

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

NOVEMBER 1945

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

PASS THIS COPY ALONG



HOME AHoy!



BIND UP THEIR WOUNDS

ALL HANDS

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NOVEMBER 1945

NAVPERS-O

NUMBER 344

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• FRONT COVER: Men and ships are headed for home as the Navy's demobilization program gets well under way. Here white uniformed sailors stand under the mighty guns of the USS Wisconsin homeward bound with units of the Third Fleet off San Francisco.

• AT LEFT: The work of the healers continues long after the shooting is over. Here hospital corpsmen are caring for the wounds of an Army private aboard the hospital ship USS Solace. This is one of the 100 best pictures of the war taken by Navy, Marine Corps and Coast Guard photographers and selected by Capt. Edward Steichen, USNR, Director of Combat Photography.

• INSIDE BACK COVER: Flying over a screen of clouds, more than 50 carrier based planes pass Mt. Fujiyama on one of the last bombing missions to Tokyo. This is another of the Navy's 100 best war pictures.

CREDITS: Front cover, photograph from Press Association, Inc.; at left and inside back cover, Official U. S. Navy photographs. On pp. 40-41, top, lower right, Press Association; lower left, Acme; lower center, Official U. S. Navy photograph.

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IT IS FOR 10 READERS

SHIPS IN MOTHBALLS

New Storage Methods Assure Long Life For Inactive Units of Peacetime Fleet

"SHIPS in mothballs"—a few months hence that will be our peacetime reserve fleet, preserved and stowed away for future use should the need ever again arise.

Instead of mothballs, however, the Navy is using more appropriate protectives such as "dehumidification," "rust preventive compound," "hot plastic paint" and "plastic stripable film."

Techniques for sealing up huge warships for a period of years against the ravages of moisture, rust and corrosion have been under development at the Philadelphia Navy Yard, one of the Navy's principal testing and experimental stations for the preservation process. These methods—now ready for mass application to ships returning from war and heading for inactive duty—are being taught as a two weeks' course at two special ship preservation schools at Philadelphia and San Diego.

Candidates for the reserve fleet

must pass a form of physical examination before undergoing the long careful process of preservation. Each unit will be studied carefully by a Board of Inspection and Survey to determine whether the ship is worth preserving for the reserve fleet, and then the Board will make recommendations to the Chief of Naval Operations for final action.

In a statement on 18 October 1945 before the Senate Naval Affairs Committee, Admiral Frederick J. Horne, USN, Vice Chief of Naval Operations, said that the schedule for laying up ships has been worked out to provide maximum speed compatible with our remaining commitments in the Pacific, the facilities for berthing our reserve fleet and those ships to be disposed of, the needs of the Naval Transportation Service, and the size and content of the postwar fleets.

Exclusive of the 1,670 fully commissioned ships and about 2,300 ships

in reduced commission in the postwar Navy, Admiral Horne said it was expected that about 687 ships will be decommissioned for disposal, and 194 placed in reserve by 31 Dec 1945. An additional 1,533 ships will be decommissioned for disposal and 700 placed in reserve between 31 Dec 1945 and 30 Mar 1946, and between 31 Mar and 30 June, 1,560 ships will be decommissioned and over 500 ships placed in reserve. The remainder of the schedule, he said, will see 1,604 ships decommissioned and 482 placed in reserve between 30 June 1946 and 1 Sept 1946.

The first major combatant ship to be placed in a preserved status is the light cruiser, USS *Brooklyn*, now undergoing the process at the Philadelphia Navy Yard. Built in the mid 1930s, the *Brooklyn* is middle-aged as cruiser design stands now, but her war record and sound construction make her well worth the effort it will take to prepare her for a reserve fleet berth.

Probably the first battleship to be placed in reserve will be the USS *California*. The general plan calls for excess submarines to go into reserve first, and several have arrived at Mare Island for processing. Older battleships and cruisers will be next on the list, followed by destroyer escorts and other small combat vessels. It is expected that at least one of each type of amphibious craft will be kept in reserve.

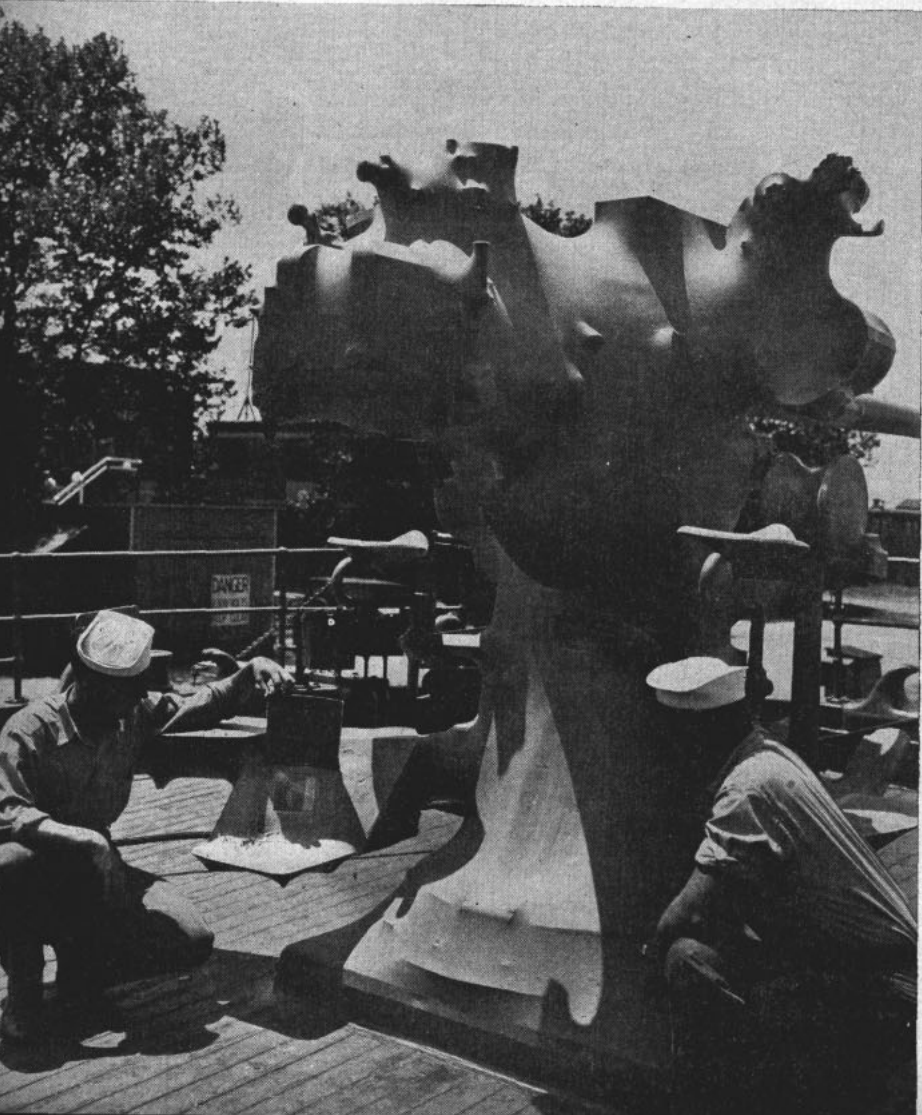
How the Process Works

The preservation process which the *Brooklyn* is undergoing now at the Philadelphia Yard will be carried out in a similar manner aboard all ships of the reserve fleet. To give an idea of what ships headed for the reserve fleet can expect, here is the way the new preservation process is being carried out on the *Brooklyn*.

Shortly after the *Brooklyn* put into the yard, as a preliminary step all perishable stores were removed, all other equipment checked over and restored, and the ship's table of allowances filled as completely as practicable, so that the ship will be ready for quick commissioning when needed. Then she was given a thorough cleaning to remove every vestige of dirt, rust and corrosion from metal surfaces.

In later steps, each compartment is made watertight, and leaks in hatches, doors and seams located by air tests to insure against admitting any water vapor after the compartment has been sealed. Everything in the compartment is left in its proper place except batteries (which deteriorate) and combustibles. All corrodible metal surfaces are next treated with a thin film of rust preventive compound. About 10 gallons of this wax-like compound at 75 cents per gallon will care for an average ship. The coating pre-

PRESERVED guns are rust-proofed and covered with watertight jackets.



vents oxidation but has no effect on readiness for operation of the machinery. Motors, pumps, and engines can be operated instantly without removing the film, unlike formerly used preventives which were cumbersome and time-consuming to remove. Finally all openings in the compartments—doors, vents and valves—are sealed tight and machinery which will dehumidify each compartment is put into operation.

Topside, all removable material such as 20-mm. and 40-mm. gun barrels, navigation equipment and rubber hoses, is taken below and stored in a dehumidified space. Topside equipment not removable such as guns, davits and directors, is first treated with a thin coat of rust preventive and then covered with an airtight casing. This casing may either be a metal cover which will be sealed to the deck, or it may be woven by means of a spray gun, which after five applications creates a moisture-vapor proof package. Finally aluminum paint is applied to eliminate breathing caused by temperature change.

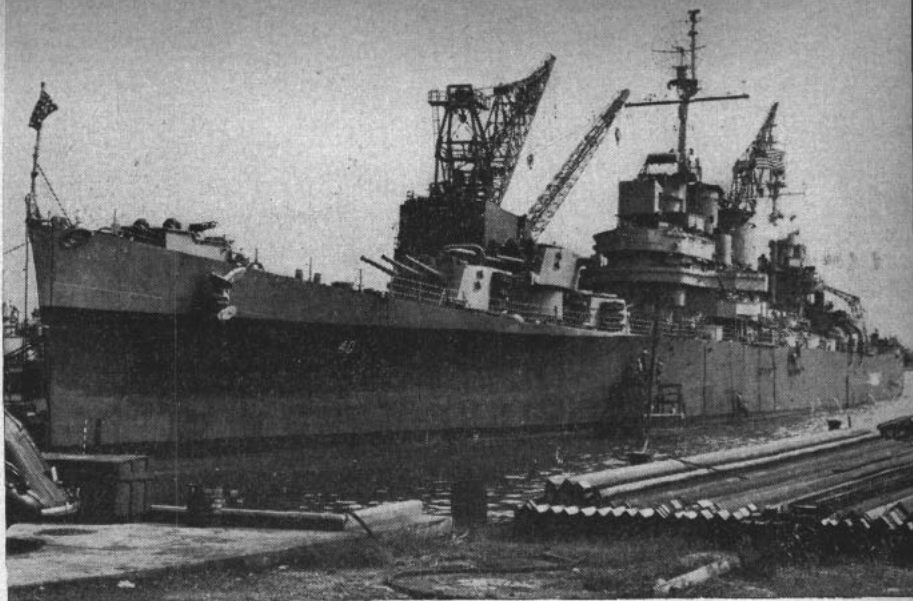
In order to protect the outer skin of the *Brooklyn* and other reserve fleet ships in berthing areas, a poisonous hot plastic paint is applied to the ship's hull, which will kill barnacles or any other life that attempts to cling to the ship's bottom. The new plastic paint will quadruple the time out of drydock for active fleet ships, and will protect the hulls of inactive ships for about five years in salt water, and for more than 15 years in fresh water. Liberal quantities of paint will be applied topside and the decks will be thoroughly scrubbed.

Controlling Humidity

Since humidity is one of the big factors in deterioration, dehumidification processes play a major role in ship preservation methods, and dehumidification machines are brought aboard and put into operation as soon as the preliminary work described above is completed. It has been found that on ships of steel construction all shipboard materials will keep indefinitely without deterioration or corrosion provided the humidity is not allowed to exceed 25 to 30 per cent. The standard for wooden vessels, established by tests at Philadelphia in Admiral Byrd's Antarctic ship, the *North Star*, is 45 to 50 per cent.

Two types of dehumidification processes, static and dynamic, will be used aboard the *Brooklyn* and her sister reserve ships. The static method of dehumidification involves the use of a desiccant, or drying agent, containing silica gel or activated alumina, which will remove moisture from the air. Portions of the *Brooklyn's* interior where there is no flow of air, such as voids and peak tanks, will be dehumidified by the static method.

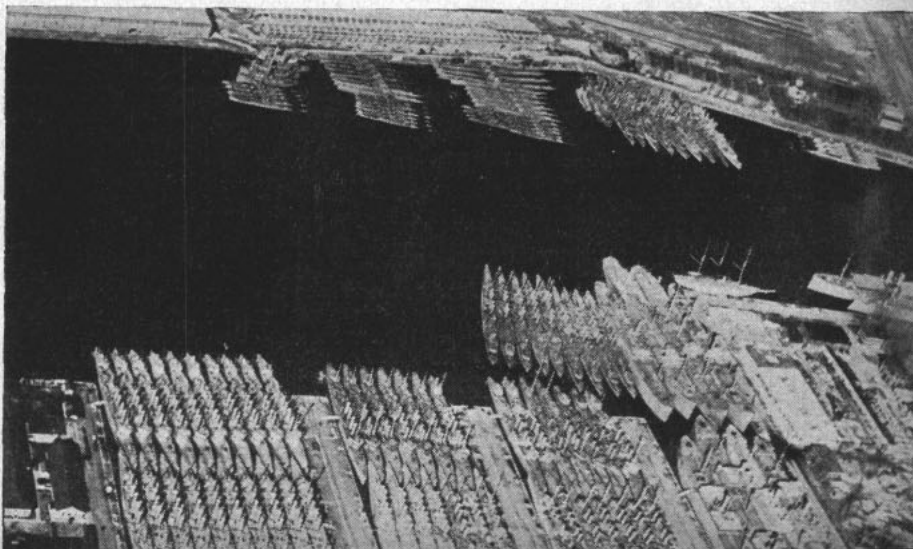
The dynamic method involves the use of a dehumidification machine in all compartments where air can be circulated by means of a machine. Humid air is sucked in through the machine, passed over silicate gel, and is blown out as dry air. This process continues to operate until the silica gel has absorbed all moisture within its capacity. Then the machinery reactivates the gel



FIRST CANDIDATE for preservation among major combatant vessels is the cruiser, USS *Brooklyn*, shown at her berth in the Philadelphia Navy Yard.



BONEYARD BOUND are these old warships. Newer surplus ships will be kept in reserve in berthing areas like that shown below from World War I.





PT POSTWAR HOME may be under a canvas cover, as shown above, or in a sealed wooden shed ashore. Vital parts will be given protective coatings.

by expelling the moisture through heating.

Practically the entire interior of the ship can be served by a single dehumidification machine, entirely automatic in its operation. These machines cost approximately \$1,500 and no more than six are needed for a large vessel. A soon as they are placed aboard, the crew connects them to the ship's ventilating or fire main systems. In effect, the machines cause the vessel to breathe, inhaling dry air into compartments and expelling moist air. The desiccant in the machine absorbs the moisture.

The material topside which has been treated with rust preventive and encased can be dehumidified either by the use of the static method, by placing a desiccant or drying agent inside the casing, or by the dynamic method by duct connection with the dehumidification machinery located below.

Humidstats in each of the ship's dehumidification zones will indicate the relative humidity of the compartments and set the machinery in motion when needed. In some instances it may require several weeks to bring the humidity down to the required level, owing to the large quantity of moisture which is commonly present in paint, cloth, seat cushions and like materials.

The process of getting a ship like the *Brooklyn* into complete preservation will probably take from six to eight months, but prospects are that the process will be speeded up when skills are further perfected. During the preservation process a full peacetime crew will be required aboard to handle the details of preservation which, in the case of the *Brooklyn*, means a complement of 39 officers and 677 enlisted men. Other ships will carry whatever their peacetime complement calls for. When the preservation is complete, crews will be reduced to skeleton size. In the case of the *Brooklyn* it will mean approximately five officers and 59 men.

Maintenance and inspection will be the regular daily routine for the skeleton crews aboard the reserve fleet ships. They will keep a close check on all humidstats and preservation machinery to see that they remain in efficient working order during the time the ship is sealed. All compartments will be inspected periodically to see whether the contents are being maintained in a perfect state of preservation. Barring failure of dehumidification equipment, a piece of polished brass, which in regular air would corrode over night, can be expected to maintain high gloss for 10 to 15 years.

Will Not Slow Demobilization

This preservation program for ships slated for the reserve fleet will not hamper the Navy's over-all demobilization plan. Vice Admiral Edward L. Cochrane, Chief of BuShips, whose job it will be to place the reserve fleet in preservation, is confident that the Bureau will be able to put more than 1,000 major ships and several thousand smaller vessel into a decommissioned reserve status without delaying demobilization. By slowing the pace and using smaller overhaul crews, including civilian navy yard workers, the program can go forward as planned without affecting the release of men from the Navy, Admiral Cochrane said.

The particular reserve classification of any vessel will determine the speed with which she will return to duty. Ships, classed "in commission in reserve" will be preserved in such a fashion that they may be readied for duty within 10 days. Ships in reserve belonging either to "out of commission" or "out of service" classifications will have a 30-day period in which to return to operating condition. According to Admiral Cochrane, present preservation methods would enable the entire reserve fleet to become operational in 30 days, at a cost of only one tenth of one percent of the cost of the ships.

BuShips has an appropriation of













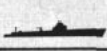
\$20,000,000 to prepare the physical facilities for preservation of the inactive fleet. Once the ships are tied up and "sealed" it is estimated that about 2,500 officers and 24,000 enlisted men will be needed for inspection and maintenance. The average expense for sealing a combatant ship will run around \$10,000, and the maintenance program for the reserve fleet thereafter, exclusive of the pay of personnel, will cost approximately \$4,000,000 per year.

Fifteen permanent berthing areas for inactive vessels of the reserve fleet have already been approved, including five on the West Coast and 10 on the East Coast. Although figures given are subject to change, this is the approximate manner in which these berthing areas will be utilized, with the number of ships each berth can accommodate:

- West Coast: Bremerton, Wash. (Navy Yard and Sinclair Inlet), 30 major combatant ships and 27 auxiliaries; Todd Pacific Shipyard, Tacoma, Wash., 30 major combatant ships and 2 district craft; Tongue Point, Astoria, Ore., 259 landing craft and 253 auxiliaries, patrol vessels and district craft; Mare Island Navy Yard, 60 submarines and 6 auxiliaries and district craft; San Diego Repair Base, 195 major combatant ships and 68 auxiliaries and district craft.

