	Option 1		Option 2	
	Amount of installment	Number guaranteed	Amount of installment	Number guaranteed
10	\$5.51*	240	\$3.29**	304
15	*	240	3.38	296
20	*	240	3.48	288
25	*	240	3.62	277
30	3.97	120	3.78	265
35	4.20	120	3.99	251
40	4.50	120	4.26	235
45	4.89	120	4.60	218
50	5.39	120	5.04	199
55	6.03	120	5.60	179
60	6.81	120	6.34	158
65	7.67	120	7.32	137
70	8.51	120	***	
75	9.18	120		
80	9.55	120		
85	9.61	120		

\* For beneficiaries under 30, payment under Option 1 is always at the rate of \$5.51 per \$1,000.

\*\* For age 10 and under, same monthly installment is paid.

\*\*\* If beneficiary is 69 or over, settlement must be made under Option 1.

have started and a change could be made in that event, if desired.

Now let's get down to cases. Here is some practical arithmetic to illustrate what has been said above, based on a \$10,000 policy.

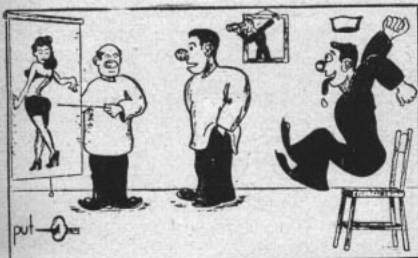
A widow age 30, at the insured's death, would receive *under Option 1* a monthly income of \$39.70 on \$10,000 face amount of insurance, guaranteed for 10 years certain and for her life. If she lives out a normal life expectancy of 35.33 years or to age 65.33, according to the American Experience Table of Mortality, she would receive 423 monthly payments totaling \$16,793.10.

*Under Option 2*, the Refund Life Income, the same widow in her lifetime would receive a monthly income of \$37.80 and the total paid would be \$15,989.40.

On the other hand, *under Option 1*, if the widow should not survive the insured by at least 10 years, the guaranteed payments to her and any secondary beneficiaries would amount to \$4,764.00 (120 months at \$39.70). Under *Option 2*, however, payments of \$37.80 would be continued after her death to a secondary beneficiary or beneficiaries until \$10,000 had been paid. Of course in each of these last two instances it would be necessary for the widow to be survived by some other eligible beneficiary if any payments were to be continued after her death.

While these two illustrations are based on a theoretical situation where payments are made for the exact average life expectancy of a beneficiary age 30, it should be borne in mind that a "life income" is paid throughout an entire lifetime and does not stop when "mathematical" life expectancy has been reached. In the final analysis this is one of the most important points . . . *life income*. In most instances it is more important that the beneficiary be guaranteed a definite income for life than to theorize on possible benefits to be paid to first beneficiaries and contingent beneficiaries which depend on unpredictable future events.

An interesting sidelight on this point is the fact that life insurance company statistics reveal that annuitants (i.e. persons receiving life incomes) are more likely to live a few years longer than persons without such guaranteed life incomes. The reason is of course that longevity is promoted by freedom from worry and fear over loss of income in old age.



Spindrift (USN Pre-Flight School, Iowa City)  
"Yeah, Doctor, your new system is fine for their eyes, but what about their blood pressure?"

## Industrial Engineering Short Course Planned

A short course in industrial engineering and management engineering is to be given at the Naval Air Station, Alameda, Calif., starting about 1 Dec 1945. A small number of officers who have had considerable experience in this field in private industry, whether in aeronautical or other manufacturing lines, are to be trained for staff assignments to the A&R officer at major air stations.

Officers interested in making application for the course, announced by Alnav 265-45 (NDB, 15 Sept, 45-1182), should address their requests, via official channels, to the Chief of Naval Personnel (Att: MA 203), stating briefly their pertinent civilian and naval experience and approximately how long they are willing to remain on active duty.

The course is to cover the following subjects:

- Increasing the utilization of manpower and facilities, including work simplification, method improvement, plant layout, production control, setting time standards, etc.
- Clarifying and improving policies, organizational structure and administrative procedures involved in meeting schedules with minimum cost.
- Establishing control statistics to show management how well these goals are being attained.

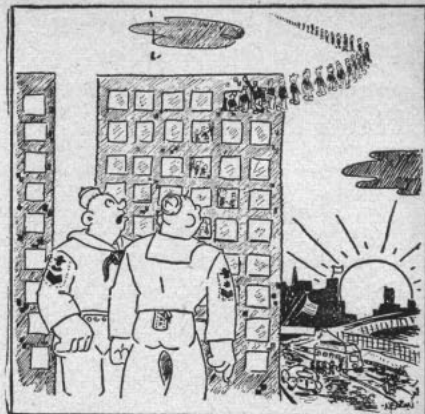
## Travel Rules Relaxed For Naval Service Teams

Naval service teams are permitted to travel outside their own National Collegiate Athletic Association district and participate in certain benefit contests by provisions of a new directive issued 7 September by SecNav. The new regulations also permit naval teams and individuals to participate in any event sponsored by the Amateur Athletic Union or any other recognized amateur organization.