- East Coast: Navy Yard Annex, South Boston, 19 major combatant ships and 3 auxiliaries and district craft; Submarine Base, New London, 50 submarines and 4 auxiliaries and district craft; Shipyard of Newport News Shipbuilding & Drydock Company, 5 major combatant ships and 2 district craft; Southgate Terminal, Navy Yard, Norfolk, 16 auxiliaries; Destroyer Escort Piers, NOB, Norfolk, 15 major combatant ships and 1 auxiliary; Reserve Basin, Navy Yard, Philadelphia, 23 major combatant ships and 16 auxiliaries and district craft; Navy Yard, Charleston, 92 major combatant ships and 8 auxiliaries and district craft; Green Cove Springs, Fla., 228

Navy Recommendations

    	PRE-WAR
	BB 18
	CV 8
	CVE 0
	CA-CB 18
	CL 28
	DD 144
	DE 0
	SUB 56

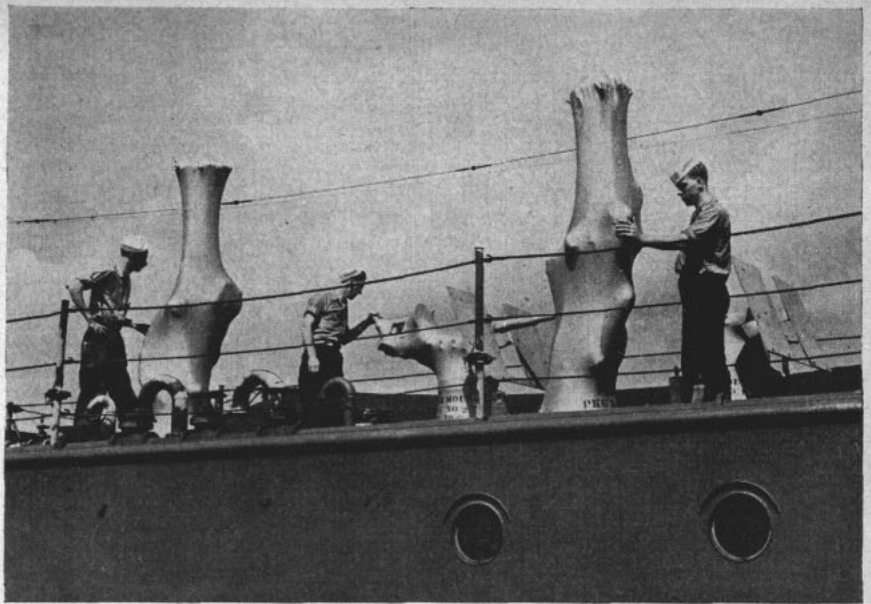
major combatant ships and 346 landing craft and 178 auxiliaries, patrol vessels and district craft; Supply Depot, Bayonne, N. J., 16 major combatant ships; Orange, Tex., Sabine River including Consolidated Steel Shipyard, 5 landing craft and 155 auxiliaries and district craft.

The Navy's entire fleet reserve plan, including the preservation and dehumidification processes, is a result of experience prior to World War II when delays in recommissioning ships revealed deficiencies in the policies and organization for insuring readiness of ships out of commission.

Earlier Methods Different

Prior to World War I all naval vessels in the inactive status were maintained in a condition of immediate readiness for service under the fleet organization, and skeleton crews were assigned to each ship. After World War I, however, there developed a lack of appreciation of the importance of readiness of ships for future service because of the scrapping program which resulted from tonnage limitation treaties. Ships retired from active service but retained for future use in an inactive status were under an organization which did not have adequate personnel and facilities for inspection and administration. Moreover, methods of preservation in use at that time did not provide for any adequate degree of readiness for service. Ships were stripped of all stores and spare parts, machinery was completely dismantled and left in an open condition with heavy grease applied. Painting and scraping were done but not with sufficient regularity or in sufficient quantity. As a result when such ships as remained were returned to active service for World War II, it required an excessive length of time, in many cases up to six months, to put them into operating condition.

This, then, was the situation that faced naval officers who were charged



WATERTIGHT coverings protect the reserve fleet's guns. Each gun gets five sprayings of liquid webbing and one final coat of aluminum paint.

with the job of maintaining a fleet reserve after World War II. Two major obstacles had to be overcome before any progress in ship maintenance could be made. First, adequate methods of preserving ships to meet complete readiness had to be developed, and, secondly, some revision had to be made in the continued cost of preservation which heretofore had been a large item in the budget.

Rolling up their sleeves, these men went to work, spending long hours in the Philadelphia Navy Yard's Industrial Test Laboratory, conducting preservation and dehumidification tests and experiments aboard the old catapult lighter, the AVC-1, and the *North Star*. The techniques they developed are those which will make the 30-day readiness of the fleet reserves a reality, and will aid materially in accelerating the demobilization of both ships and personnel.

Ships in the fleet reserve will be as much a part of the whole fleet as those in active status. There will be a Commander, Reserve Fleet, Atlantic; Commander, Reserve Fleet, Pacific; Group Commanders for all ships at any one berthing point and commanding officers for ships in commission in reserve.

Reserve Fleet Organization

The organization calls for divisional grouping, with a division composed of not less than one ship in commission in reserve and others out of commission. The division commander not only will be commanding officer of those ships in commission, but will be responsible also for the ship or ships in commission in reserve within his division. It is indicated that it will be the policy of the Chief of Naval Operations to interchange vessels of the same type between active and inactive status and test material readiness to transfer vessels from one state to another.

That's the picture of the preservation and organization process of the reserve fleet, one of the important

phases of the Navy's over-all postwar fleet plan. The Congress has under consideration a proposal for a postwar fleet of 6,084 ships, including 1,079 combatant vessels.

Approximately 30 percent of the whole will constitute the active fleet, backed by a "ready reserve" of 10 percent with the remaining 60 percent in the inactive reserve. Ships not actually slated for either the active or reserve fleet will be disposed of through the War Shipping Administration which will handle the sale of such ships, be placed in the Maritime Commission reserve fleet, or scrapped. Some ships, still serviceable but too old to warrant keeping them in the fleet, will be sold to smaller nations for use at sea, while some of the newer unfinished craft will be kept in the reserve fleet.

The importance of maintaining a reserve fleet in the best possible state of preservation is borne out in a statement by Secretary of the Navy James V. Forrestal in which he said: "If world conditions deteriorated so that the reserve vessels must be called to active duty, the Nation would have a Navy as big as our wartime aggregation of power. Between these two extremes, a prewar fleet and a wartime fleet, the Nation should be able to vary its strength from time to time as world conditions require."

The untiring efforts of Navy engineers, chemists and planners have made the preservation of this fleet reserve possible. Throughout the entire war, while the Navy was fighting in both the Atlantic and Pacific, and taking battle losses in ships and men, these technicians were working day and night to lick an enemy dangerous to our fleet in peacetime as well as wartime. That enemy was deterioration, an enemy that can reduce a fighting ship to a worthless hulk in a surprisingly short period of time. Deterioration has been licked. As a result the United States will have, in its reserve fleet, that margin of safety it needs to maintain its position as the world's greatest naval power.

For Peacetime Fleet

PRESENT	ACTIVE & READY RESERVE	LAI-D-UP RESERVE	EXCESS
24	11	7	6
40	15	22	3
79	21	58	x
36	20	14	2
57	29	19	9
450	176	191	83
359	40	256	63
263	90	110	63



MARINE INVASIONS are triple-phased. A t t a c k craft carry the first wave ashore (Peleliu), men inch up the enemy beach (Iwo), and supplies are brought in to support the advance (Peleliu).

Official U. S. Marine Corps photographs



'...SITUATION WELL IN HAND'

Marine Corps Rounds Out 170th Year With Brilliant Record in Pacific War

HAPPY BIRTHDAY—10 Nov 1941.

It has been 166 years since the founding of the United States Marine Corps by the First Continental Congress in 1775. Marine units stateside and in lonely places all over the world are observing the anniversary.

In Shanghai, China, on the frontier of the new war about to detonate with Jap bombs on Pearl Harbor, is the Fourth Marine Regiment, sent to China in 1937 as the result of the Japanese "incidents" in the American quarter of the city. Already the Fourth has crossed bayonets with the enemy which is ruthlessly rolling its Greater East Asia Co-Prosperity Sphere across the map of China.

Many Americans have fled Shanghai, but those who are left crowd the grandstand of the American School athletic field to help the Fourth celebrate the Marine Corps birthday. While they do not know their destiny, they know there is trouble ahead. But that is what they are there for, and they do not let it dampen their celebration.

First, "colors" and a few short addresses . . . then the regimental field meet, with a ricksha race and a potato race, a Chinese wheelbarrow race and a greased pig catch, and all the shouting and excitement that go with them . . . the Marine Hymn and the National Anthem . . . then the enlisted men don their blues for a gala party at the Marine club, while at the Officers' club a formal tea is served. . .

Brig. Gen. Samuel L. Howard, then a colonel commanding the regiment, and other men of the Fourth who later lived through Bataan, Corregidor, the Death March and the four years of Jap beatings remember that anniversary well.

*And all the men of the Marine Corps—regular or reserve, rugged battle-worn veteran or greenest rookie—know well the milestones in Marine history since that nervous day in 1941, for the milestones are drenched with blood and wreathed with honor. Just 17 days after that anniversary celebrations, the Fourth Marine Regiment embarked aboard the liners *President Madison* and *President Harrison* in Shanghai harbor, to carve its niche in glory on Corregidor.*

Happy birthday—10 Nov 1945.

The Marines are back in Asia—back for the first peacetime anniversary since Bataan. And the Fourth Marine Regiment—a new Fourth, but with the same old spirit—is the first into Japan as the old Fourth was the first against Japan.

Between the two anniversaries—the 166th and the 170th—are four years of fighting on beaches, in jungles, on atolls, in the skies and on the seas—fighting for which the U. S. Marine Corps will be forever and justly proud.

Through the story of the war in the Pacific runs a thread of Marine scarlet-and-gold, a tiny fiber in the beginning as far-flung detachments doggedly fought a rear-guard action to give the nation time to prepare for a war it hadn't realized was so potentially catastrophic. As the war years progressed, the thread became an inexorably strong cord, and then a band of steel closing upon the enemy until his ambitions of empire were throttled. Along that bright, ever-growing strand appear the knots of violent, major actions—Guadalcanal, Bougainville, Peleliu—marking the Marine Corps' three wartime anniversaries, and the scores of incidents and battles which crowd between to weave the record of the Corps into the history of World War II.

At Pearl Harbor

The Marine Corps began to fight in this war from the moment the first Japanese plane zoomed over Pearl Harbor. Detachments stationed at Pearl did what they could in the defense against the Japs' sneak attack. At Wake Island, at Guam and in the Philippines the Marines fought back against the swarming, crowding enemy as the war exploded across the Pacific.

The Marines fought bravely in those early, violent days, but the tide of enemy force could not be stemmed for long. The Japanese stormed the beaches of Guam and Guam fell 10 December. Wake Island capitulated 23 December, the symbol of heroic resistance in the Pacific. In the Philippines the Fourth Marine Regiment,

reinforced with Leathernecks from Philippine garrisons, fought beside Army troops and bluejackets. But the Philippine Islands, cut off from supplies and naval and air transport, were lost finally with the fall of Corregidor 6 May 1942.

It seemed that the Japs were victorious everywhere during those black days of early 1942. Their troops had struck through to the Malay States, into Indo China, the Netherlands East Indies, New Guinea and into the Solomon Islands.

Then the Japs paused for a breather, and that pause was long enough for the United States fleet to sweep into action. Marine detachments aboard ships of the fleet participated in the five-day action which succeeded in checking the Japanese advance to the south which was threatening Australia and New Zealand. That first major strategic defeat for Japan was the Battle of the Coral Sea.

A month later, in June, came the Battle of Midway Island. Once more the Marines were on hand, flying planes, manning ships' guns and helping to dish out one of the greatest defeats ever handed to the Japanese navy. Marine fighters were with the planes which met the airforce from a large Japanese armada heading for Midway on 3 June. U. S. dive bombers attacked the Jap fleet. By 7 June, the Japs were routed and the surviving ships limped away, leaving a shambles of sunken aircraft carriers, cruisers and transports, of downed and sunken planes.

The Battle of Midway Island was the Japs' last bid for naval dominance of the Central Pacific. Japan's navy never regained the initiative. Co-Prosperity never reached Pearl Harbor, the Panama Canal, the West Coast of the United States.



COMBAT ART (see pp. 8-11 also) by Sergeant John R. McDermott, USMC.



The Marine Corps first World War II birthday was mixed up with fierce fighting. By then the first U. S. land offensive was well underway, and the Marines had launched it. On 7 August a few thousand Leathernecks, grossly outnumbered and unexperienced in combat, had gone into the jungles of the Solomon Islands to halt the Japanese advance. Meanwhile, as the world watched tensely, units of Marines seized Tulagi, Gavutu and Tanambogo Islands, and battled to hold Guadalcanal and its "Patch of Destiny"—Henderson Field.

FIRST BIG MARINE offensive of the war was landing on famed Guadalcanal, farthest Japanese land advance.

On 10 Nov 1942, "Guadal" still was far from secure—the Marines had little time for celebrating the 167th birthday of the Corps.

Along with Guadalcanal, Tulagi, Gavutu and Tanambogo—queer, primitive names—the folks at home had been reading in the newspapers of the battles of the Matanikau, the Tenaru river and bloody Lunga ridge. With the place names went names of men—names like Vandegrift and Basilone and Edson who won Medals of Honor for their work in the jungle, while other Leathernecks like Foss and Smith and Swett battled the Japanese in the skies.

The Hard Way to Tokyo

Guadalcanal, the naval engagement now officially known as the Battle of Guadalcanal, the Savo Island naval actions, the tough campaign in the Solomons—all showed what a long, torturous way the Road to Tokyo was. But while the miles went by slowly, that year following the 167th anniversary saw great strides in numbers of men and planes, in equipment and amphibious know-how which the Marines were acquiring. Dozens of defeats were handed to the Japs on the land, in the air above the jungles, and on the sea.

The 168th birthday didn't get much attention either—from the Marines who were deep in the mud of Piva trail on Bougainville.

Early in the morning of 1 Nov 1943, the Third Marine Division reinforced with Marine Raiders had gone ashore at Empress Augusta Bay on the west coast of Bougainville. This time, the Japs who were concentrated on the south end of the island to resist complete invasion got a surprise.

The Marines merely grabbed off what they needed—a perimeter big enough for an airbase from which air power could carry out the neutralizing action. Then they stopped, establishing a defensive semicircle. The Bougainville perimeter was a ring of red-hot action, but the Marines held their ground firmly until the Army manned the permanent defensive line. Then

Allied air power in the Solomons converged on the three airfields carved out of the Bougainville jungle within the circle, and the sledgehammer air blows began with the help of Marine aviators like Boyington and Hanson. Not only the rest of Bougainville Island felt the neutralizing effect, out mighty Rabaul and southern New Ireland as well.

No celebration on Bougainville 10 Nov 1943. The Marines were busy and K rations didn't seem much like party bill-of-fare. At Washington, D. C., General (then Lt. Gen.) Thomas Holcomb, as Marine Corps Commandant, raised over the Nation's capitol the flag which the Marines had carried ashore at Guadalcanal. To General Holcomb, President Franklin D. Roosevelt wrote:

"... with the rest of the Nation, I can and do enjoy the significance of this ceremony which will honor the Marine Corps on its 168th anniversary. Even now the Corps, which never rests on its laurels, is busy attending the baptism of more battle flags, on the road to Tokyo..."

President Roosevelt was speaking not only of the Bougainville action, but of a far more bitter struggle he knew was to come 10 days later. On 20 Nov 1943 the Marines assaulted a tiny atoll in the Jap-held Gilbert Islands. The atoll was Tarawa. In the next three days the men of the Second Marine Division annihilated about 3,500 firmly-entrenched defenders of the two-mile-long coral sand strip called Betio Island. Those water-soaked Marines who stormed the airstrip island through complicated underwater entanglements and a hole-proof hail of interlacing fire were taking the first steps in the trans-Pacific march to the heart of Japan.

On 26 Dec 1943, after bombardment by ships and Liberator bombers, First Marine Division veterans of Guadalcanal landed on both sides of Cape Gloucester, fought up the Cape to meet Army forces which had landed at Arawe and sealed off a substantial area of western New Britain for Allied air fields.

THE ROAD TO TOKYO was muddy in spots, one of which was this jungle section of the Bougainville front.



On 6 Mar 1944, units leapt to Willaumez Peninsula to the east and captured Talasea airstrip for another Allied airbase.

A stand-up landing at Emirau on St. Matthias Island by the Fourth Marine Regiment shortly after forged the final link. Once-mighty Rabaul and Kavieng were fettered—cut off from supplies and communications and left strategically worthless to the Japs. This new Fourth Marine Regiment was formed from Marine Raider battalions and carried the colors of the regiment lost at Corregidor.

First Seizure of Jap Isles

Another type of neutralization had been demonstrated to the Japs two months before—first conquest of territory they held before Pearl Harbor. On 31 Jan 1944, Marines of the Fourth Division and the Army's Seventh Division teamed up for a landing on a small island guarding Kwajalein lagoon in the mid-Pacific Marshall Islands to set up bombardment artillery. The following day the Marines stormed Roi and Namur Islands, quickly overrunning them, while the Army assaulted Kwajalein naval base and airstrip. The Kwajalein job was done by 9 February. Eight days later the Marine-Army combination tackled Eniwetok Atoll. Despite fierce resistance, Engebi Island fell in four hours; Parry Island in ten more.

Now Eniwetok and Kwajalein quickly became U. S. airbases. The wings of U. S. air power spread over dozens of other small islands and atolls in the Marshalls, and the path of advance lay open to the west.

Next came the Marianas—Saipan, Guam, Tinian.

After American troops marched down the streets of Tokyo in September, the Japs said the conquest of Saipan had been the handwriting on the wall to them. Well within the inner defenses of the Japanese Empire, the Marianas gave us at once a major staging base for surface attack, and fields from which the mighty

B-29s could take off on raids to reach into every factory, naval base, oil dump and ammunition depot in the Jap homeland.

While the Second and Fourth Marine Divisions, with the 27th Army Division, fought a costly battle among the ridges and caves of Saipan, the supporting naval task force and the Japanese navy staged the showdown the American admirals for months had been itching for. The Japs had hoped to catch the U. S. fleet with its guard down in the Marianas area, but Navy dive bombers and torpedo bombers found the enemy first. The shattering defeat administered then was the first Battle of the Philippine Sea.

Back on Saipan, the Marines broke the Jap resistance at Garapan and raced for the northern tip of the island. There they tried to persuade Japanese soldiers and civilians, convinced that surrender or capture meant death to them, from jumping from the cliffs to the rocks and water below.

Twelve days after the end of the Saipan campaign, the Third Marine Division and the First Provisional Marine Brigade went ashore at Guam. It was more than another island to be taken, for the Leathernecks had defended Guam against the invading Japs in the first days of the war. It was like re-taking a bit of America, and the Marines put their hearts and souls into it.

Tinian, taken in a swift cross-channel strike from Saipan by the Second and Fourth Divisions, concluded the entire Marianas action early in August, just seven weeks after it opened. A contrast with the Solomons operation which had dragged on for month after weary month, reverberations of the Marianas success were felt in Tokyo.

Peleliu was next—the Marines were there for their 169th birthday.

Needed along with Angaur in the Palau as a base for neutralizing operations against the formidable chain of enemy bases in the Carolines,



Peleliu was one of the toughest fights ever experienced by the First Marine Division veterans of Guadalcanal and New Britain, although the Army had occupied Angaur at light cost. The Japs had spent years preparing Peleliu's defenses. Marines, and Army reinforcements who came in later, found some of the island's defenders shackled to their guns to make retreat impossible.

The terrain, studded with sharp ridges, required weeks of costly advance. On cave-pocked "Bloody Nose

GRIM-FACED CHAPLAIN holds services for Saipan's many dead, using freshly wrecked Jap tank as altar.

TWO MARINE PRIVATES throw a private inferno at strong Nip defenses blocking the way to Iwo heights.





OKINAWA turned out to be the Jap's last stand and these Marine tommy gunners' last grueling battle.

LACEWORK of Marine ack-ack greets Jap night bombers over Okinawa. Corsairs are seen in foreground.

Ridge", Marine Corsairs made their shortest bombing run of the Pacific—less than a mile from the captured airstrip to the final stronghold of the Japs who had to be burned and blasted out one by one.

There was no time for birthday celebration at Peleliu. The 169th anniversary of the Marine Corps' founding came and went to the accompaniment of violence and death. Peleliu was secured on 28 Nov 1944.

Mission to Iwo

Next major assignment for the Marines was a very special job. Midway on the course of the B-29s from the Marianas to the enemy homeland lay the Volcano Islands, a painful thorn of enemy power. The bombing trip was dangerously long; from the Volcanos the Japanese could harass the giant bombers, flash warnings of their flights to the homeland and retaliate against the B-29 bases. One of the most heavily fortified positions in

the world, the enemy threat in the Volcanos had to be removed.

For 72 hours before the Marines boarded their assault boats off Iwo Jima on 19 Feb 1945, that island was subjected to the greatest pounding received by any landing point in military history. The sea and air bombardment tore out huge pieces of the volcanic, five-mile-long island; it sent up geysers of smoke, flame and debris; it knocked masses of rock off Mount Suribachi. But it did not dislodge the Japs.

Three divisions of Marines—the Third, Fourth and Fifth—faced the withering fire of the Jap defenders. Up the steep black terraces they went; through the mazes of machine-gun nests, pillboxes, rifle pits, mine fields, tanktraps; up the side of Mount Suribachi to plant the Nation's colors; through a ghost land of barren rock and smoke; and on to the northern tip of Iwo Jima.

Iwo cost the Marine Corps more

than 23,000 casualties, including 5,475 men who were killed in action or who died of wounds. Japanese dead on Iwo were estimated at 22,000. It was the toughest and costliest battle in the history of the Corps. When the battle ended, Fleet Admiral Chester W. Nimitz declared: "Among the Americans who served on Iwo Island, uncommon valor was a common virtue."

Only the Japanese can evaluate with exactness the role which the loss of Iwo Jima played in the final surrender of Japan, for Iwo was part of the Tokyo prefecture, under direct control of the Japanese high command. It gave the Allies a base just 760 miles from Tokyo, an emergency landing field which saved hundreds of crippled B-29s and their crews, airstrips for fighters to escort the B-29s, and brought an end to the harassing of the Marianas airfields.

With no breathing spell after the Iwo campaign, the Corps moved on to close in on the enemy in his death throes. Just 14 days after Iwo was taken, other Marines joined with the Army to land on Okinawa—325 miles, 90 minutes flying time—from Japan.

Compared with Iwo Jima, the first five days of the Okinawa campaign, which began at 0830 Easter Sunday, were as peaceful as Easter back home. Before that action ended on 21 June, the Marines had been through the most grueling fight in the Pacific, second only to Iwo Jima in Marine casualties.

The invasion was made 1 April on the west coast of the island by the Tenth Army, of which the Marine's Third Amphibious Corps was a part. The beaches were almost deserted; the First and Sixth Marine Divisions seized Yontan airfield from a few snipers; the Army divisions took the Katena fighter strip.

The lack of resistance did not last long, however. The Marines found ambush-studded, mountainous terrain, but secured the entire northern section of the island in record time. Then both divisions joined the Army to attack the strong enemy defenses





WAKE ISLAND, scene of gallant stand early in the war, is surrendered by Jap garrison, shown saluting here.



HAPPY SMILES greet radio reports that war is over. Some of listeners were in bitter Guadalcanal action.

stretched across the lower half of Okinawa—entrenchments the Americans dubbed the Pacific's Seigfried line.

Action on Okinawa

For days the Jap line was battered until finally the Leathernecks broke through near Naha, only to be halted at Sugar Loaf hill. Eleven times they assaulted Sugar Loaf before they were able to take and hold the strategic height. On 23 May the Sixth Marines waded across the Asato river to lead the drive into Naha; on 30 May they mopped up the Japs in the Okinawa capital.

While the ground action dragged on, Jap suicide planes by the dozen roared in to attack the naval support offshore, to sever the supply lines at any cost. Most went down before the guns of the fleet and Marine and Navy planes, but enough got through to carriers and other fleet units to cause tremendous loss in ships and personnel and provide the Navy its toughest battle of any campaign.

Ashore, the First Marines led the drive into Shuri to start disintegration of the Japanese line. Sixth Marines took Naha airdrome in an amphibious "end run" and Army troops and Marines drove down the center of the island, forcing the Japs down the Yaeju-Dake escarpment where they faced surrender or annihilation.

In the last five days of organized resistance on Okinawa, Marines who had fought the enemy all the way across the South Pacific were amazed to see Japs approaching Marine and Army lines waving surrender leaflets. Two atomic bombs on Japan climaxed the long, arduous job, but it took Okinawa to lay the groundwork for the inevitable result—Jap submission to total defeat.

For the Marines, victory at Okinawa was a fitting close to the war in the Pacific. They had launched the first offensive at Guadalcanal; they were still fighting four years later and 3,000 miles closer to Japan in the last major campaign of the war. Along

that long road the Corps had suffered 79,226 casualties; 19,033 crosses marked the graves of Leathernecks who lost their lives.

The next Marine landing was the one they had been looking forward to a long time. Years before, in the mud and jungles below the equator, at times it had seemed an almost impossible thing.

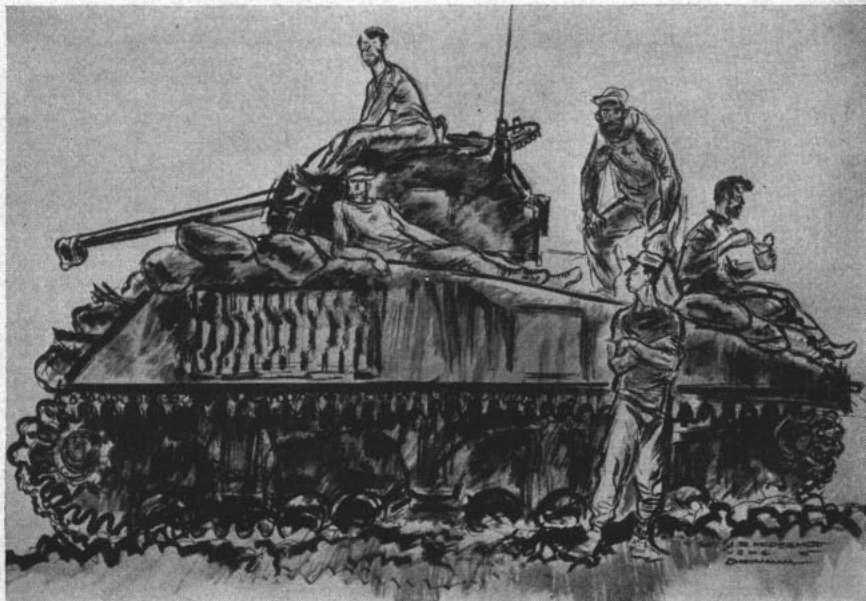
But on 29 Aug 1945, the ready-for-anything men of the new Fourth Marine Regiment splashed ashore at the Yokosuka Naval Base near Tokyo, the first of the American occupation forces. A few days later, as the survivors of the "Old Fourth" were released from Japanese prison camps, they were welcomed in a formal review by the Marines who had carried their name to additional glory in the closing campaigns of the war. The garb of the freed men was nondescript, but somewhere on every man appeared a Marine emblem. They still belonged to the proud outfit which cheered in the grandstand and rollick-

ed at the party that 10 Nov 1941 in Shanghai.

This year—10 Nov 1945, the 170th year since the Marine Corps took its place among the United States military forces—"happy birthday" to the Marines will mean something more than a polite and nearly-forgotten phrase.

It will be quiet, and they can hear the congratulations; it will be peaceful, and they can lay aside their arms. But it will be many birthdays before the Marines will forget the din and misery, the daring deeds and shining heroism of the four years since they stood forth desperately against the enemy at Wake and Bataan.

To the glorious pages of Tripoli, Montezuma, Chateau Thiery, Belleau Wood, have been added the blazing annals of Guadalcanal, Tarawa, Peleliu, Iwo Jima, Okinawa. Four years of war are behind; another victorious chapter has been added to the U. S. Marine Corps' history of brilliant service to the nation in time of need.



INFORMATION FOR DISCHARGEES

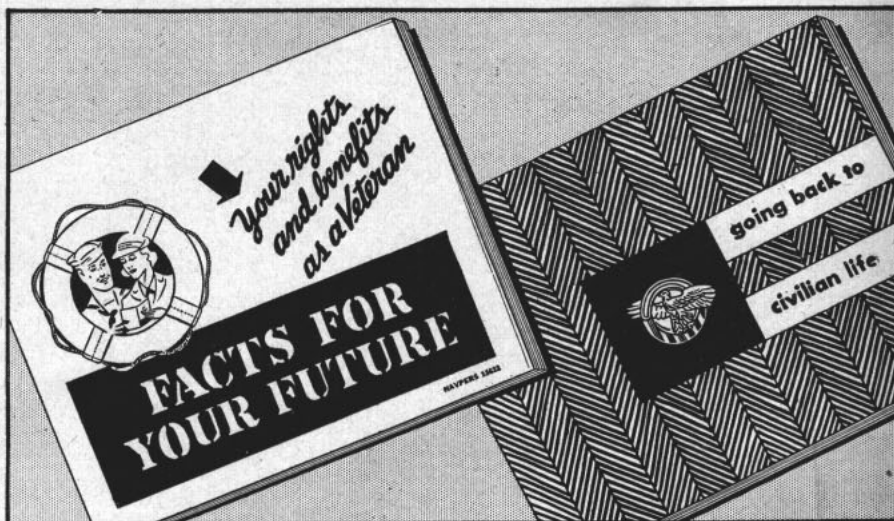
New Alnav Series Gives Civil Readjustment News To Future Navy Veterans

INFORMATION for Navy men about their veterans' rights and benefits and about the Navy's Civil Readjustment Program has recently been released to the service in a series of Alnavs.

Touching only the highlights but giving a quick "preview" and indicating how further information can be found, each Alnav takes up a subject of interest to the almost 3,000,000 Navy men and women who are now or soon will be on their way back to civilian life. For the convenience of all hands, these Alnavs are briefed below and on the opposite page.

In a previous Alnav which was issued the day after Japan's surrender, the Secretary of the Navy directed all COs to appoint immediately an officer for collateral duty as Civil Readjustment Information Officer to see that information on these subjects was made available to all naval personnel.

Additional sources of information will also be found in two booklets now being distributed to men and women of the Navy, Marine Corps and Coast Guard (see cut). The first booklet, "Facts for Your Future," briefs the various rights and benefits to which you may be entitled upon your release. Available to all hands before they go to a Separation Center, it covers such phases as the process of going home, the GI Bill of Rights, other veterans' benefits, the Navy's Civil Readjustment Program, and home state veterans' benefits.



BOOKLET at left, now available, gives brief preview of veterans' rights and benefits. One at right is given out at separation centers to dischargees.

The other booklet, "Going Back to Civilian Life," goes into considerably greater detail and is given to the dischargee at the Separation Center, so that he may keep it as a handy summary of his rights and benefits for future reference.

For men interested in comprehensive articles on various phases of interest to veterans, ALL HANDS lists the following summary of articles that have appeared in recent issues:

- "U.S. Aid for Veterans," a roundup of ways in which Federal agencies can help veterans on housing, jobs, job training, business, farming, etc. (October, p. 16).

- "Shipping of Personal Property" (October, p. 36).

- "That Insurance of Yours" (September, p. 28).

- "Cashing in on Navy Skill," or how the Navy's rating description booklets show your prospective boss whether your war training fits you for a better job (September, p. 16).

- "After the War—School?," a question and answer analysis of the educational provisions in the GI Bill of Rights (August, p. 21).

- "Navy to Train Veterans in Shore Establishments" (August, p. 72).

- "Rules Issued on Mustering-Out Pay" (June, p. 76).

SEPARATION PROCESS

There are three avenues of separation from active naval service: personnel separation centers, naval hospitals, and miscellaneous naval activities authorized to discharge personnel. In general, you are sent for final processing to the area to which you are entitled transportation. Records should be brought up to date at all duty stations. At the separation center you get a physical, any service pay and the first instalment of any mustering-out pay due, and are interviewed by general interviewers of the Civil Readjustment Department and referred as appropriate to special consultants. You get a summary of your education, training and experience, including a translation of military specialties into civilian skills. In addition to full information on your rights and benefits as a veteran, you are given practical assistance regarding plans for education, training or employment, with special consultants available to help you and the names of home district advisors to visit later. The four Navy special consultants are: Chaplain, Educational Services Officer, Benefits and Insurance Officer, and Legal Assistance Officer. There are also five special consultants from government and civilian agencies: Veterans Administration, American Red Cross, U.S. Employment Service, U.S. Civil Service Commission and Selective Service System. Detailed information on the Civil Readjustment process will be available at Navy staging centers.

Alnav 263

GOVERNMENT INSURANCE

The National Service Life Insurance which every serviceman is given the opportunity to keep will be one of his most valuable assets after separation from active service.

It will not be possible for the veteran to buy similar private insurance protection for himself and his family at the same premium.

During service, premiums are generally paid by allotment; after separation, premiums must be paid direct to the Collections Subdivision, Veterans Administration, Washington 25, D. C. Any term policy issued and effective before 1 Jan 1946 can be kept as term insurance for eight years (formerly five) from the date taken out. Any time after it has been in force one year (and before the eight years are up) it may be converted to ordinary life, 20 payment life or 30 payment life. The converted policy will have guaranteed cash, loan, paid-up insurance, and extended insurance values available after it has been in force one year. (In or out of service, converted or not, it still remains government insurance.)

All policies provide for waiver of payment of premiums in case of continuous total disability of the insured, if the disability continues for six or more consecutive months and occurs before age 60, while the policy is in force under premium-paying conditions.

For additional information on insurance consult the Benefits and Insurance Officer on your ship or station and at staging and separation centers. Questions on private insurance may also be brought up at these points.

Alnav 321

MISCELLANEOUS BENEFITS

Following is a list of rights and benefits not previously mentioned in this series of Alnavs:

- Mustering-out payments (\$100 to \$300 depending on length and type of service).

- Hospitalization, medical treatment, domiciliary care and prosthetic appliances.

- Pensions for disabled veterans and in some cases for dependents.

- Review of discharges, dismissals or retirements.

- Vocational rehabilitation training (Federal and State).

- Special consideration in the purchase of surplus property and farm machinery.

- Special preferences under homestead laws.

- Exemption of non-citizen servicemen from certain requirements under the naturalization laws.

- Emergency maternity and infant care.

- Miscellaneous Federal and State rights and benefits.

This Alnav does not give the requirements or the administering agencies for the provisions listed above, as personnel are advised to consult with civil readjustment information Officers on the details of the benefit in question. For specialized information on legal matters, education, and insurance, personnel should consult legal assistance officers, educational services officers, or benefits and insurance officers, or those performing such functions.

Alnav 340

EMPLOYMENT RIGHTS

Any serviceman who worked for a private employer or for the government on or after 1 May 1940 has a right to his former job if (a) it was not a temporary job, (b) he holds a certificate of satisfactory service in the armed forces, (c) he is qualified to perform his old duties, (d) his former employer's circumstances are the same and he is still in business and employing men for such duties, (e) the serviceman applies for the old position within 90 days of his release (certain exceptions made in hospital cases).

Reemployment committees of the local Selective Service Boards will help veterans in obtaining their former jobs, and assist him if he is deprived of seniority rights or his previous wage rate, or discharged within a year without cause.

Veterans who held federal Civil Service jobs, ratings or places on the eligibility list will be reinstated, and credit given for time in active service. Veterans can get 5 points preference in examination grades, 10 points if disabled, and in some positions will be excused from meeting physical and age qualifications. If he is not physically able to take the job himself, the credit may be given to his wife.

If a veteran did not have a permanent job or does not want his old job back, United States Employment Service offices will have special representatives to help him get a job. They will also be at all separation centers. In many communities veterans information or service centers provide job counseling and placement.

Apprentice Training Programs are being carried on in many industries, offering steady employment plus training. In some cases GI Bill benefits are available in addition to pay on the job.

Alnav 296

IMPORTANCE OF RECORDS

Your processing through the separation center will be more rapid and smooth if your service records are accurate and up to date. Following should be checked:

- Is beneficiary slip correct?
- Do pp. 9-9x show completion of each 3-year period of net service for longevity purposes?
- Any correction in rate or class? Prepare new page 9x.
- Discontinue extra compensation? (NavSandA form 516.)
- Stop payment of quarters or subsistence allowance or commuted rations (NavSandA form 517.)
- Credit and/or stop sea and foreign duty pay? (NavSandA form 510.)
- Has permanent home address changed? Correct page 2.
- Enter any medals, commendations, statement of meritorious conduct, recommendation for Good Conduct Medal, area awards, engagement stars.
- Order disbursing officer to make any necessary adjustment of pay for medals providing extra compensation.
- Make entry if "serving (or has served) outside continental limits of U.S. (or in Alaska)." To be dated and signed by CO.
- Check page 6 and 9 entries on time lost and absence from duty, dates, and reason. All leaves to be recorded. Re-check at time of transfer and issue orders to credit any unpaid leave rations.
- Bring up to date: continuous service certificate, complete summary of service (p.12), conduct and proficiency marks. Enter average marks and character of discharge to which entitled (pp.9-10).
- Enter all training courses completed, examinations passed for advancement in rate, and other educational achievements. Note special qualification on p.10.