Navy team participation in benefit contests is limited to those sponsored by the American Red Cross, a Community War Fund, the Army Relief, the Navy Relief, and the National Infantile Paralysis Foundation as part of their annual fund-raising drives. Net profits are to be turned over to the sponsoring organization. Games or contests staged as part of government bond drives also are authorized.

Teams are not permitted to be absent from their stations over 48 hours, but may travel anywhere, including travel by air, within that time limit. When individuals are on authorized leave, the 48-hour restriction does not apply and participation is permitted anywhere in the country. Commanding officers, however, have been instructed that no special consideration is to be given leave requests on that basis.

The new directive applies to all Navy, Marine Corps, and Coast Guard personnel within the continental United States.



Anchor (NavRecSta, Boston)  
"The chow line is unusually long this morning!"

## Postpone Naming Winners In Navy Show Contest

Announcement of the winners of the Navy Show Contest sponsored by the War Writers Board has been postponed until 15 November, 1945 because the unexpectedly heavy number of entries—1,332 in all—included 795 from men overseas, necessitating a delay in the judging. Original announcement date was to have been 15 October, 1945.

Forty-one prizes totaling \$2,700 in War Bonds will be awarded by judges Paul Gallico, Max Gordon, John Mason Brown, Russel Crouse, Frederic March, George S. Kaufman, Hobe Morrison, Oscar Hammerstein II, and Richard Rodgers.

Announcement of winners, when made, will be by direct notification, AFRS, ALL HANDS and the *SEA Clipper*.

## Jobs in Weather Bureau Open to Navy Personnel

The Weather Bureau announces it has jobs open for meteorologists, particularly those with reemployment rights, and other personnel who are interested in careers in the Weather Bureau. Those interested are urged to file their applications for appointment as soon as possible.

Many vacancies will exist in the near future, with salaries ranging from \$2,500 to \$5,000 or higher. In some instances it may be possible to hold positions open for those with high priority employment rights if release from the service is probable within a few months.

Applications may be sent to the placement service of the American Meteorological Society, Milton 86, Mass., or directly to the Civil Service Commission or the Weather Bureau, both Washington 25, D. C., on Civil Service Form 57 obtainable at all field headquarters of Civil Service or from the organizations mentioned above.

Applicants should include with their applications full particulars of professional experience, scientific training or other pertinent qualifications, together with preference as to location and type of duty and prospective date of availability.



## Drop 19 SR Ratings; Men To Shift to Other SR or General Service Ratings

Nineteen ship-repair categories have been abolished and men now holding these ratings and skill designations will change to general-service ratings or one of the remaining ship-repair ratings, as announced in BuPers Circ. Ltr. 254-45 (NDB, 31 Aug, 45-1084).

Future limits on the authorized enlisted personnel strength of the Navy will not permit the retention of many of the highly specialized rating groups in the Navy's present enlisted rating structure. A majority of ship-repair personnel, it is believed, will be able to qualify for general-service ratings which have a wider scope of assigned duties.

Accordingly the following ship-repair categories have been abolished:

- Carpenter's Mate (SR) (Carpenter)
- Carpenter's Mate (SR) (Caulker-Boat)
- Carpenter's Mate (SR) (Cement worker)
- Carpenter's Mate (SR) (Shipwright)
- Gunner's Mate (SR) (Powderman)
- Machinist's Mate (SR) (Engine operator)
- Machinist's Mate (SR) (Inside machinist)
- Machinist's Mate (SR) (Instrument maker)
- Metalsmith (SR) (Forger)
- Molder (SR) (Cupola tender)
- Molder (SR) (Foundryman)
- Molder (SR) (Molder)
- Patternmaker (SR) (Patternmaker)
- Radio technician (SR) (Radio engineer)
- Shipfitter (SR) (Diver)
- Shipfitter (SR) (Chipper and caulker)
- Shipfitter (SR) (Reamer)
- Shipfitter (SR) (Riveter)
- Shipfitter (SR) (Steelworker)

The remaining authorized ship-repair ratings and skill designations are as follows:

- Boatswain's Mate (SR) (Canvasser)
- Boatswain's Mate (SR) (Crane operator)
- Boatswain's Mate (SR) (Rigger)
- Boilermaker (SR)
- Carpenter's Mate (SR) (Boatbuilder-wood)
- Carpenter's Mate (SR) (Joiner)
- Electrician's Mate (SR) (General electrician)
- Electrician's Mate (SR) (I. C. repairman)
- Electrician's Mate (SR) (Shop electrician)
- Machinist's Mate (SR) (Outside machinist)
- Metalsmith (SR) (Blacksmith)
- Metalsmith (SR) (Coppersmith)
- Metalsmith (SR) (Sheet-metal worker)
- Motor machinist's Mate (SR) (Diesel engine mechanic)
- Motor machinist's Mate (SR) (Gasoline engine mechanic)
- Shipfitter (SR) (Pipe fitter & plumber)
- Shipfitter (SR) (Shipfitter)
- Shipfitter (SR) (Welder)

Revised qualifications for ship-repair ratings and skill designations

have been published in Change No. 7 of BuPers Manual. It is expected that further modifications of the ship-repair rating structure will be made in the future.

Personnel serving in the following ratings and skill designations are to be changed to general-service ratings only, as indicated:

	From	To
Machinist's Mate (SR) (Inside machinist)	Machinist's Mate (SR) (Inside machinist)	Machinist's Mate S.
Machinist's Mate (SR) (Instrument maker)	Machinist's Mate (SR) (Instrument maker)	Special artificer I.
Molder (SR) (Molder)	Molder (SR) (Molder)	Molder
Molder (SR) (Foundryman)	Molder (SR) (Foundryman)	Molder
Molder (SR) (Cupola tender)	Molder (SR) (Cupola tender)	Molder
Patternmaker (SR) (Patternmaker)	Patternmaker (SR) (Patternmaker)	Patternmaker
Radio technician (SR) (Radio engineer)	Radio technician (SR) (Radio engineer)	Radio technician

Enlisted personnel will be allowed three months to qualify for the change of rating or classification. Change of rating effected will be to other rates of equal pay grade only.

COs are authorized to make the changes without prior approval from BuPers and without regard to vacancies in allowance, provided the men concerned are in all respects qualified to perform the duties of the rate in general service.

To provide for orderly and expeditious demobilization of SR personnel eligible for discharge, COs have been directed to change ratings and skill designations of such personnel, who are now in ratings that have been abolished, prior to their transfer for separation from the service.

## Qualified Personnel May Submit Applications Now For Pre-Flight School

The third increment of the Naval Aviation Preparatory Program has been authorized to convene on or about 1 March 1946 under procedures outlined in BuPers Circ Ltr 267-45. Naval personnel may submit applications now for assignment to the program.

It is now intended that prior to their transfer to U. S. Navy Pre-Flight Schools, men selected will be assigned to college training on or about 1 March 1946 for one to four academic terms depending on each student's prior college studies, if any. The program is the only one under which general service enlisted men on active duty in the naval service (other than officer candidates) may currently apply for flight training.

Qualified enlisted personnel on active duty in the regular Navy and the Naval Reserve are eligible to apply. Applicants must meet requirements as defined in BuPers Circ Ltr 276-45 and should submit applications as soon as possible. Such requests must be submitted to the CO prior to 1 Jan 1946. Final selections of successful candidates are expected to be made by BuPers on or before 10 Feb 1946.

Each man selected for the program will be transferred to the rate of AS, USN, or AS, V-5, USNR, as appropriate, and will retain such status until his transfer to the grade of Aviation Cadet, USNR, upon reporting to a USN Pre-Flight School.

## Travel Claims Require Three Copies of Orders

Officers forwarding their orders to BuPers in connection with travel claims are now required, under a change in procedure announced by BuPers Circ. Ltr. 253-45 (NDB, 31 Aug, 45-1083), to enclose the original and three copies of their orders with all endorsements. Unless the proper number of copies is submitted, settlement of the claim will be delayed.

FOR REPORTING SENIORS

## How Not to Write A Fitness Report

Are you "as friendly as a wet dog"? Can it be said of you, "A certain amount of languor sometimes attributed to Denizens of the Deep South prevents him from being a ball of fire"? Are you an "inexperienced, bewildered, but confident ensign"? Do you have an "acknowledged weakness for sleep" and are you "improving in not giving in to it"? Are you "extremely likeable, a good-humored ox, a fine shipmate, but lacking social grace and poise"? Do your "voice, manners and methods instill nothing but sleep"? Can it be said of you, "He defrauds the government every time he draws his pay"?

These remarks have appeared on reports of fitness received in BuPers. Amusing as they may be, they fall far short of providing a clear picture of the subject officers' over-all efficiency in performance of naval duty. Result: the report has to be made again.

The officer who was likened to a wet dog requested and obtained a hearing on his fitness.