Alnav 274

EDUCATIONAL BENEFITS

Educational provisions of the GI Bill are administered by Veterans Administration, which agency takes the veteran's application, decides upon his eligibility, and approves or disapproves the educational or training institution of his choice. Veterans Administration reps will be at separation centers.

In general, a serviceman with 90 days' active duty and a discharge under conditions other than dishonorable, is entitled to a year of education or training regardless of his age. He must begin the course within two years of his separation from service or the end of the war (whichever is later), and it cannot extend beyond seven years after the end of the war.

If under 25 when he entered service (or on 16 Sept 1940, whichever is later), he may get additional training or education not to exceed the length of time he was on active duty (maximum: four years). If over 25, in order to get additional training he would have to show that his education or training was impeded, delayed, interrupted or interfered with by his entry into service.

He may select his own courses, and his own educational or training institution, provided it is one approved by the Veterans Administration and that it accepts him.

Veterans Administration will pay the cost of tuition, books and other necessary fees and expenses to the institution, up to a maximum of \$500 a year. While he is in school the veteran receives a subsistence allowance of \$50 a month (\$75 if he has a dependent).

In many cases credit is given for military experience and courses completed in service (see your Educational Services Officer and special consultants at separation centers).

Alnav 313

READJUSTMENT ALLOWANCE

Under the GI Bill of Rights, a money allowance may be paid to veterans who are:

- completely unemployed.
- partially unemployed, (weekly wage less than \$23).
- self-employed, and whose net earnings during the previous month were less than \$100.

In the event of complete unemployment, the veteran's payment is \$20 per week. If partially employed, he receives the difference between his weekly earnings and \$23. If self-employed, he may be eligible to receive the difference between his monthly net earnings and \$100.

To be eligible a veteran must have 90 days' active duty since 16 Sept 1940, (unless disabled) discharge other than dishonorable and must:

- live in the United States;
- be registered with a public employment agency for employment and continue to report to that agency;
- be able to work and be available for any suitable job open to him.

The unemployed veteran may receive eight weekly allowances for each month of his first three months of active service; then, four weekly allowances for each additional month of active service from 16 Sept 1940 to the end of the war. Maximum allowed: 52 weeks of allowances.

Claim may be filed for weeks of unemployment occurring not later than two years after the end of the war, or date of discharge (whichever is later), but in no case later than five years after termination of hostilities.

Application and claim for readjustment allowance should be filed with the claim taker for the State Unemployment Compensation agency.

Alnav 327

GUARANTEE OF LOANS

Eligible veterans (90 days' active duty on or after 16 Sept 1940, discharged under conditions other than dishonorable) may apply for government guarantee of loans within two years of their separation from service or the end of the war (whichever is later) but in no case more than 5 years after the end of the war.

The government does NOT provide the money for these loans. They must be obtained from private concerns, such as banks, building and loan associations, insurance companies, or federal loan agencies. After the veteran completes his arrangements, and if the loan meets the requirements of the law, Veterans Administration may then guarantee up to 50% of the loan but in no event more than \$2,000. The interest for the first year, on the guaranteed amount, is paid by the Government.

Loans may be approved to purchase, build, repair, alter or improve a home to be occupied by the veteran; to purchase a farm or farm equipment to be operated by the veterans; or to purchase a business property or equipment to be used by the veteran to earn a livelihood.

Basic requirements for a loan are:

- amount must not be greater than the borrower can reasonably expect to pay back;
- must be used for the purpose stated;
- if for property, the property must be useful and reasonably necessary and price paid must not exceed normal value as determined by proper appraisal;
- if for farm or business, borrower must have enough ability and experience to have a reasonable chance of succeeding;
- interest rate must be no more than 4% and period of repayment must not exceed 20 years.

Alnav 318

LAWS FOR VETERANS

The Selective Service and Training Act provides for reemployment rights and for the legal means of enforcing rights in contentions over a veteran's former job. The Selective Service Board in the veteran's home community provides job counseling and job placement services.

The Soldiers and Sailors Civil Relief Act (ref. NavPers 15014) protects the civil rights of service personnel, and in some cases their dependents, in such matters as taxes, lawsuits, commercial insurance, repossession of property, evictions, and rights in public lands. This protection extends for a limited time after discharge or separation. Before separation, Navy legal assistance officers should be consulted on this; after, legal aid societies or civilian attorneys.

Public Law 16 permits as many as four years of training for vocationally handicapped veterans. Administered by Veterans Administration, it provides for vocational advisers to aid and guide each eligible applicant who needs vocational training to select the courses most suitable to overcome his handicap and restore employability.

The Servicemen's Readjustment Act of 1944 ("GI Bill of Rights") provides such benefits as education and training of veterans; guarantee of portions of loans for purchase of homes, farms and business property; and readjustment allowance for unemployed veterans. It also authorizes Veterans Administration to acquire additional hospital facilities; defines certain separation procedure; and authorizes boards to review type and nature of discharges, dismissals and retirements.

Most states have passed laws that benefit veterans. Information available at separation centers, community veteran information centers, and Navy District Civil Readjustment Officers at HQ of each naval district.

Alnav 287



RIGHTS and BENEFITS

of Navy Enlisted Dischargees

SPECIFIC RIGHTS and benefits which apply to each individual type of enlisted discharge are shown in the chart at right.

The material is taken from a similar chart (NavPers 15619) by the Civil Readjustment division, Demobilization activity, BuPers. The chart and booklet are intended only for general guidance and do not pretend to be all-inclusive. In all questionable cases, dischargees should be referred to the applicable statutes and regulations, and to the administering agency for final determination.

Note that in some cases duplicate benefits are not payable. All rights are predicated upon some form of discharge after a specified period of active naval service.

The chart and booklet are not for general distribution but will be used by Civil Readjustment Information officers in their interviews with dischargees. Other charts, covering rights and benefits for enlisted personnel separated other than by discharge, and rights and benefits for officer personnel, also have been prepared.

For meaning of various boxes and notes in the chart, see below.

KEY TO CHART

- (GRAY box) YES, you are eligible for this benefit.
- (BLACK box) NO, you are not eligible for this benefit.
- (WHITE box) DOUBTFUL; depends on individual circumstances.
- (LETTER in box) SPECIAL circumstances govern; for notes, see below.

NOTES and SYMBOLS

- Spec. A Entitled to transportation in kind (TR) but not subsistence.
- Spec. B If discharged from naval prison, entitled to transportation in kind and subsistence to home or place of enlistment, and to a special issue of clothing.
- Spec. C Special provisions govern.
 - 1 If discharged from naval prison, entitled to transportation in kind and subsistence to home or place of enlistment, and to a special issue of clothing.
 - 2 If dischargee makes claim.
 - 3 If dischargee has immediate need for cash.
 - 4 Except where only active duty is for purpose of reporting for physical examination to determine fitness for active duty and discharge is by reason of failure to qualify.
 - 5 Determining factor is whether or not discharge is granted upon serviceman's own initiative to accept employment (unless he has served outside continental U. S. or Alaska).
 - 6 Forfeited only when guilty of mutiny, treason, spying or desertion, or when one, because of conscientious objections, refuses to perform service or to wear the uniform.
 - 7 The individual agency should be consulted in each case.
 - 8 May apply at any United States Employment Service local office for assistance in getting a job, but is not eligible for special veterans' services.
 - 9 Enlisted dischargees entitled to mustering-out pay will not be credited with discharge gratuity.

TYPE OF DISCHARGE	NAVPERS FORM NO.	COLOR	AUTHORITY FOR DISCHARGE (BUPERS MANUAL)
HONORABLE			
Expiration of enlistment; not convicted by GCM or more than once by SCM; min. final average marks 3.0 prof., 3.25 cond.	660	White	Art. D-9104
Convenience of Government; not convicted by GCM or more than once by SCM; min. final ave. marks 3.0 prof., 3.25 cond.	660	White	Art. D-9106, and AINav 130 of 14 June 1945.
Own convenience; not convicted by GCM or more than once by SCM; min. final av. marks 3.0 prof., 3.25 cond.	660	White	Art. D-9107 and AINav 130 of 14 June 1945.
Dependency existing prior to enlistment; not convicted by GCM or more than once by SCM; min. final av. marks 3.0 prof., 3.25 conduct.	660	White	Art. D-9108, and AINav 130 of 14 June 1945.
Dependency arising since enlistment; not convicted by GCM or more than once by SCM; min. final zv. marks 3.0 prof., 3.25 cond.	660	White	Art. D-9108, and AINav 130 of 14 June 1945.
Minors enlisted without consent—under 18 at time of discharge; not convicted by GCM or more than once by SCM; min. final av. marks 3.0 prof.; 3.25 cond.	660	White	Art. D-9109, and AINav 130 of 14 June 1945.
Minors under age of authorized enlistment; not convicted by GCM or more than once by SCM; min. final av. marks 3.0 prof., 3.25 cond.	660	White	Art. D-9109, and AINav 130 of 14 June 1945.
Disability whether or not incurred in line of duty, provided not own misconduct; not convicted by GCM or more than once by SCM; min. final av. marks 3.0 prof., 3.25 cond.	660	White	Art. D-9109, and AINav 130 of 14 June 1945.
Disability as a result of action against enemy, regardless of marks	660		Art. D-9105 (4) (b)
Medal of Honor, Dec. for Heroism or Distinguished Service, or Ltr. of Commend. from SecNav; provided subsequent record entitles to Hon. Discharge.	660	White	Art. D-9115 (7) (e)
UNDER HONORABLE CONDITIONS			
Expiration of enlistment; convicted by GCM or more than once by SCM or final aver. marks below 3.0 prof., 3.25 cond.	661	White	Art D-9104
Convenience of Government; convicted by GCM or more than once by SCM or final aver. marks below 3.0 prof., 3.25 cond.	661	White	Art D-9106
Own convenience; convicted by GCM or more than once by SCM or final aver. marks below 3.0 prof., 3.25 cond.	661	White	Art. D-9107
Dependency existing prior to enlistment; convicted by GCM or more than once by SCM or final aver. marks below 3.0 prof., 3.25 cond.	661	White	Art. D-9108
Dependency arising since enlistment; convicted by GCM or more than once by SCM or final av. marks below 3.0 prof., 3.25 cond.	661	White	Art D-9108
Minors enlisted without consent - under 18 at time of discharge; convicted by GCM or more than once by SCM or final marks below 3.0 prof., 3.25 cond.	661	White	Art. D-9109
Minors under age of authorized enlistment, convicted by GCM or more than once by SCM or final av. marks below 3.0 prof., 3.25 cond.	661	White	Art. D-9109
Disability whether or not incurred in line of duty, convicted by GCM or more than once by SCM or final av. marks below 3.0 prof., 3.25 cond.	661	White	Art. D-9105
Disability due to own misconduct	661	White	Art. D-9105 (4) (c) (1)
Unsuitability	661	White	Art. D-9110
Inaptitude	661	White	Art D-9111
UNDESIRABLE			
Unfitness	662	Yellow	Art D-9112
Desertion without trial	662	Yellow	Art D-9113
Fraudulent enlistment	662	Yellow	Art. D-9113
Trial and conviction by Civil Authorities	662	Yellow	Art D-9113
BAD CONDUCT			
Awarded by SCM	662a	Yellow	Art. D-9114
Awarded by GCM	662a	Yellow	Art. D-9114
DISHONORABLE			
Awarded by GCM—sentence immediate or violation of probation	662b	Yellow	Art. D-9114
Awarded by GCM—after prison	662b	Yellow	Art. D-9114

USNR OFFICERS' PROSPECTS IN USN

THE BUREAU of Naval Personnel has already received 7,000 applications from reserve officers requesting transfer to the regular Navy and a recent survey indicates that a probable 12 percent of all reserve officers are interested in making the regular Navy their peacetime career, the Navy Department has announced.

For those considering the regular Navy as a peacetime career, the Navy has prepared an analysis dealing particularly with promotion, financial security, and opportunities for family life, and answering many of the questions that may exist in the mind of the reserve officer considering a transfer. Excerpts from this analysis follow:

Promotions: Each individual considering transfer to the regular Navy wants assurance as to his chances for promotion and some indication as to whether he will retain his present rank. He also wants to know what he can expect in the way of compensation and future financial security. On these scores the Navy offers as much but no more guarantee than would a corporation about to hire a junior executive. But, the Navy does pledge that each temporary USN or reserve officer who transfers to the regular Navy will be given equal opportunity for promotion and assignment with those who graduate from the Academy.

Due to concentration of authority in the higher ranks there must obviously be fewer officers in each progressively higher rank. For each 100 officers in the Navy the law allows 1 rear admiral, 4 captains, 8 commanders, 15 lieutenant commanders, 30 lieutenants, and 42 lieutenants (jg) and ensigns.

Both because of the increasing number of eligible candidates and to assure the ability of officers promoted to the upper grades, selection boards are convened annually to nominate for promotion the best fitted of those eligible (by length of service—at least 4 years in the next lower rank). Expected percentages of selection and thus the average chance of any one individual reaching the next higher rank, are about 95 percent to lieutenant, 70 percent of these to lieutenant commander, 60 percent of these to commander, 56 percent of these to captain, and 26 percent of these to rear admiral. This holds true only in case the Navy remains static, but if, as usually has happened in the past, it increases from time to time, whether by peacetime expansion or by war, the promotion percentages are very largely increased.

Officers are guaranteed by law two opportunities for selection: first, as "best fitted," or, second, if failing such selection, they may be selected as "fitted" and promoted and serve through the next higher rank, with the chance, but admitted lesser possibility, of further selection. Officers of the rank of commander or above not selected in either of the two categories are retired after 20 years active service with retirement pay of 2½ percent per year of active service, this pay to

continue through life. Similarly, lieutenant commanders and lieutenants are honorably discharged with two years' active duty pay, and lieutenants (jg) one year's active duty pay.

Financial Security: Many officers feel that their financial condition is worse than that of their acquaintances whose salaries in civilian jobs are fifty to a hundred dollars a month higher. Such a comparison is not realistic because it ignores the fact that civilians must pay out more than the difference to secure comparable retirement pay and other benefits which are included in Navy compensation. Further, it does not take into consideration certain tax advantages which are given naval personnel, and other factors making for a lower cost of living.

As an indication of a naval officer's earning power, including the benefits which can be reduced to approximate figures, the following table furnishes a truer financial yardstick than the officer's paycheck:

	Ensign, married, no longevity, no children	Lt., married, 3 year's service, one child	Lt. Comdr., married, 6 year's service, 2 children
Pay	\$1,800.00	\$2,520.00	\$3,300.00
Allowances	1,231.00	1,591.00	2,026.50
Retirement benefit (30 year policy starting at age 25, and paying* \$375 per month)	1,564.88	1,564.88	1,564.88
Tax advantage	411.00	531.00	678.00
Health & Accident protection..	108.00	108.00	108.00
	\$5,114.88	\$6,314.88	\$7,677.38

* Terminating on the officer's death.

Other factors entering into the financial security picture include a six months' gratuity (lump sum payment equal to six months' pay at rate received at time of death) to the widow, children or other designated beneficiary of an officer who dies while on active duty and not as a result of his own misconduct, and pensions, if an officers death is service connected, during peace, of \$38 per month to a widow; \$59 to a widow and one child, with \$10 for each additional child.

Opportunities for Family Life:

In peacetime the officers of junior rank can expect to spend one-third of their duty ashore, and those of senior rank, one half of their duty ashore. During tours of sea duty when the officer is operating from U. S. ports, Hawaii or the Philippines, it is usually possible for him to have his family live near the base and he can spend his time with them on week-ends, between cruises and during ship overhaul periods. The annual leave of 30 days with pay also affords an additional opportunity for him to be with his family. On a permanent change of duty, all expenses are paid for by the Government, such as the officer's travel, transportation of his dependents and shipment of his household effects. Many schools and colleges also offer scholarships limited to sons and daughters of service personnel. Stressed par-

ticularly is the fact that the officer won't experience the long periods of sea duty that are necessary during wartime, and will find travel and living conditions radically different under normal conditions.

Summary of Advantages: Summarizing the advantages of a peacetime career in the Navy, the Navy quotes the following comments of the commander of a carrier division in a letter to the reserve and temporary USN officers of his command:

"The Navy of course, wants the best. We older officers are proud of our service and want to be succeeded by people who will preserve the traditions and improve what we believe to be the best Navy in the world.

"The first requisite of a candidate is the desire to be a naval officer. The Navy is an instrument of war and you therefore can rightly judge the service on its war record. While the Navy in peace is somewhat different in certain respects, the difference is in detail rather than in policy.

"Consider these points:

"You will be required to live in various parts of the world.

"You will be away from home a certain portion of the time.

"You will have enough to live on but you'll never be rich.

"You will be required to work long hours with no consideration being given to anything but results.

"You will encounter intolerance on the part of a few people, but this will be in no greater number than you would encounter in civilian life.

"You will above all be required to adopt and live by one standard—"The good of the service."

"You will associate with what is undoubtedly the finest body of men in the world.

"You will meet the people of the world—all classes.

"Your job will seldom be dull or uninteresting.

"You will be in an honorable profession in which you can take great pride.

"You will also be in what, strange as it may seem, is the most democratic organization in the world, where your success as an individual is entirely dependent on your ability.

"You, having become an officer in the regular Navy will in every respect be on an exact par with every other naval officer.

"You will be closely observed and marked according to your ability.

"You will be subjected to selection and may be passed over and retired if you prove unfit but on the other hand the sky is your limit.

"You will be retired finally on some percentage of your pay.

"The decision is a serious one and should not be made lightly. If you consider yourself a suitable candidate—ask questions. Talk to others who have lived in a peacetime Navy. They'll be glad to talk and will express themselves frankly. Don't be satisfied with any one man's viewpoint but secure several . . ."

NEW POSTWAR NAVAL RESERVE

Plan Two Main Branches In Revised Organization

PENDING necessary legislation and appropriation, it is planned to establish a postwar Naval Reserve which will combine the best features of the old Naval Reserve with a new and streamlined organization, offering the use of modern equipment and training techniques.

The new Naval Reserve will be divided into two main branches—the Ready Reserve and the Standby Reserve.*

The Ready Reserve

This group will be composed of trained officers and men who will be available immediately for mobilization to fill billets at sea and ashore in the event of a national emergency.

The Ready Reserve will be divided further into General Duty officers and men, and Special Duty officers and men, and each of these divisions will be subdivided into Aviation and Surface components.

Members of the Ready Reserve will drill one night a week in an armory, or other suitable location, for which

** There will also be an Honorary Naval Reserve, to reward and provide for the retention of personnel no longer qualified or available for other divisions of the U. S. Naval Reserve as a result of age, occupation, physical disability or other causes.*

Members of the Honorary Naval Reserve may be called to active duty, with their consent, for short periods of time for consultation purposes, and are available for active duty during a war or period of national emergency.

THE NEED FOR A NAVAL RESERVE

"The United States today possesses priceless assets in the military skill and combat experience of the officers and men who fought in this war. This pool of trained manpower is one of the surest means of preserving the peace and the democratic way of life for which millions of Americans fought and thousands gave their lives. A U. S. Naval Reserve is needed which will serve to retain for the nation the great fighting potential embodied in the officers and men who are currently returning to civilian life. Such a vital Naval Reserve will also offer to the individual a means of continuing the patriotic contribution he has made during the war, and a way of activating his sense of responsibility as an American citizen in this era of fluctuating world conditions."

LOUIS E. DENFELD

Vice Admiral, USN, The Chief of Naval Personnel.

they will receive one day's pay per drill. These drills will include practical work in their specialty, lectures, films and trips to naval and industrial activities.

Members of the Ready Reserve will be eligible to take a two-week cruise aboard a modern combatant ship, or to perform training duty ashore with full pay and allowances. *An individual will be ordered to training duty only with his consent.*

It is contemplated that training in specialized fields, such as electronics, physics, and internal combustion engines will be open to officers and men in the Ready Reserve.

The Standby Reserve

This group will be composed of officers and men who are enrolled in the Naval Reserve, but who are unable to devote as much time to Naval Reserve activities as members of the Ready Reserve.

Facilities for training and instruction will be made available to this group on a voluntary basis.

Transfer to the Ready Reserve within quotas will be elective for each individual.

The Standby Reserve will also consist of General and Special duty divisions, and subdivisions of Aviation and Surface components.

12 ADVANTAGES OF JOINING THE POSTWAR RESERVE

For officers and enlisted men now leaving the Navy, the following advantages of joining the postwar Naval Reserves have been pointed out by the Transfer Program of BuPers:

1 "In the event of a national emergency you will not start all over again, but will retain your commission or rate. You will qualify as a trained individual who can fill a responsible position with little or no additional training."

2 "The time you spend in the Naval Reserve—either the Ready Reserve or the Standby Reserve—will count toward promotion for officers and advancement in rating for enlisted men."

3 "You will receive longevity benefits in higher pay."

4 "You will increase your knowledge through actual experience with modern equipment."

5 "You can keep up-to-date on naval matters through a magazine to be published for the members of the Naval Reserve."

6 "You will receive pay for drilling once a week if you are in the Ready Reserve."

7 "You may go on a cruise or training duty once a year, with your consent, if you are a member of the Ready Reserve, and will receive full pay and allowances, including travel without cost to you, to and from your home, during that time."

8 "Your training cruise will provide an interesting change from your ordinary life, and whenever possible you will be able to make a liberty in a foreign port."

9 "Enlisted men who can meet the qualifications will have an opportunity to be commissioned."

10 "You will have the prestige of being a member of the armed forces of the United States and the personal satisfaction of serving your country in peace."

11 "You will be associated with a splendid group of officers and men. You will have an opportunity to maintain many of the friendships you made during the war, and make new ones."

12 "A sufficient quantity of up-to-date training courses will be available to enlisted men studying for advancement in rating, and a training officer will be included in the complement of each division of the Ready Reserve."

THE 'BIG E' OF THE FLEET

Enterprise Log Is Virtually a Summary of Pacific War from Pearl to Okinawa

FOUR YEARS ago a storm at sea delayed the USS *Enterprise* just long enough for her to miss being smacked at Pearl Harbor. If the Japs had known what was to be in store for them in the next few years, they would probably have offered up some king-size prayers for good weather.

The "Big E" was steaming through the Central Pacific early in December 1941 when she ran into very heavy weather. She had been busy the previous months shuttling planes from the States to various island bases. To save her escorting destroyers from a terrific buffeting under the crashing waves, the flag, Admiral (then Vice Admiral) William F. Halsey, Jr., USN, ordered reduced speed.

As a result, the *Enterprise's* ETA at Pearl Harbor was delayed—from 6 December to 7 December—and the *Enterprise* was thus saved from the Jap sneak attack on Pearl Harbor. Undamaged, the "Big E" began her colorful war record as the first American carrier to send her planes into combat in World War II.

And that was only the beginning. Symbolically enough, the storm which served as a prelude to her entry into the war was a forerunner of many *Enterprise*-made storms that effectively battered the enemy during three and a half years of Pacific warfare.

Workhorse of the Pacific war, the "Big E" is the ship that Admiral Halsey has called, "The Galloping Ghost of the Oahu Coast". Secretary of the Navy James V. Forrestal has said she combines the spirit of all classes of Navy ship and symbolizes the history of our Navy in World War II. He has proposed that the *Enterprise* be recommended as a naval relic to take her

place with such other naval greats as the *Constitution*, *Constellation*, *Hartford*, *Olympia* and *Oregon*.

The present *Enterprise* is the sixth vessel of the Navy to bear that name. She was preceded by a sloop, two schooners, a wooden cruiser and a patrol vessel. Of those early *Enterprises*, the schooner commissioned in 1799 probably had the most exciting history. She took part in the naval war with France, participating in five engagements and capturing 19 vessels. In addition, she fought in the Tripolitan War and captured five ships. She was lost in the West Indies in 1823.

A 19,500-ton carrier, the sixth *Enterprise* was launched in 1936, commissioned in 1938 and has spent her entire time since 1939 in the Pacific area. The "Big E" has crowded a lifetime into her nearly four years of warfare. The enemy damaged her 15 times with hits and near misses. Tokyo claimed her as "sunk" on six different occasions, but after each "sinking" she popped up in the battle line, throwing everything she had at the enemy. She was often called the "Lucky E", but *Enterprise* men knew it was more than luck that brought her through. They preferred to call her the "Big E" and it's as the "Big E" that she's known throughout the fleet.

As the *Enterprise* neared Pearl Harbor on that fateful 7 December morning, her planes prepared to take off for the airfields around Pearl, according to plan. One flight left on what seemed a peaceful Sunday morning in the tropics, but when they reached Pearl they ran right into the middle of the Japanese attack. Their radio report back to the "Big E" was the first report the carrier had that

the nation was at war. Although it doesn't appear in their official score-book, *Enterprise* men are certain that one of their scouts shot down the first Jap plane of the war that morning.

All day Admiral Halsey kept his planes in readiness to take off, but no contact message was received on the Japs' position. Eventually, a small group of planes took off on a search of their own and reported sighting enemy ships, but a flight of bombers and fighters couldn't find them.

It remained for the raids on the Marshall and Gilbert Islands to account for the first entry of enemy air loss on the *Enterprise* bulkhead. That was in February, 1942, when Admiral Halsey and the "Big E" made their first attack on the enemy. Supported by what amounted to a little puddle of small surface vessels, the "Big E" drove deep into Jap held territory and wrote the first page in a brilliant record that within 10 months was to earn her the Presidential Unit Citation. *Enterprise* planes accounted for 35 Jap aircraft that bleak February day, and in addition hit 13 auxiliary and patrol vessels, one cruiser, one seaplane tender and numerous storehouses, hangars and other land targets. Five enemy dive bombers made passes at the flat-top during the action, one of which tried to make a deliberate crash landing on the flight deck which was crammed with planes. But the ship's anti-aircraft batteries brought it down before any damage was done. Cost to the *Enterprise*: six planes.

For the next year the "Big E" was right in the thick of things, doing her share to help stem the tide of Japanese advances. Midway, Tulagi, Santa Cruz, Guadalcanal, all felt the full impact of her power. The only scrap she missed out on was the Battle of the Coral Sea. She'd been assigned as an escort for the USS *Hornet*, which

WAKE ISLAND attack was one of "Big E's" early aggressive actions against foe. Jap stores were left burning.

TOKYO RAID in April 1942 found the *Enterprise* escorting carrier *Hornet* (in distance) on daring mission.





IN THICK OF FIGHTING from 7 Dec. 1941, Enterprise accumulated 18 of 22 possible combat stars, was "sunk" six times by enemy claim and was first carrier awarded Presidential Unit Citation. She is "Big E" to her crew.

was carrying the Doolittle flyers for their initial raid on Tokyo on 18 April 1942. She returned to Pearl after this assignment and was dispatched to the Coral Sea area but arrived too late to figure in the action.

In the Midway strike, one of the U. S. Navy's great sea battles, she was teamed up with the USS *Hornet* and the USS *Yorktown* (lost in this action) in lashing out at the Jap carrier force then closing on Midway. On the first day of the attack her air group sank two large carriers, and her pilots teamed with those of the *Yorktown* to write finis to the career of a third carrier, and damage a Jap battleship. The second day she spent chasing the remnants of the fleeing Jap fleet and on the third day her dive bombers scored many of the direct hits that finally sent one of the Jap's best cruisers to the bottom.

When Marines landed at Guadalcanal and Tulagi on 7 and 8 Aug. 1942, the *Enterprise* was there providing air cover. She shot down 14 Jap planes and in one day her planes dropped 56 1,000-pound bombs. The

Japs tried to recapture Guadalcanal later that same month, precipitating the Battle of the Eastern Solomons, and again the *Enterprise* shot the works. Her planes accounted for 30 enemy aircraft and one submarine, and her anti-aircraft batteries downed 41 more enemy planes. Cost to the *Enterprise*: nine planes lost and three damaging bomb hits.

Battle of Santa Cruz

After repairs at Pearl, the "Big E" pulled out again in October of 1942 as part of a task force which was gunning for the Jap fleet which had been shelling the Marine beachheads on Guadalcanal. Her search planes made contact with the enemy north of Santa Cruz Islands where there were two enemy forces: one composed of two battleships, a heavy cruiser and seven destroyers; the other, two carriers. The *Enterprise* went into action and the Battle of Santa Cruz was on. Her planes scored hits on a carrier and a battleship, shot down 33 enemy planes while her anti-aircraft batteries were

accounting for another 30. Violent maneuvering spared her several torpedo hits from attacking planes, but she sustained two damaging bomb hits. In this battle the USS *Hornet* suffered such severe damage that it was necessary to abandon and sink her.

In port for a quick patch job, the *Enterprise* was on her way again in two weeks, helping to repel another major Jap attempt to re-take Guadalcanal. Seabees were still aboard her, repairing the damage she suffered in the Santa Cruz scrap. On 13 November, one of her flights sighted a Jap battleship and destroyer escorts steaming into position to bombard Henderson Field. After her torpedo bombers rammed six torpedoes into the battleship, leaving it listing badly the "Big E" concentrated for the next two days on the Jap transports carrying invasion troops. Shuttling back and forth between the ship and Henderson Field, the carrier's planes sank one heavy cruiser, and scored "probables" on one battleship, one heavy cruiser, one light cruiser, two transports. In addition they damaged two light cruisers, a



SANTA CRUZ: Battle action shook this carrier plane free from deck moorings as Japs went down smoking.



EARLY OKINAWA battle brought furious Kamikaze attacks. Men above are subduing a burning Hellcat.

destroyer and numerous transports and shot down 17 Jap planes. The "Big E" lost five planes in this great Battle of Guadalcanal where surface ships, along with the Navy, Marine and Army planes, combined to stop the largest enemy effort to drive the U. S. forces from Guadalcanal.

During that first arduous year of the war in the Pacific, Admiral Halsey's "Galloping Ghost" symbolized the American resistance against a force advancing with seemingly overwhelming strength, and the crowning honor accorded the "Big E" for her first year in battle was the Presidential Unit Citation. She is the first and only Pacific carrier to receive this award from a grateful country. She carries a large red, white and blue record of the events for which she was cited painted on the bulkhead of her hangar deck. The citation itself reads:

"For consistently outstanding performance and distinguished achievement during repeated action against enemy Japanese forces in the Pacific war area, 7 Dec 1941 to 15 Nov 1942. Participating in nearly every major carrier engagement in the first year of the war, the *Enterprise* and her Air Group, exclusive of her farflung destruction of hostile shore installations throughout the battle area, did sink or damage, on her own, a total of 35 Japanese vessels and shot down a total of 185 Japanese aircraft. Her aggressive spirit and superb combat efficiency are fitting tribute to the officers and men who so gallantly established her as an ahead bulwark in defense of the American Nation."

Battered and patched, but with that same fighting spirit she always displayed, the "Big E" headed into 1943, and late in January took part in the Battle of Rennel Island as part of a task force sent to repel the Japs' final effort to relieve their hard pressed forces on Guadalcanal. Her planes downed 10 enemy aircraft and damaged one before the attacks stopped.

Late in the spring of 1943, the first of the new *Essex*-class carriers began coming into Pearl Harbor. After having stood a long vigil as the only U. S. carrier in the South Pacific, the *Enter-*

prise had eventually been joined by the USS *Saratoga* and the British carrier, HMS *Victorious*. So it was decided that the "Big E" could pull out of the battle line and go into port for a badly needed overhaul job.

Back as good as new in November 1943, the *Enterprise* was johnny-on-the-spot to take part in the opening fleet offensive that was to carry it to the gates of the Japanese Empire in 18 months. As though it was her lot to distinguish herself, the *Enterprise* immediately inaugurated a new type of carrier warfare—night fighting. Responsible for the development of these new fighting tactics was the late Comdr. Edward H. "Butch" O'Hare, USN, the man who had been awarded the Medal of Honor the year before for his achievements as a fighter pilot.

Pioneer of Night Fighting

The night fighter units were called "Bat Teams", and were composed of one radar-equipped Avenger torpedo plane leading two Hellcat fighters. The Avenger was to be directed to within a few miles of the enemy target by the ship's fighter director using the ship's radar. Then it was to use its own radar to lead the fighters to within visible range where they could open fire.

Late in November of 1943 when she was participating in the invasion of the Gilberts to provide air support for the landings on Makin Island, she sent out her night fighters to intercept enemy raiders after dark. They intercepted between 30 and 40 enemy bombers, shot down two and took the enemy so completely by surprise that the remaining Jap planes fled in confusion, firing at each other. From that time on, the *Enterprise* was the foremost pioneer in the development of the art of night combat. But that initial raid had been a costly one. It took the life of Commander O'Hare.

There was still plenty of work to be done by the hardy carrier veteran. With Air Group 10 aboard, she plunged into the early stages of the advance across the Pacific—the invasion of the Marshall Islands, Hollan-

dia and the Marianas—and the devastating strikes of Task Force 58.

It was her night fighting torpedo planes that sparked the success of the first carrier strike on Truk in February 1944, and during the battle of the Philippine Sea, it was the *Enterprise* planes that finally located the Jap fleet when it appeared that it had gotten away free, and finally with Air Group 20 aboard she achieved the distinction of being the only carrier in action against all three of the widely scattered Jap forces used in the Battle of Leyte Gulf.

The "Big E's" victories after she joined Admiral Halsey's powerful Third Fleet in the fall of 1944 were highlighted by her work in the Leyte Gulf battle. She damaged two battleships and a heavy cruiser, and blasted a brand new Jap battleship which later sank, becoming the first modern battleship with advanced AA defense to go down under plane attack alone.

The *Enterprise* climaxed her achievements in the field of night combat flying during the first five months of this year when her planes flew more than 1,000 target sorties from her deck. In these operations she covered the invasion of Luzon, struck against the Jap air force and installations in French Indo China, Hong Kong, the China Coast, Canton, Formosa and Okinawa, made two carrier strikes against Tokyo and the Jap Inland Sea, supplied air support for the Iwo Jima landings in February and March, and initiated the softening up bombardment and air support for the Okinawa landings in April and May.

In the Iwo Jima supporting operation, the *Enterprise* had planes in the air day and night for 174 consecutive hours and their pin point bombing techniques did plenty of damage in the Inland Sea battle, with her planes ranging well into Honshu where they scored 500-pound bomb hits on the Mitsubishi plant.

During her last months of operation, the "Big E" was often a target of the unpredictable Kamikaze attacks. The *Enterprise* came through unscathed during the first few months although she experienced many close

calls, but during a terrific counter attack by the Japs on 14 May in the heat of the Okinawa campaign, she took one of the most devastating blows she had ever received from this source. It assumed particular significance in view of the fact that her younger sisters, the USS *Bunker Hill* and the USS *Franklin* were on their way home burned and blasted by similar attacks.

Operating as flag ship of task force 58, with Vice Admiral Marc A. Mitscher, USN, aboard, she was standing by, some distance off Okinawa, waiting for her planes to return from forays over the island where they were giving air cover to landing operations. A Hellcat pilot brought his plane in, climbed wearily out of the cockpit and reported that he had knocked down an enemy plane nearby. *Enterprise* gunners splashed three attackers coming in on the carrier soon afterwards. Then—Kamikaze!

A sharp-eyed lookout spotted the enemy plane maneuvering in the cloud cover over the flat-top. It cleverly evaded the task force fighters and, ducking through the heavy curtain of flak, came screaming down on the "Big E". When it looked as though the pilot was going to overshoot his mark, he flipped his plane over on its back and crashed into the forward part of the flight deck. His bomb exploded directly under the forward elevator, sending it 400 feet in the air and putting a big bulge in the deck.

Immediately fire roared through the forward part of the ship. Fortunately the blaze was localized because the ship had been "buttoned up" before the suicide plane struck. Officers and men pushed through the smoke and flames to pour tons of water in the burning area. Gun crews tossed ammunition overboard until it got too hot to handle, and then broke out fire hose and poured a steady stream of water into the magazines to keep explosions at a minimum. Within 17 minutes after the ship was hit the fire was under control, and within half an hour it was completely extinguished.

"We could have stayed there and

operated at 80 per cent efficiency," said her skipper, Capt. G. B. H. Hall, USN, "but we were due for overhaul and the fleet didn't need us. So we came back." But the worst results of that attack were the 14 crew members dead and an additional 34 wounded.

"When they come down out of the clouds at you", said *Enterprise* officer Lt. G. J. Flynn, USNR, "you're sure they're headed straight for you. Then when they miss by a few feet, you discover that you were wrong—much to your relief."

How It Feels

Take the case of the direct hit on 18 March when Carl J. Smith, AMM1/c, USNR, was in a sweat until—but let him describe it:

"I was standing on the flight deck enjoying the sunshine. All at once this Jap bomber came out of the clouds and made his run over the ship. He dropped a single bomb . . . and when I saw the bomb coming down I took off down the flight deck, up over a catwalk and down a ladder. That bomb hit about five feet from where I had been standing and rolled along the same path that I had taken along the flight deck. I couldn't have been more surprised or scared if it had followed me down the ladder, too. The only reason I'm able to tell the story is because that bomb was a 'dud'. That Jap was so low over our deck that the bomb was still falling in a flat position when it hit. It never did get the detonating head pointed down."