In another recent incident, the reporting senior submitted semi-annual reports on 10 ensigns, each graded nearly identically in the middle 40% column and each given the blanket appraisal, "Slow progress." Unable to act upon such patently stereotyped reports, BuPers had to return the 10 reports to the next senior in the chain of command with a request for official action in getting better reports. Result: Needless correspondence and repetition of work, embarrassment to the reporting senior, and delay in completion of the records of the officers reported upon.

Fitness reports are used by the Bureau as guides in determining each officer's suitability and capability for future billets. The reporting senior who gives careful and separate consideration to each junior's qualifications and then voices his comments in dignified, simple, concise, and accurate language makes it possible for BuPers to judge each officer quickly and fairly. Result: the right man in the right billet and justice in promotions.



Oak Leaf (NavHosp, Oakland)

"The buttons are just tradition; it seems that Lord Nelson had 13 weeks of Boot Camp."

## War Orphans Are Awarded Scholarships to College

More than 30 orphans of servicemen have received \$500 college scholarships from a recently formed organization, War Orphans Scholarships, Inc., and 27 already are attending school as a result of the awards.

So far all scholarships have been awarded to orphans of men killed in action or who died as a result of wounds received in battle. When sufficient funds are available, the organization's directors expect to extend the benefits to orphans of all servicemen whose deaths are service-connected. Orphans of women in the armed services are also eligible but no such scholarships have yet been awarded.

The Veterans Administration furnishes War Orphans Scholarships with a record of the deaths of servicemen with one or more children 16 years or older. The organization then gets in touch with the mother (or guardian) of the eligible child and, if the child wishes to attend a college or vocational school and if the case is a deserving one, awards a scholarship. Children under 16 at the time of the serviceman's death become eligible when they reach that age.

All donations to War Orphans Scholarships, Inc., apply toward scholarships without deductions of any sort. None of the officers or directors of the corporation receives compensation for his services and they pay from their own pockets whatever personal expenses they incur in serving the corporation. Expenses of the organization are paid by the American Contract Bridge League, an association of bridge players. The money formerly spent on prizes for the tournaments in which the players participate now goes to War Orphans Scholarships and prizes are no longer awarded.

When a scholarship is awarded, the money is sent to the college or vocational school which the beneficiary will attend. The officers of the college then issue the money as needed for the school expenses and living expenses of the student. Many colleges have agreed to make further concessions in tuition when the student is a recipient of a War Orphans Scholarship.

The organization's directors consider it desirable for servicemen and their

wives to know about War Orphan Scholarships so that applications for scholarships may be made if, by accident, the directors fail to notify the surviving parent of the orphan. Address of the organization is Room 219A, Veterans Administration Building, Vermont and H St., NW, Washington 25, D. C.

## Civilian Campaign Ribbon Approved by President

Award of campaign ribbons to deserving civilians in the war areas who have made an outstanding contribution to victory has been approved by President Truman.

Those eligible are war correspondents, Red Cross workers and other civilians who have served long and arduous duty under difficult and hazardous conditions and whose presence has contributed to the effectiveness of our forces and the welfare of personnel.

Individuals, but not groups or categories, are eligible for the award upon recommendation of Fleet type and task force commanders. Recommendations, in sufficient detail to assure that each award is fully warranted, may be submitted to Fleet Admiral Chester W. Nimitz, USN, who must personally approve all awards for the Pacific area.

Retroactive cases for other areas may be submitted to SecNav via official channels.

## Personnel Cautioned Not To Transport Explosives

Discovery of a live 20-mm. shell in the baggage of a patient traveling by rail across the continent has prompted Navy officials to issue new warnings against the transportation of explosives on public carriers as personal property.

In order to insure public safety and protect public property, all naval personnel are cautioned not to pack or carry explosives of any kind. COs have been asked to take whatever action may be required to insure full compliance with this directive, BuPers Circ. Ltr. 257-45 (NDB 15 Sept, 45-1200).

## Recruiting Duty in U. S. Open to Qualified USNs

Requests for transfer to Navy recruiting duty within the continental U. S. may now be submitted to BuPers by qualified enlisted personnel of the regular Navy, according to BuPers Circ. Ltr. 246-45 (NDB, 31 Aug, 45-1077).

Applicants will be placed on a waiting list for transfer to such recruiting duty as vacancies occur. CPOs and PO1c, exclusive of aviation, radio, bandsmen or buglemaster ratings, may apply.

Commanding officers will examine the fitness of applicants, basing their endorsements upon the man's education, personality, poise and ability as a correspondent, as outlined in BuPers Manual, Art. D-7025.

## Men Returning Stateside Advised to Urge Families Not to Try to Meet Them

Men scheduled soon to return stateside will have family reunions a lot sooner if they write their relatives to remain at home.