On 11 April, operating in support of ground troops fighting on Okinawa, the "Big E" sustained a serious hit. Four suicide planes went after the flat-top. All four were blasted by *Enterprise* gunners, but one scored a near miss on the way down and left its engine embedded in the port side.

"The explosion was under the ship and it lifted us about three feet," said the Chief Engineer, Comdr. C. H. Meigs, USN. "The noise and shock were terrific. We suffered 'major damage'

to the machinery, but our veteran 'black gang' restored full cruising speed within a few minutes."

After this attack, the "Big E" had to withdraw from the battle line for repairs. Her frame was bent, fuel tanks destroyed, catapults damaged and two large Diesel generators aft had been blown against the overhead. But in spite of all this damage, she was back fighting in three weeks.

During her career in the war, between Pearl Harbor and Okinawa, the "Big E" accumulated a total of 18 out of a possible 22 battle stars for carriers in the Pacific. She covered 275,000 miles, destroyed 911 Jap* planes, sank 71 ships, and damaged or probably sank an additional 192 vessels. Recently she stopped at Pearl Harbor on her way back to the States for repair. As she steamed slowly into port, a flight of fighter-bombers flew over her forming the letter "E." Then the planes swooped low alongside the ship so the crew could read the signs painted on their sides which read: "For . . . Carrier . . . Champ . . . Take . . . *Enterprise*." They were pilots who had flown from the *Enterprise* during the first eight months of the war.

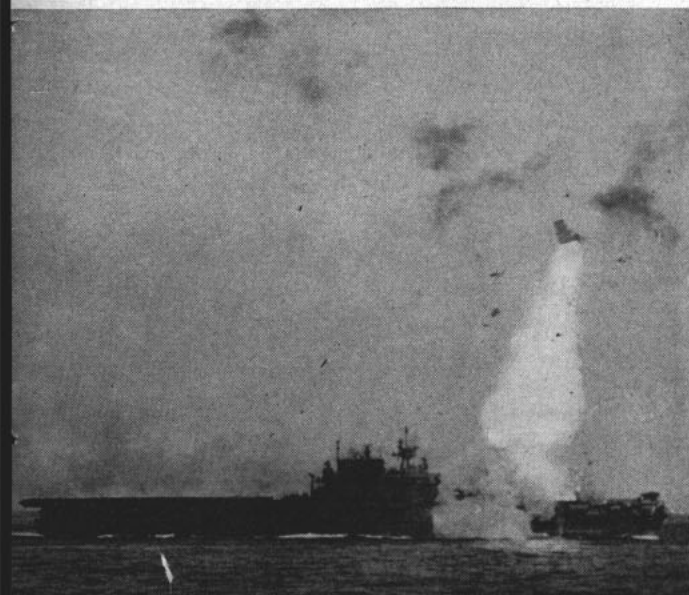
From Admiral to seaman, men who have served aboard the *Enterprise*—and there have been more than 10,000 of them—are indelibly stamped in the fleet as "*Enterprise* men." When their crew mixes with the newcomers ashore and the argument always starts about which is the best ship, it's the *Enterprise* men who say, "Go out and get yourself some experience and then come back and talk to us."

But it remained for a second class seaman to express the true feelings of the *Enterprise* man. Said he, "I wouldn't take any other ship in the fleet. The *Enterprise* has a soul."

All the men of the "Big E", both past and present, feel that such a ship should be preserved to take her place with those Navy ships of yesteryear that, they say, showed the same fighting spirit as the *Enterprise* in the company of ships that had souls.

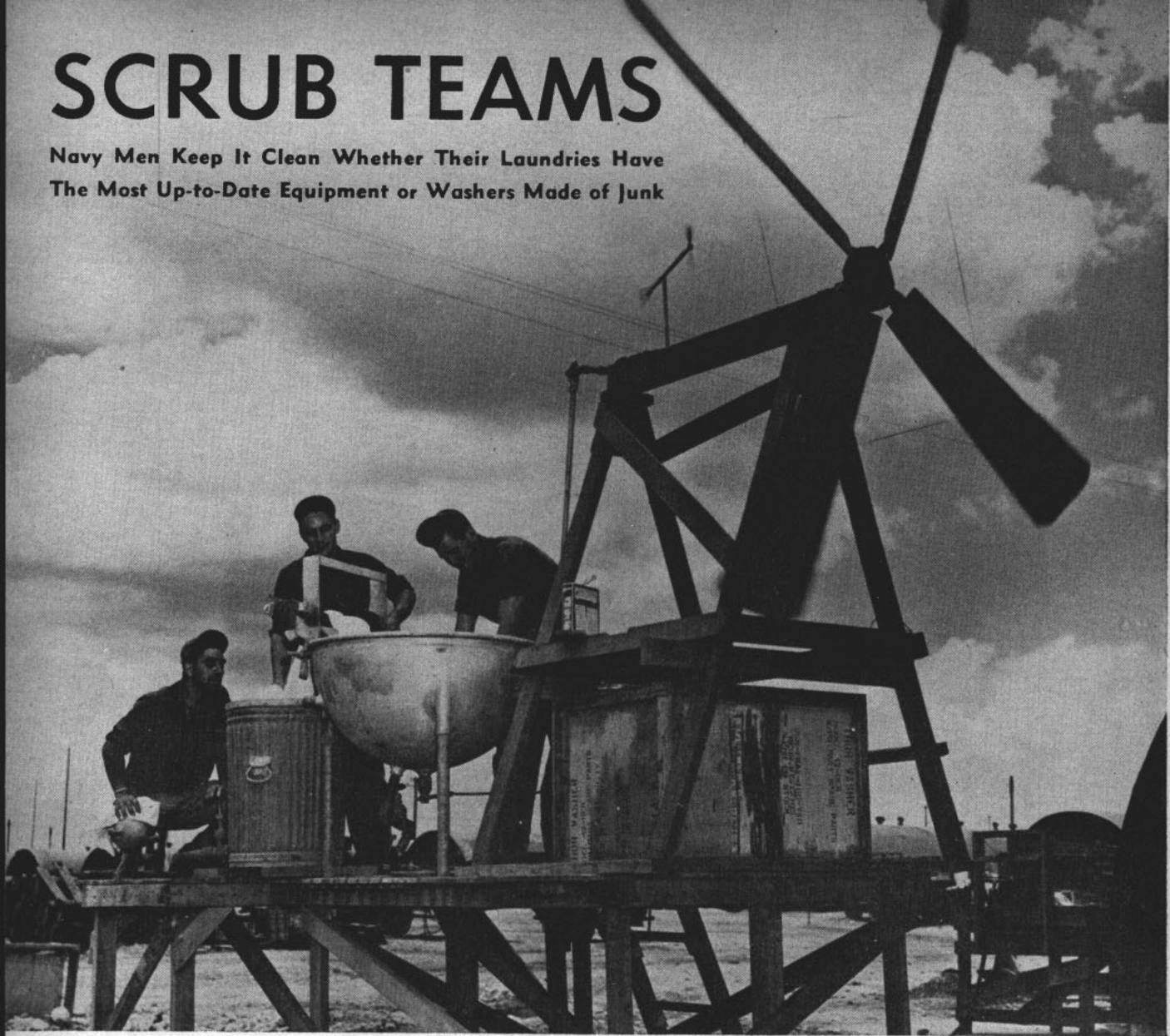
OKINAWA FINALE for the "Big E" was this Kamikaze hit which blasted forward elevator 400 ft. skyward.

BACK TO PEARL and this tribute from former pilots came the veteran *Enterprise* for well-earned overhaul.



SCRUB TEAMS

Navy Men Keep It Clean Whether Their Laundries Have
The Most Up-to-Date Equipment or Washers Made of Junk



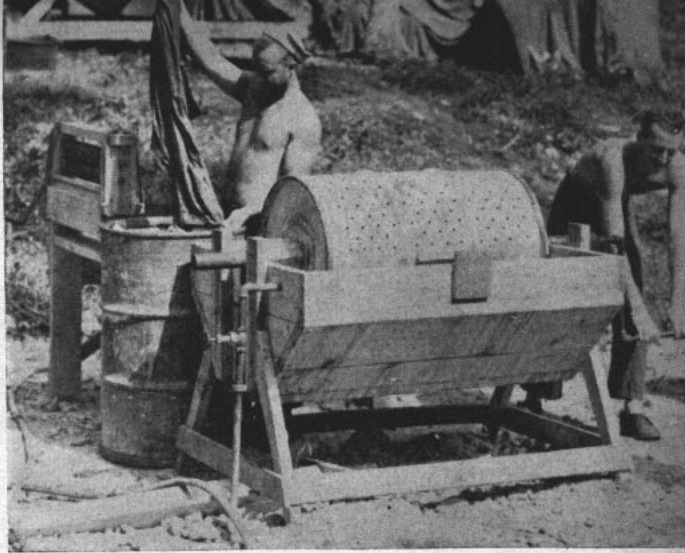
Official U. S. Navy photographs

HOME-FRONTERS growled about laundry problems during the war, but the Navy, with over 3,000,000 men, had the real headaches. Part of problem was solved by men on islands (like Seabees, above) who built windmill washers out of scrap. Another solution was training of laundrymen at the Navy laundry school (below) in Washington, D. C.





SIMPLE SOLUTION to laundry problem is to anchor wash and dunk it into surf. Launderer as well as laundry gets a bath. But salt water bathing isn't too good for cloth.



SAILOR-POWERED washing machine is made of perforated oil drum mounted in a trough of water. From this clothes pass to rinsing drum at side, then through wringer.



IMPROVEMENT over windmill and hand washers are motor-powered ones (above and at right). One above has a Jap motor. Blowtorch under drum heats the water.



FLATWORK IRONER (below) of type used on cruisers is manned by Navy laundry school student. His mates (below, left) practice on the LST laundry unit, the smallest.



the first "sea test" knew it then but the secret pint-sized projectile that fitted into the nose of the projectiles was capable of converting the Fleet's 5-in. rifles from poor AA weapons into flaming harikari swords for Jap pilots.

Last month the Navy identified the secret device as the VT (for variable time) fuze and described it as second only to the atomic bomb as the greatest scientific development of the war. From the time it was first used in early 1943 it provided a new deadliness to artillery accuracy.

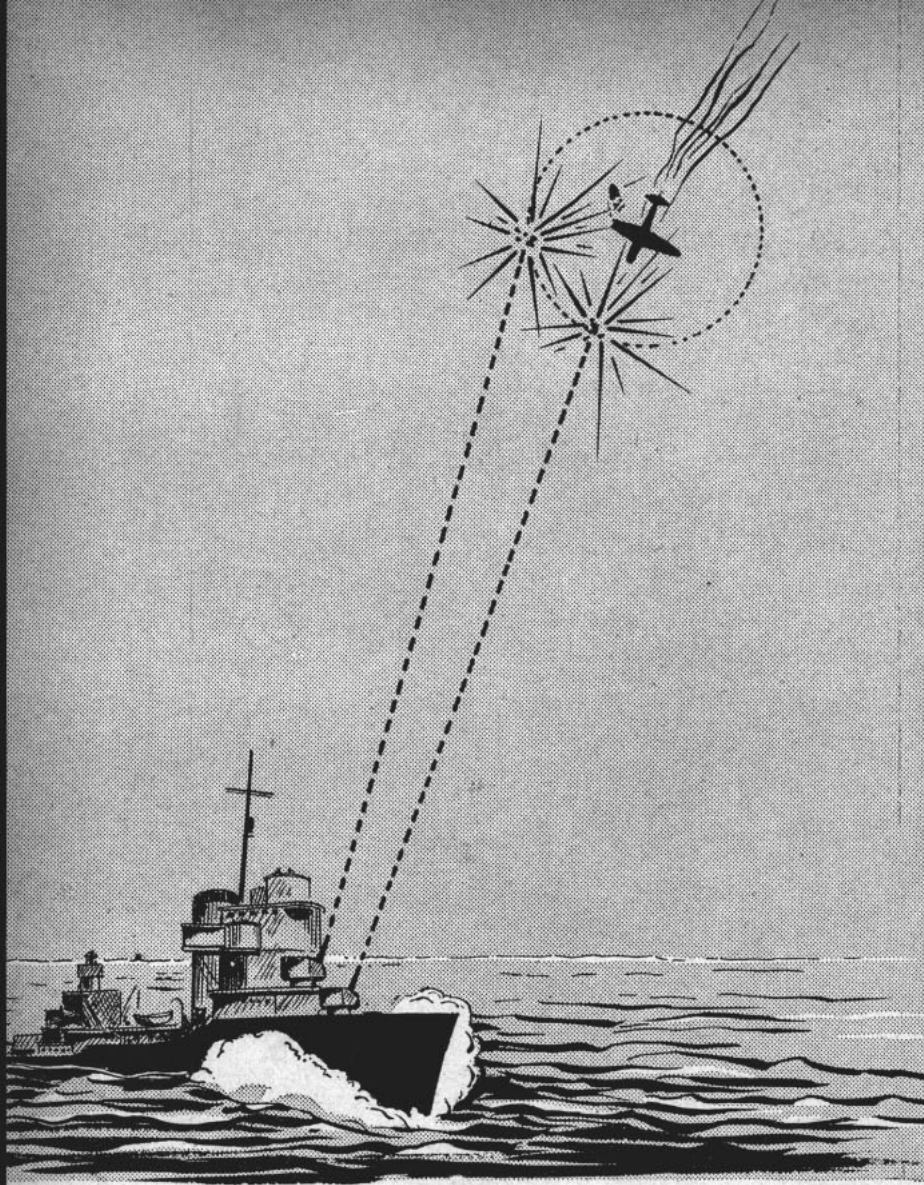
VT is a radio proximity fuze which explodes a projectile as soon as it comes close enough to a target to inflict damage. During two and a half years of war, Navy shipboard gunners used it to write an almost unbelievable record of enemy planes destroyed. Had there been no VT to check them, the Kamikaze attacks may well have reached the effectiveness the Japanese had hoped for.

Not only was the VT fuze highly successful in breaking Jap airpower, but it throttled the Nazi buzz bomb attack on London in the summer of 1944 and sparked the killing artillery assault which threw back the Germans in the "battle of the bulge" in the winter of 1944.

The VT fuze is an extremely rugged "five tube" radio sending and receiving station which fits into the nose of a projectile. The heart of this miniature radio station is a vacuum tube which sends out a continuous radio frequency signal or electro-magnetic impulses at the speed of light—186,000 miles per second. The impulses are reflected back to the tube by any target that gives a radio reflection, such as metal objects, water or earth.

Interaction of the outgoing and the incoming reflected impulses creates a "ripple pulse" which is amplified by vacuum tubes in the fuze. This impulse is fed to a thyratron tube which acts as an electronic switch to initiate the detonation. When the VT-fuzed projectile passes in flight within about 70 feet of an airplane, the "ripple pulse" then is strong enough to trigger the thyratron tube which permits enough electric current to pass through an electric detonator to make it explode. This explosion sets off an auxiliary explosive charge or booster carried in the fuze which in turn detonates the main explosive charge in the body of the projectile.

This Goldbergian triumph is the joint child of the Bureau of Ordnance and scientists of the Office of Scientific Research and Development. Research began in August 1940 and continued throughout the war, although the final product remained little changed from the type of fuze tested by the *Cleveland*. The chief problem was to develop miniature vacuum tubes—one inch long and about as thick as a pencil—and other electronic parts small enough to fit into the nose of a projectile, yet rugged enough to withstand the shock of being fired from a gun and the centrifugal pressure created by the rotation of projec-



MAXIMUM HITS occur whenever VT-fuzed AA shells come within 70 ft. of the plane—close enough for the explosive burst to shower the target.

Navy-Developed Device Rated as Second Only to Atomic Bomb in Scientific Feats

IT WAS early August 1942 . . . The Marines had landed on Guadalcanal and begun the long, bitter fight toward the enemy's homeland. A few nights later, a Jap plane circled the water off Savo Island dropped one flare, then another. Distant guns flashed and the USS *Vincennes*, *Quincy*, and *Astoria*, and the Aussie cruiser *Canberra* were so severely damaged that they were unable to return effective fire, and later sank. Things were really tough all over for the Allies.

About that time, the gun crews of the newly-commissioned USS *Cleveland* went through an AA drill while their ship cruised placid Chesapeake bay. The 5-in. dual-purpose guns tracked three radio-controlled target planes for an instant, then the guns flashed. The three "drones" were brought down, two in flames.

Late in 1942 the USS *Wright*, a sea-plane tender, took aboard 4,500 rounds

of special AA ammunition at Pearl Harbor for delivery to the South Pacific. At Noumea they were distributed by Admiral Halsey to ships considered most likely to see quick action.

On 5 Jan 1943 four Aichi 99 dive bombers attacked a task force, making two near misses and one direct hit on a cruiser. The pilot of one enemy plane, thinking himself outside effective anti-aircraft range, flew in a straight course long enough for the *Helena's* after-5-in. AA battery to get a good set-up. Two 5-in. twin mounts opened fire. On the second salvo a burst enveloped the Jap plane and it crashed in flames.

The *Helena* crew members who were topside at that instant saw the battle premier of an amazing device that was to materially reduce the airplane's threat to the surface ship.

Neither the men on the *Helena* nor the *Cleveland's* gunners who gave it

FUZE TINY BUT DEADLY

tiles in flight. Photo-electric triggering devices were the first to be successful, but circuits based on the principle of radio reflection—also used in radar and IFF—were later adopted as the most effective for the purpose. Other tough requirements of the ideal device which the scientists met was the creation of a rugged miniature storage battery and the provision of a very high degree of safety for handlers and gunners.

The proof of this scientific pudding lies in shooting records made around the world, but particularly by ships in the Pacific. The crews of the 5-in. mounts were able to pick off the choicest plums time and again before the enemy came within range of the rapid-firing 20- and 40-mm. guns. VT also eliminated the guesswork and labor of fuze-setting and the errors inherent in time-fuze mechanisms. Previous to VT's advent, these bugaboos had spoiled countless well-directed shots. Because a VT-fuzed projectile explodes automatically when it reaches a point where its fragments can shower a target, good fire control pays off with hits every time.

VT was one of the most potent factors in the Navy's fight against suicide bombers in the last desperate months of Jap resistance. Ships in the Okinawa anchorage were within easy range of Japan-based suicide raiders. A sample of what happened during the long siege of Okinawa and the part played by VT is the action in which the destroyers *Hadley* and *Evans*, the LCS(L) 84, the LCSs 82

and 83, and the LSM(R) 193 took part on 11 May.