Here's why:

- Personnel cannot be certain at what point they will disembark; it may be a west coast port, an east coast or a gulf port. Destinations may be altered even while the ship is en route home.
- Returning veterans will be shipped to a Separation Center immediately or at the most within 48 hours of debarking.
- Dischargees won't know definitely at what Separation Center they will be processed until they get there.
- Time spent at Separation Centers will be short—a matter of two or three days—and will be completely filled with details of processing.
- Transportation facilities to and from ports and to and from Separation Centers are crowded to capacity; any unnecessary traveling by relatives merely threatens to slow up transportation of servicemen.
- Reports indicate that civilian living facilities at ports and Separation Centers are already filled to capacity, which means great discomfort and inconvenience to the families making such a trip.

In view of these facts, returning personnel stand a better chance of seeing their relatives sooner, in a happier frame of mind, and without all the unnecessary expense of a useless trip, if the reunions are planned to be held at home.

## Use of Labels Suggested In Mailing Souvenirs

As a result of reports from Navy and Marine Corps personnel that souvenirs mailed by them containing shells, grenades and revolvers were being intercepted and destroyed before it was ascertained that explosives had been removed, the Chief of Naval Operations has suggested that endorsements, by gummed label or otherwise, be placed on all such parcels, indicating that explosives have been removed. The endorsements may be placed on the parcels by the men themselves.

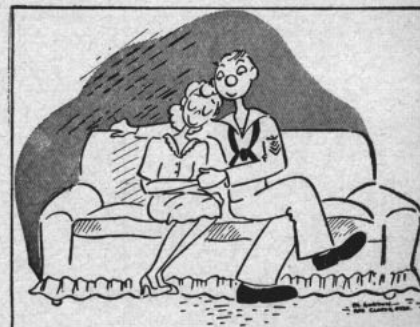
Such an endorsement would help to insure the delivery of the package to the addressee without interception by either customs or postal officials.

### ODDITIES

#### Piping All (Cow) Hands

You've probably read that Navy men at Guam get fresh milk from their own herd. The cows, not naturally found in the Marianas, were shipped there from the States. But they might not have reached there had it not been for the ability of BuPers to fill a strange request.

The cows, it seems, had to be kept happy en route from this country to the Marianas in a cattle boat. BuPers supplied 20 men, each of whom was capable of milking 30 cows daily, and now the Marianas boys get their cow juice.



The Duster (NAS, Clinton, Okla.)  
"Gosh, I wish you were my little 10 points!"



# MONTH'S ALNAVS IN BRIEF

No. 211—Concerns administrative changes in NavPers form 353 (roster of officers).

No. 212—Directs all ships and stations to return via airmail to BuPers original BuPers orders, with endorsement, for officers being detached or released to inactive duty.

No. 213—Reduces to 44 the points required by naval aviators under demobilization plan and invites reserves to apply for regular Navy, for which estimated 20% of present reserve aviators needed.

No. 214—Invites reserves and temporary officers, line and staff corps, to apply for appointment in Supply Corps, USN.

No. 215—States that all applications for following programs not acted upon are disapproved: naval aviation observer (navigation), night torpedo radar-navigator, return to flight training of deselected flight students, reserve midshipman training, Wave officer candidates, and medical, dental and theological training in V-12.

No. 216—Concerns administrative changes in NavPers form 625 (report of enlisted personnel).

No. 217—Concerns payment of certain allowances.

No. 218—States effective 27 August no Bond A quarter allotments to be registered by disbursing officers until further notice.

No. 219—States that COs to make entry in officer's qualification record jacket on officer's eligibility for promotion if being detached.

No. 220—States that legislation as covered in BuPers Circ. Ltr. 21-44 (NDB, Jan-June, 44-114) continues in effect allowing transfer of AVN, A1 and A2 officers and NROTC graduates to regular Navy.

No. 221—Requests applications, to reach BuPers by 15 October, from USN officers who have completed post-graduate course in mechanical, electrical, Diesel, metallurgical, petroleum, electronics and radio engineering, to request designation as Engineering Duty Only officers, and states officers of 1930 class and junior particularly desired.

No. 222—Amends point system announced in Alnav 196-45 (NDB, 15 Aug, 45-970). See p. 66.

No. 223—Deals with Navy material distribution policy.

No. 224—Directs disbursing officers to bring pay records up to date and outlines procedure for paying personnel to be released under demobilization plan.

No. 225—Announces discontinuance of extra war risk rate by Navy Mutual Aid Association.

No. 226—Announces amendment by President on 1 Sept 1945 of restrictive clause of all presently effective spot appointments and reappointments, other than to flag rank, to provide (if they do not already) that appointee is to revert to his permanent rank or rating effective upon date he reports for permanent duty other than duty mentioned in said restrictive clause or the date he is released from active duty, whichever is earlier.

No. 227—Places in abeyance provisions of BuPers Circ. Ltr. 366-44 (NDB, July-Dec, 44-1397) which requests suggestions concerning personnel accounting and practices. (Note: This does not conflict with the Navy Department's Beneficial Suggestion Program covered by NCPI 25 for which civilian and military personnel may submit suggestions.)

No. 228—Announces additional commands authorized to issue orders releasing officers to inactive duty under demobilization plan.

No. 229—Amends BuPers Circ. Ltr. 224-45 (NDB, 31 July, 45-911) on re-enlistment or enlistment in USN. See p. 69.

No. 230—Directs COs of vessels to inventory all spare parts and title B equipment.

No. 231—Directs all ship and shore activities outside Pacific theatre of operations to transfer all stocks of serum albumin MD Supply Catalogue No. SI-1945 to NMSD, Oakland or NMSD, Brooklyn immediately, as use of serum albumin restricted to Pacific theatre.

No. 232—Cancels Alnav 74-45 (NDB, 30 April, 45-410) which requested applications for photographic interpretation course.

No. 233—Deals with transfer of reserve medical officers to regular Navy. See p. 73.

No. 234—Supplements Alnav 196-45 (NDB, 15 Aug, 45-970) on demobilization plan. See p. 66.

No. 235—States that all aeronautical activities are requested to insure return by naval aviators, aircrewmen, aviation pilots, technical observers, aerial navigators and flight surgeons of personal issue flight clothing and equipment in advance of being ordered to separation centers for discharge.

No. 236—Modifies Alnav 29-42 (NDB, cum. ed. 1943, 42-2013) on wearing of civilian clothes.

No. 237—Announces appointment to next higher rank for temporary service, to rank from 1 Sept 1945, of those lieutenants (junior grade) and ensigns, line and staff corps, on active list of regular Navy whose date of rank is between 2-15 Mar 1944, inclusive, and those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women's Reserve whose date of commencement

of continuous active duty in their respective rank is within the same period.

No. 238—Announces appointment to chief warrant rank for temporary service, to rank from 1 Sept 1945, of those warrant officers on active list of regular Navy whose dates of rank are within the period 2-15 Mar 1944, inclusive, and those warrant officers of Naval Reserve whose dates of commencement of continuous active duty are within the same period.

No. 239—Deals with salvage and care of trophies and relics of historical interest.

No. 240—Cancels Alnav 236-45, abcv.

No. 241—Announces appointment to next higher rank for temporary service, to rank from 1 Sept 1945, of regular and reserve Navy Nurse Corps lieutenants (junior grade) who reported for continuous active duty as ensigns on 28 Feb 1943 or earlier.

No. 242—Contains request from Secretary of Treasury that naval personnel continue purchase of savings bonds through Payroll Savings Plan and by allotments and states that \$1,400,000,000 was invested to 1 Sept.

No. 243—Amends Alnav 196-45 (NDB, 15 Aug, 45-970) on demobilization plan. See p. 66.

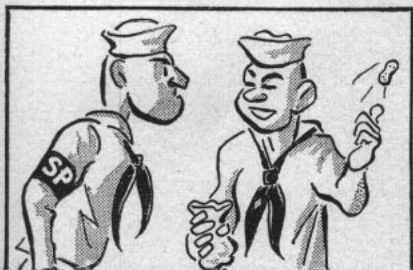
No. 244—Announces Navy policy to terminate immediately all lend-lease financed from Navy appropriations, and lists details and procedures.

No. 245—States that naval reserve officers who, while on active duty, held a temporary rank, including spot appointment, may, when in inactive duty status, bear official title of highest rank held on active duty and wear uniform of such rank when wearing of a uniform is appropriate, until temporary appointments are no longer permitted by law, at or before which time further instructions are to be promulgated.

No. 246—Deals with demobilization policy. See p. 66.

No. 247—States that Treasury Department to conduct victory war loan drive from 29 Oct to 9 Dec, and directs that naval activities grant requests for personnel and material for use in drive wherever practicable unless such action would impede the demobilization program.

No. 248—States that "Passed by Naval Censor" stamps are to be held



Stand-By (NDB, Terminal Is., Calif.)

"I know it's against regulations to hitch hike, but there's no rule against flipping peanut shells over my shoulder!"

## PROMOTIONS BY ALNAV

A total of 3,384 officers were made eligible for promotion to next higher rank by Alnavs 237, 238 and 241, briefed on this page. The breakdown:

*Naval Reserve* (including Women's Reserve): 471 to lieutenant; 871 to lieutenant (junior grade) and 121 to commissioned warrant officer.

*Regular Navy*: 229 to lieutenant, 204 to lieutenant (junior grade) and 470 to commissioned warrant officer.

*Nurse Corps* (Naval Reserve): 604 to lieutenant; (Regular Navy): 414 to lieutenant.