The destroyers and landing craft support ships were stationed off Okinawa to guard supply ships and offer fighter direction for the area. Shortly after midnight there was an air alarm and the ships were at GQ for more than an hour. Dawn found the sea calm, visibility good to moderate. A Combat Air Patrol arrived on station. Soon the radar picked up the first of several raids coming into the vicinity and the CAP went into action. (The Fighter Director tally later revealed that the little group of ships and planes had to oppose a total of 156 enemy planes.)

At 0754 a twin-float Jake came into view off the *Evans* and was shot down at 0757, all guns participating. From then on the two plucky DDs were under almost constant attack by an enemy force of 50 planes, all of them destroyed, but not before several had completed their suicide roles. (The Marine CAP had exhausted its ammunition in fighting off the first attackers, but the pilots stuck by the DDs anyhow, flying their planes at the Japs to head them off.)

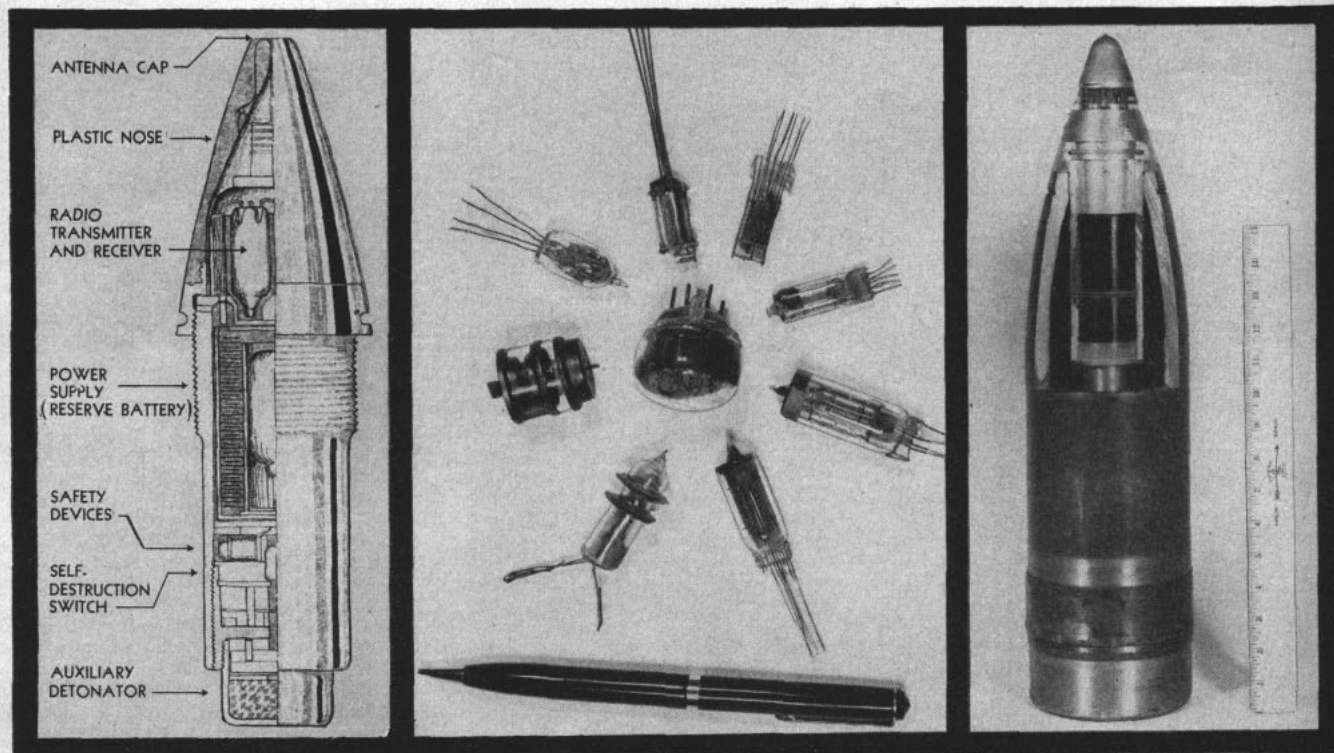
At the end of the first half-hour, the *Evans* had been hit four times by suicide planes, each ablaze from anti-aircraft fire. The *Hadley* had knocked down a dozen enemy planes and the *Evans* had accounted for 23 before she had to retire from the fight—13 of them with VT-fuzed 5-in. shells. Only one Jap plane taken on by the

5-in. gunners of the *Hadley* as a target escaped undamaged.

The final fury of the Jap assault struck the *Hadley* at 0920 when 10 enemy planes surrounded the ship and dived simultaneously. All were destroyed, but the *Hadley* took two bomb hits, one a Baka, and was struck by two suiciders.

"We got planes that were 'way out of machine gun range,'" said the Gun-nery officer, who also saw four other Jap craft splashed by the combined fire of the 5-in. guns and the automatics. Five more planes were to be seen smoking and flaming in the air from hits from exploding 5-in. shells. "Indispensable" was the verdict on the role played by VT-fuzed ammunition in this action.

The Navy surrounded the entire VT fuze project, from start to finish, with elaborate secrecy. On the fighting fronts, great care was taken to keep "duds" from enemy hands. Except for the limited use during Britain's battle of the buzz-bomb, the Combined Chiefs of Staff refused to permit the fuze to be used on land until 25 Oct 1944. Before that date, the Navy even avoided firing VT-fuzed shells near islands of the Pacific. Almost a million researchers, workers in production and assembly plants, ammunition handlers, Marine guards, and finally the men at the guns—shared some part of the secret of this devastating weapon, but to their credit the only clue to its existence was what seemed—to the Japs at least—fantastically accurate gunfire.



VT-FUZE DETAILS are sketched at the left. Heart of this pint-sized device is a set of tiny vacuum tubes, shown above with a pencil for comparison. Right, cutaway view of 5-in. shell shows space filled by the miracle fuze.

SANITATION PAYS OFF

Navy Also Winning Battle Against Tropical Disease Through Extensive Use of Preventive Measures

THE Navy while winning many battles at sea has also been winning a war against tropical diseases.

In the early years of the war disease came near gaining the upper hand. Malaria, the oldest enemy among tropical diseases, was also the worst. Late in 1942 the malarial incidence on one South Pacific island was 1,783 cases per 1,000 naval personnel there. Impossible as that may appear, it is nevertheless true, as the figure includes relapses of men previously afflicted.

On another island a little more than two years ago the figure was 250 cases per 1,000 men. Now it is about 4 per 1,000. Another island that once had a high incidence reports no cases at all since last November.

In 1942 and 1943 combined, the Navy took care of more than 97,000 cases of malaria. Now Navy doctors report new cases of the disease as almost nonexistent.

Dengue, described as the little brother of malaria, and which on one base caused 4,000 sick days in the first month and a half of occupation, is

also disappearing. Dengue is not a recurrent fever like malaria but equally debilitating to an advanced base.

Dysentery, another dread infection, has been licked. No outbreak was reported in the Okinawa or Iwo Jima campaigns; in fact, few cases have occurred since Saipan.

Filariasis cases (about 8,000 Marine, 2,000 Navy) were confined to one island group—the Samoan—and may not be a problem again. Besides, science has learned how to avoid it where it is present.

The Americans haven't had as much trouble from scrub typhus as, for example, the Australians whose operations have been in infected areas.

An effective preventive measure—impregnation of clothing—has been discovered and is now used in areas where the disease may abound.

Snail fever (schistosomiasis), encountered first in the Philippines, has caused only 8 casualties among Navy and Marine personnel. Precautions have been adopted against any possibility of an increase.

Now—how was this all brought about?

Generally, the Navy has had to become almost fanatically sanitation conscious. Initiated by the medical corps, the sanitation program had to be made effective through the individual endeavors of every officer and almost every man who went ashore on a tropical island ridden with disease.

Proper stoves have to be constructed to assure an adequate supply of boiling water; once this is accomplished, the paramount problem of keeping eating utensils and all cooking equipment sterile is made comparatively easy. Grease pits or carefully constructed pipe lines running to the sea must take care of waste water. "C" and "K" ration containers, boxes and tins, are burned out and then buried so insects will be unable to breed on any possible remaining food particles or water collected therein. Double fly screens are constructed at the entrances to mess halls, and mosquito nettings are made the standard canopy for cots. Garbage cans are rat-protected by platforms and covers before the garbage is later burned. Latrines are neatly constructed out of good lumber; solid, flawless lumber should be employed throughout important buildings and furnishings in all advanced base construction to prevent entry of disease carrying insects. Drinking water must be chlorinated.

DDT is responsible for a great deal of the lowering of disease through its lethal effect on insects. It is sprayed over whole islands from airplane, used in small spaces with hand sprays, and dusted in cracks and corners in powder form.

Wells, cisterns, pits, rain barrels and swampy areas are covered with a film of diesel oil or kerosene to discourage family-minded mosquitoes. Underbrush is cleared away from base areas and all trash is meticulously burned.

Rats are not excessively difficult to control. They love piled coconuts, garbage, and any accessible food stores. Remove their "restaurants," and the rats are removed. Rodent control teams have been assigned to the job of destroying rats.

Specifically, here are some of the ways each disease has been met:

Malaria has been treated with great effectiveness with the drug atabrine. The carrier of malaria is the anopheles mosquito, which bites only at night or in the dim light of heavy jungles. Its existence is made both precarious and brief by the methods described above.

Dysentery has been stamped out through general cleanliness and by constantly warring on flies which carry the germ. Particularly necessary is the speedy and deep burial of the dead, as a maggot can push its way up through six feet of loose sand or six inches of packed earth. Sodium arsenite has been found to be an excellent killer of flies.



Official U. S. Navy photograph

FLY TRAPS, built by men themselves, are necessary equipment to cope with tropical diseases, for the fly, like the mosquito is a dangerous enemy.

Dengue's carrier is the aegypti mosquito, which is dealt with by the same methods as his brother anopheles.

Filiariasis (transmitted by a mosquito) has been met by segregation of personnel from the native areas where the disease is present. Oddly enough this mosquito never ventures far from its home, as contrasted with our own salt-marsh variety which can fly cross country as far as 50 miles. (For detailed information on this disease, and why it is on its way out as a menace to naval personnel, see **ALL HANDS**, July 1945, p. 12.)

Scrub typhus is carried by a mite (similar to the Florida red bug or chigger). It is a miserable disease and is accompanied by fevers which run from 103° to 106° for two or three weeks at a time. A method of impregnation of clothing with a chemical has been devised which keeps the mite off the body. However, the scrubby type of country in which it flourishes can be plotted by aerial photos, so that routes of traffic can be plotted around it.

Snail fever can be controlled by avoiding wading and bathing in fresh water streams and ponds and by chlorinating or boiling drinking water in the areas believed to be infected with the fever-carrying snails

Thus have the old bugaboos of the tropics been conquered. Add to that the fact that vaccines have made naval personnel immune to epidemic typhus, cholera, the plague, smallpox, diptheria, tetanus, yellow fever and typhoid, and that the sulfa drugs and penicillin have knocked out a host of other infections, and it's easy to realize that disease at last can be reduced to the status of a secondary enemy.

But disease of course plays no favorites, and sometimes it is on our side. Take the Kokoda Trail campaign in New Guinea, when 3,000 Japs attempted to cross the 10,000-foot Owen Stanley mountains to Port Moresby. None ever reached the port, and only 50 of the original force got back to their starting point, Gona. The majority of their casualties were caused not by the Australians, but by malaria, beri-beri, and starvation.

In Guadalcanal 20,000 Japs died of malaria. The same malady also played a decisive part in the campaigns of Bougainville, Western New Britain, Lae Salamaua, New Georgia, Rendova and the Admiralty Islands, afflicting far more of the Japanese than of our own men.

Although the problems of disease and sanitation are apparently gratifyingly solved in the Pacific, no one is sitting back and relaxing. Epidemics both of old and new diseases have a way of springing up unexpectedly when vigilance is relaxed. So the education of men must go on as before, and all personnel headed for advanced bases are instructed through classroom lectures, motion pictures and actual demonstrations. The ABPA (Advanced Base Personnel Administration) which is a part of the Pacific Fleet Service Force is one of the organizations specifically detailed to carry out this educational program and to maintain sanitation in all the bases.

NOVEMBER 1945



Official U. S. Marine Corps photographs

PREFABRICATED mess halls were used by Marines to give personnel hot food indoors 24 hours after going ashore, reducing dysentery cases.



Official U. S. Navy photographs

SANITATION GREASETRAP (above) leaves nothing for insect to frolic in. Insect repellent is sprayed (below) on clothing used in advanced areas.



FUELING AT SEA

FFUELING at sea, a technique developed by the U. S. Navy, played an essential role in our conquest of the vast distances of the Pacific.

Planning and training begun long before Pearl Harbor had perfected our crews in the delicate and potentially deadly operation and gave to our ships, even in the dark early days of the war, a range unparalleled since the days of sail.

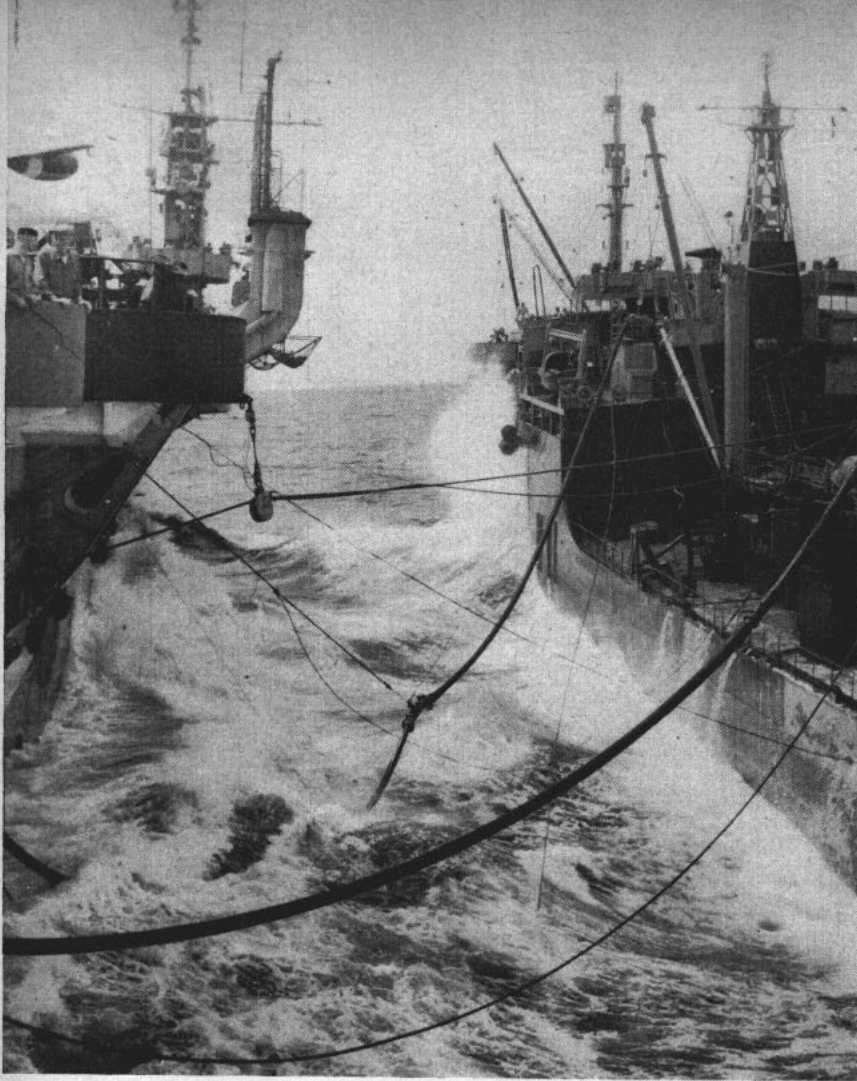
Fueling at sea was what at first enabled our desperately outnumbered squadrons to strike deep into the heart of Japan's stolen maritime empire.

And fueling at sea was what later—when the Navy had grown to world-shadowing dominance—enabled us to batter unchallenged at the door of the Japanese homeland, with huge armadas keeping to sea for weeks and even months.

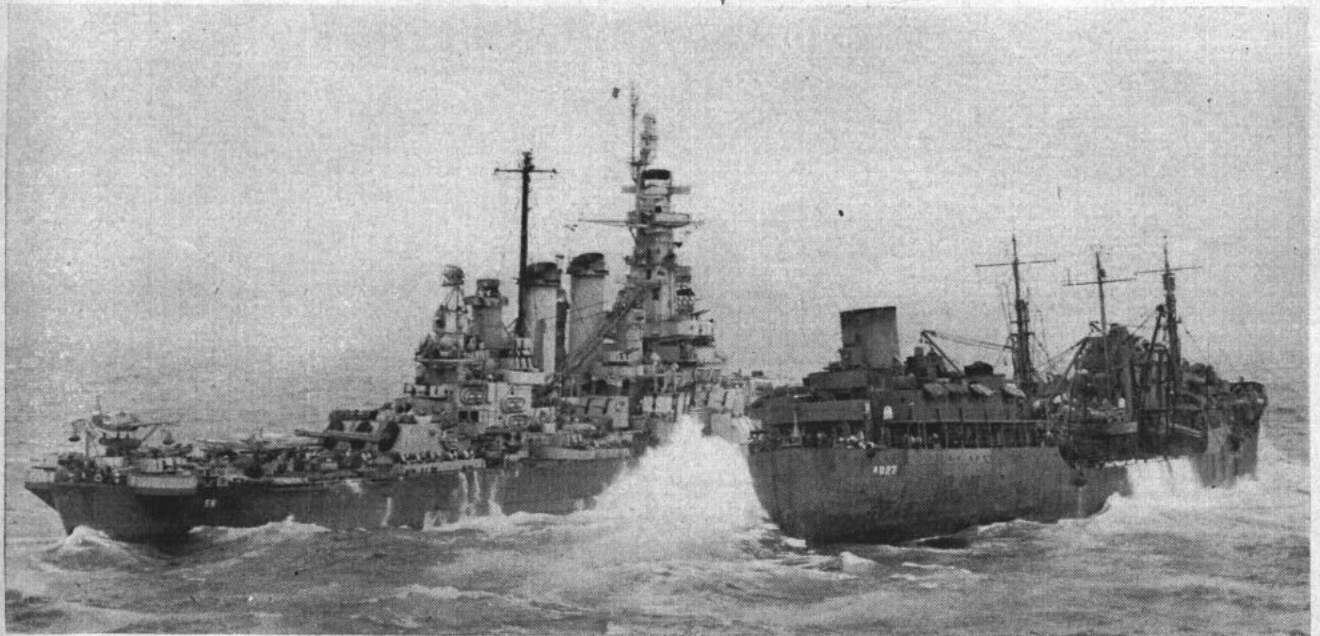
In the case of carriers and other plane-equipped warships, fueling at sea was the equivalent of moving a landing strip hundreds of miles closer to the enemy's ships and territory; a measure that compelled more frenzied withdrawal of Jap ships into home waters. This, in turn, tightened the American noose of blockade around the "sacred soil" of Japan and helped bring her to her knees.