30 days and then destroyed, with no report necessary.

No. 249—Directs all Navy and Coast Guard vessels, Armed Guard details, Navy and Coast Guard shore stations and establishments (including area ammunition dumps), and all Marine Corps shore stations and organizations having on hand ammunition property of Navy to submit as of 29 Sept 1945 a complete inventory of ammunition, explosives and accessory items.

No. 250—States some items of wearing apparel difficult to get in civilian market and suggests that persons being discharged procure reasonable quantity of underwear, work clothing, handkerchiefs, shoes, and other items obtainable in small stores and which may be worn as civilian clothing.

No. 251—States that NavAcadPrep-Scol, Bainbridge, Md. exempted from prohibition of enlisted reservists and inductees attending certain schools, and that enlisted Navy, Coast Guard and Marine Corps reservists and inductees on congressional appointments, competing for presidential or SecNav appointments or selected under Navy competitive quota are eligible for transfer to this school under existing instructions.

No. 252—Cancels Alnavs 196, 200, 205, 210, 213 and 222-45 on demobilization plan, and gives current rules for release under point system. See p. 66.

No. 253—States that enlisted personnel of Naval Reserve eligible for discharge or release from active duty who have household effects to be transferred under BuSandA Manual, Section 18-7, are to have prepared for

them by authority directing transfer for discharge or release to inactive duty individual orders in accordance with BuPers Manual, Art. D-7001-7, containing statement: "Upon discharge from the service or release from active duty (as the case may be) you will, when directed by the Commanding Officer of the Separation Center, proceed home". Home of record defined in BuSandA Manual, Art. 1870 (3C).

No. 254—States that officers issued orders in connection with release from active duty are not entitled to advance pay provided by Navy Regs, Art. 1802 and that aviators being separated are not to be assigned duty involving flying enroute to or at separation activities.

No. 255—Concerns period of duty for aviation cadets. See p. 73.

No. 256—Concerns accumulated leave for officers requesting retention on active duty for purposes of transferring to regular Navy.

No. 257—Concerns maintaining security by personnel separated from service. See p. 69.

No. 258—Cancels applications submitted under MarCorps Ltrs. of Inst. Nos. 810, 860 and Alnav 105-45 (NDB, 31 May, 45-539) dealing with flight training and states Marine Corps personnel being held pending assignment are released for other duties. New instructions for applications for flight training will be issued.

No. 259—Deals with procedure for accounting and shipping of material and services.

No. 260—Changes Navy Regs, Art. 2040 dealing with handling of publica-

tions by vessels and shore stations being placed out of commission, out of commission in reserve or out of service in reserve.

No. 261—States that men being discharged should be urged to enlist or reenlist in USN, and that to maintain continuous active service, present permanent rating and entitlement to reenlistment allowance they must enlist or reenlist within three months of date of discharge.

No. 262—Directs civil readjustment officers to provide personnel being separated from service with information on veterans rights and benefits.

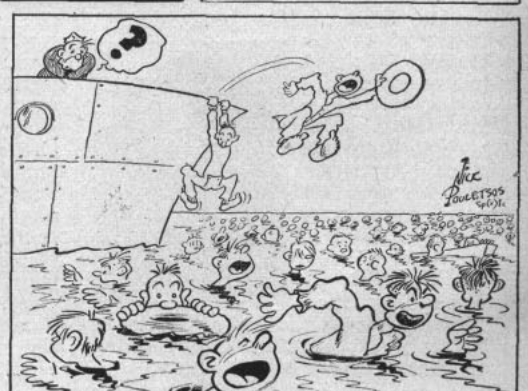
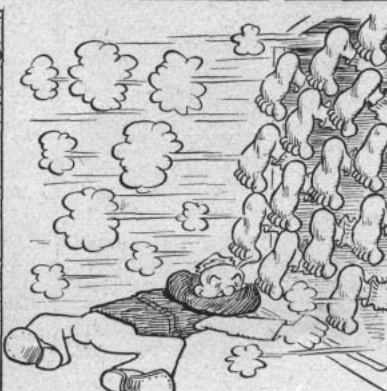
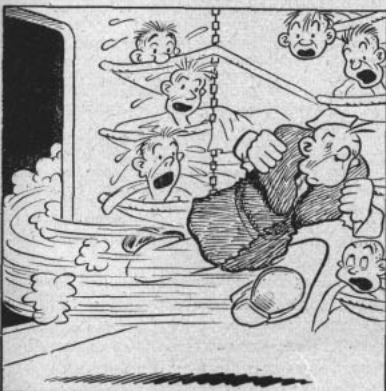
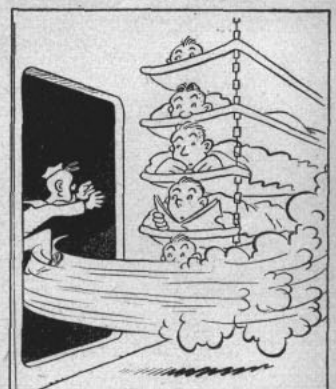
No. 263—Gives civil readjustment information and describes steps in the separation process.

No. 264—Directs that all personnel who have received decorations from foreign government, and who have not reported them to BuPers (except those who received their awards from BuPers), to make report without delay giving: name of award, degree if any, country making award and approximate date of presentation.

No. 265—Announces course in industrial engineering and management engineering. See p. 75.

No. 266—Discontinues immediately class four commercial air priorities; class one, two and three air priorities on commercial domestic lines on 15 Sept; class "P" priorities on 15 Oct; states that class one, two, three and four priorities on KLM, Royal Dutch Airlines, Express Aero Inter-Americano and Pan American south from US to Central and South America and north from US to Alaska discontinued on 15 Sept.

## ALL THUMBS



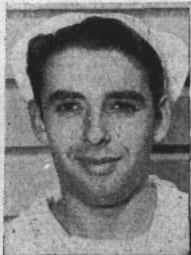
## THINK OR SWIM



# FANTAIL FORUM

**QUESTION:** If a plane were attacking a ship, which would you rather be aboard, the plane that's attacking or the ship being attacked?

**Franklin W. Liberto, RM2c, Baltimore, Md.:** "I'd sooner be on the ship that's being attacked. You've got far more firepower on your side. The plane really doesn't stand much of a chance. I saw too many of 'em knocked down. And that's another thing: When the ship's



gunners hit a plane, it's usually curtains for the plane; but when the plane's gunners hit the ship it doesn't necessarily mean the end of the ship nor the finish of anybody aboard it."

**Eugene J. Holm, GM2c, Tracy, Minn.:** "Do you mean ONE plane

against ONE ship? Mac, I wouldn't give a nickel for a plane's chances against one of our ships. We've got the best dam' equipment and the best dam' gunners in the whole world. 'Course, if a whole flock of planes concentrate on one lone ship, they can do some damage—maybe even sink her—but most of 'em will be shot down doing it . . . and shot down for keeps . . . while most of the fellows on the ship'll come out all right even if she goes down."



**Ellsworth E. Stephenson, GM1c, Portsmouth, Va.:** "Gimme the ship. Why? That's simple: a fellow can swim, but he can't fly. What I mean is that if the plane is shot out from under you, where the hell are you? But if the ship is shot out from under you, you still got the chance of swimming. Anyway, chances of the ship getting hit bad enough to sink her are very slight."



**Walter C. Kassow, FC2c, Sauk Rapids, Minn.:** "The plane doesn't have a ghost of a chance. If that fellow gets in our range, he's done for. Most ships have entirely too much firepower. The 20s and 40s and five-inchers put up a wall of steel and nothing can get through, except by luck. The ship has all the best of it because there's a whole lot more stuff going up than there is coming down."



**Randolph S. Gray, Y1c, Elkins, W. Va.:** "That's not an easy question to answer. Neither guy . . . the one in the plane or the one on the ship . . . has what you'd call a rosy future for the next few minutes, at least. If you're in the plane, you might give it to a lot of guys, and then



finally get it yourself; and, vice versa. Of course, when you come right down to it, I guess the plane doesn't stand a chance."

**George W. Smith, Cox., Cumberland, Md.:** "The ship . . . that's a cinch. With the equipment and the armor that our ships have today it's almost impossible for any one plane to damage a ship so badly that it can't stay afloat. Those kamikazers, of course, were an awful headache, but far more of 'em got shot down than ever hit our ships; and practically every one of the ships that got hit was still able to stay in the fight . . . only a few went down."



**Bill F. Robbins, GM2c, Cambridge, Md.:** "My answer's gonna be prejudiced. Can't you see . . . I'm a gunner on a ship and so what do you think my answer's gonna be? Naturally, I'm gonna pick the ship. I'm mighty proud of the record my gun crew piled up against planes. Personally, I don't



see how any plane ever got through the flak our ships pitch up there."

**Robert G. Worthington, AOM2c, Washington, D. C.:** "Perhaps at the

start of the war the plane had an edge. But American ingenuity really developed a terrific defense against air attacks as the war progressed and at the end enemy planes stood very little chance against our ship's gunners. Our equipment was almost incredibly accurate, our technique was smothering and our gunners were expertly trained and almost inhumanly cool under attack. I'd take the ship. You'd be safer in most cases."



# ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes 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 1941 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 intractivity 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.

ALL HANDS

ROLLIN' HOME





**A STRONG NAVY**

**GUARANTEES PEACE**

**NAVY DAY**  
**27 October 1945**