The accompanying photos show vividly the difficulty of the fueling operation when mountainous seas threaten momentarily to sever the hoses or to dash the ships together.

Seamanship, courage and training joined to make possible the vital feat.

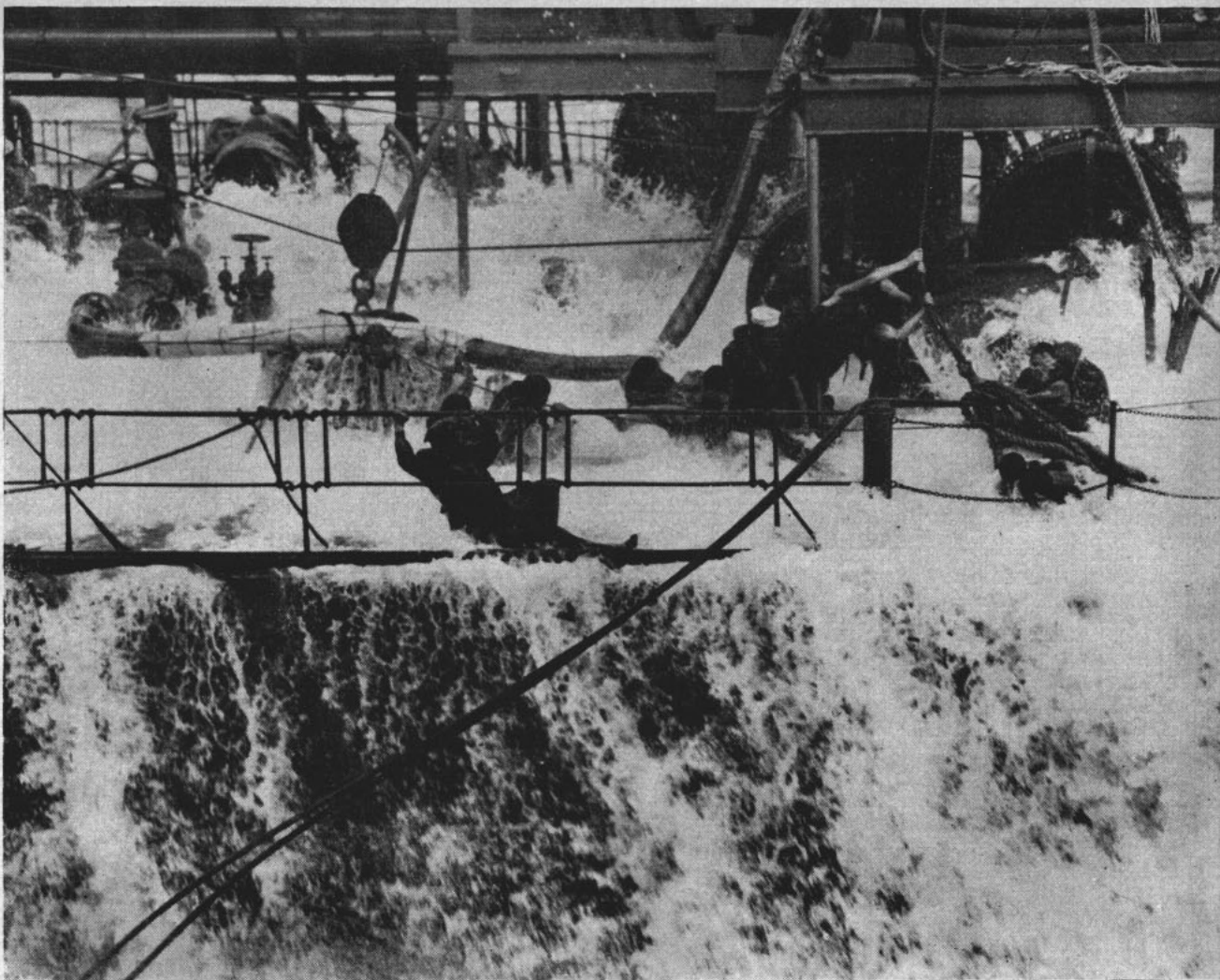


FUELING AT SEA was one reason our Navy was able to steam deep into enemy waters on strikes of record range. Here Independence gets her oil.

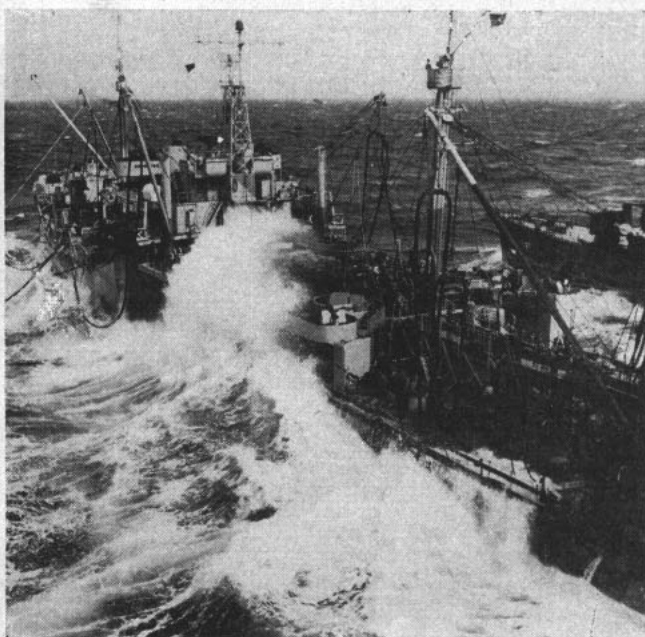


Official U. S. Navy photographs

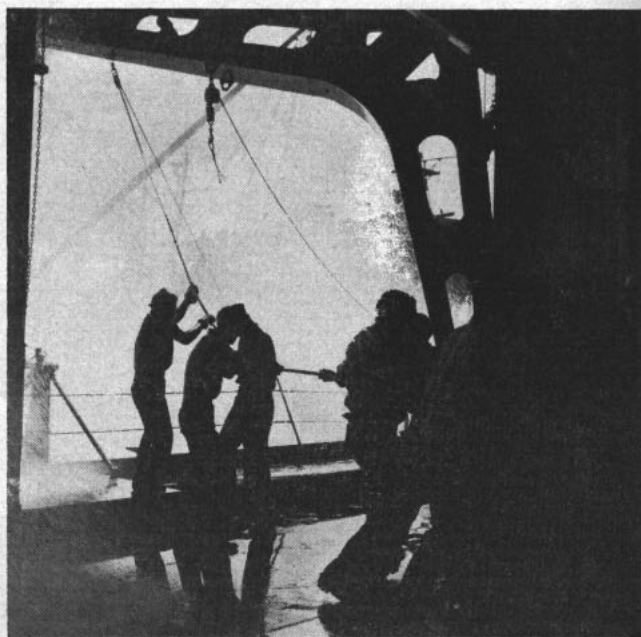
OFF OKINAWA the Washington takes on fuel from Kaskaskia. Calling for smartest kind of seamanship, fueling at sea would be hazardous even in calm waters were it not for well trained crews to whom this job is entrusted.



WATER SWEEPS across decks of a Navy tanker as seamen strive valiantly to bring in line from Yorktown during fueling in heavy sea. Several have lost their footing, hold on to railing to keep from being swept overboard.



TANKER Tallullah pumps fuel and gasoline to carrier Essex; second warship moves into position on other side.



LEXINGTON deck crew heaves on line to bring fueling hose from tanker. Work goes on despite the heavy sea.

BATTIN' THE BREEZE ON

Living off the Land

The Jap farmer was baffled. Daisy—or her Jap bovine equivalent—just wasn't giving out anymore, particularly for the morning milking. Something was hokey-pokey in Hokkaido.

Wisconsin-bred Oliver B. Rasmussen, ARMc, laughed and laughed—from his hideout on the far side of the pasture. As unofficial tourist and unheralded guest of the Empire, he wasn't a moo-juice mechanic for nothing.

The 23-year-old flying bluejacket was dumped onto the countryside of Hokkaido, northern Jap Island, last July when the Helldiver on which he was crew crashed into a mountain in soupy weather. The pilot was killed; Rasmussen was cut and bruised, but his wits and resourcefulness escaped damage. For 68 days he lived off the country, and Daisy—or whatever her Jap name was.

"Every night I milked the cow and got along all right with what I could steal from cellars and take from gardens. I used to watch the farmer when he came out to milk the cow. He sure was puzzled," Rasmussen said.

Later, after an unsuccessful attempt to shove off for Okinawa in a stolen fishing boat, Rasmussen established himself in the hills near the coast and set up a route of five farms for nightly foraging visits. Here his high school track prowess stood him in good stead.

One night about 5 September, he said, "the Japs jumped me after a dog barked a warning. I lit out from there with yelling Japs chasing me. I outdistanced most of them easily, but one was quite a sprinter and nearly got me."

About 15 September, unchallenged American planes in the Jap skies gave Rasmussen the idea the war might be over. He headed for the beach, marked "Help" in big letters in the sand, and sat down to wait. A Jap farmer wandered by on 19 September and told him the war was over. Next

day a U. S. Army team from Chitose started him back to his ship, the USS *Shangri La*.

Reunion off Okinawa

It was with gratitude that a mother, Mrs. Eugene F. O'Neill of Jackson Heights, N. Y., recently reported the meeting of her two sailor sons a quarter of the way around the world from home.

When the USS *Idaho* steamed back from Japan into Buckner Bay, off Okinawa, last 9 September, Radarman 2c Eugene J. O'Neill, 25, USNR, asked his OD if he might try to contact DE 369, the *Thaddeus Parker*, on which his kid brother, Gerard V. O'Neill, 19, S1c, was serving.

The OD was sympathetic. A flash went out and, sure enough, the *Parker* was nearby. Soon a small boat was bobbing in the dark to pick up Jerry, routed from his sack.

Gene and Jerry, separated for 4 years, had an hour together. In his letter to his mother about the meeting, Jerry intimated the two old salts had a tough time keeping the briny tears off the *Idaho's* deck when they set eyes on each other.

"We hear a lot of griping, naturally, but in this instance there was nothing impersonal about the Navy attitude toward two brothers," Mrs. O'Neill commented.

No Bull—No More

It was a bull that kept them going. The Japs used him to haul away the refuse from Narumi Camp No. 2 near Nagoya while the 283 American war prisoners stood by hungry-eyed, planning for the day that bull would make a feast in celebration of the end of the war and imprisonment.

When on 20 August the Japs paid up several years of back prison earnings (at 15 sen per day) and unlocked the gate, the liberated Americans pooled their resources and haggled down the price of the bull from \$8,000 to \$5,000. Disregarding sirloins, rib

\$5,000 BUT IT WAS WORTH IT!



roasts or any other fancy cuts, they butchered the beast and dumped all 700 pounds of meat into one big six-meal stew.

"Tough but tasty," the Yanks decided, and waved away the Jap prison guards who were on hand begging a chance to buy into the feast.

"We were so nearly starved that any man who missed as many as four meals in a row became too weak to get up again," L. W. Covert, 30, CRdM, USN, of Amsterdam, N. Y., said later.

"The hope of one day eating that bull was all that kept us going toward the end of our imprisonment."

Captain's Birth

That scramble among naval officers at National Airport, Washington, D. C. one day last month wasn't a clothes-donning race. It was simply the incarnation throes of a brand-new Navy captain, who landed at the airport a few minutes before as Lt. Comdr. David A. Hurt, USN, commanding officer of the submarine USS *Perch* lost in March 1942 in the Java Sea, and a three-year veteran of Jap POW internment.

You see, Capt. E. R. Durgin, USN, Director of Training, BuPers, was waiting with a captain's commission as a little welcome-home surprise for the submarine skipper. Mrs. Hurt, with their three sons, was carrying a dress blue jacket—resplendent with four new stripes, and a cap with the proper "scrambled eggs".

But Capt. Hurt stepped off the plane in a summer gray uniform. Capt. Thomas G. Reamy, USN, a fellow submariner and Naval Academy classmate, quickly stripped off the shoulder boards from his own gray uniform for Mrs. Hurt to install on her husband. The other officers in the welcoming party rose to the occasion, and soon the new captain was bedecked with all the insignia of his rank—shoulder boards, and eagles on his shirt collar and cap.

A Piece Apiece

Any collector of World War II souvenirs is asking for trouble if he



THE 7 SEAS

WHY DID I EVER GET MYSELF INTO THIS?



looks for the table on which Rear Admiral F. E. M. Whiting, USN, and Jap Rear Admiral M. Matsubara signed the papers surrendering Marcus Island to the U. S. on 31 August.

He'll have to get it from the 300 officers and men who were aboard the USS *Bagley*, scene of the ceremony, that day. Each of them is a proud part-owner of that table, and we do mean part-owner. . . .

As soon as the Jap envoys had left the ship, Admiral Whiting called for a ship's carpenter to saw into blocks the table which was set up under the *Bagley's* forward 5-incher for the surrender—one cube for each member of ship's company.

"Would the admiral consent to autographing the souvenirs?" asked an officer as the saw bit into the table.

"I'd be delighted," Admiral Whiting replied, and put in the next two hours writing his name on the historic hunks.

So Very Sorry

Meet Myota Aganaki, 20, private first class in the Jap garrison which surrendered Marcus Island 31 Aug



1945. He's the Jap Army's candidate for International Sad Sack.

Hawaiian-born of Japanese parents, Aganaki says his parents "talked him into going" to Japan to complete his college education after graduation from high school in Honolulu and two years' study at the University of Hawaii. He found himself in the Jap army soon after arrival, because Hirohito said his parentage made him a Japanese citizen too.

Aganaki was hungry and ailing like all his fellow soldiers when surrender ended their three-year stay on isolated Marcus. Unhappy Aganaki told a Navy correspondent he's afraid Uncle Sam won't let him go back to Hawaii.

"I certainly don't want to go back to Japan. I wish I had never gone there in the first place. If I hadn't, I would have been an American soldier like my school friends," Aganaki said.

Easy Come, Easy Go

Last 19 May the Navy Hydrographic Office announced discovery of a new islet—named Carabobo for the Colombian gunboat which made the discovery, located near the northwest coast of Colombia.

That's in the Gulf of Darien, off Point Sabanilla, but don't look it up on your map.

In July aerial photographs of the volcanic islet, 100 feet long, 65 feet wide, rising 13 feet above sea level, disclosed that it was disintegrating. When the Navy looked again on 6 August, Carabobo had vanished.

Let Joe Do It

Any sailor who's been out of sight of land knows the Navy runs on coffee. But here's a story about jamoke that beats all so far. Penned up in Japan four years, it came out when Brig. Gen. Samuel L. Howard returned from Jap imprisonment last month.

Coffee, the general says, turned sailors into land troops to hold back the Jap advance in the jungles of Bataan until they could be relieved by the Philippine Scouts. Under Comdr. Francis J. Bridget, a flying officer who later died en route to Japan on a prison ship, the sailors dyed Navy whites with coffee to blend them with the colors of jungle vegetation.

Seven hundred bluejackets took part in the tooth-and-toenail defense of the Rock, when everything at hand was thrown into the fight to keep Old Glory flying. Some donned Marine combat suits and manned Army artillery and two naval officers lost their lives storming a Jap machine gun nest.

Mate's Mate

Ever try being father, mother, brother, son and friend all in one?

Jim McDaniels, PhM3/c, at the San Diego Naval Hospital, fills the bill for Chief Machinist's Mate Charles V. March, USN (Ret), a hemiplegia patient at the hospital since 1938.

Besides paralyzing his entire right side, the chief's ailment has affected his vocal organs, but with Jim's help his spirits are high. With his good arm, he waves to passing friends and smiles as best he can. All who know him call him "Pop".

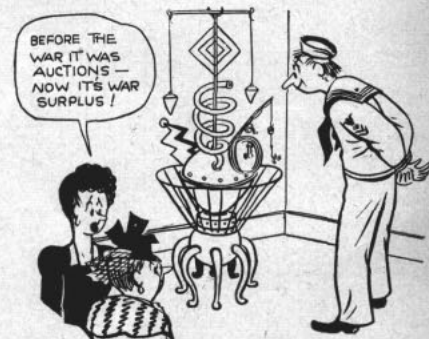
Pop's condition requires the special attention of one who understands his ailments, needs and desires. Assigned to help the chief a year ago, Jim

McDaniels enjoys his company and now can carry on a practical conversation with him by means of sign language. Through imagination, psychology and a bit of mind reading, Jim fulfills his patient's desires.

Not long ago orders came through to transfer the corpsman to another ward. Pop cried "like a baby" when he heard the news of his friend's leaving. The ward medical officer, learning of the transfer, asked that Jim stay, pleasing both Pop and Jim. "Shucks," says Jim, "I'm his man."

Seabee Can-do

To date no one has signed affidavits confirming this tale, but it could be because it involves a Seabee with a lot of gadgets. When he returned from overseas his wife, having read so much about Seabees, suggested he build her a washing machine. So he dumped countless surplus property contraptions in the middle of the living room and began can-doing. His wife thought it was a depth charge, but she tossed some clothes into it and waited. The family pooch was the first to evacuate, staggering onto the lawn, there flopped making strange noises. Two days later, when the neighbors decided to investigate the celebration, they found the Seabee and his missus sprawled on the floor squeezing the drippings of soaking clothes into gaping mouths. Said the Seabee to his visitors as he handed them some wet shirts: "Have a drink. Made a still. Musht be my sub-conscious."



SEA LANE VIGILANTES

Armed Guard on Merchantmen Played Vital Role In Delivering Goods for War Around the Globe

IN the log of World War II is an early entry that reads like this: The United States became the arsenal of democracy producing for liberty-loving nations the goods essential to the successful prosecution of the war against aggression.

Today you can add: Goods delivered in time.

And one great reason why the goods were delivered is the Armed Guard, the Merchant Marine's bodyguard that, in the days before adequate escort ships and planes, stood as virtually the lone defense of our supply lines through successive U-boat forays.

Ranging north and south, east and west, to remote "whistle stops" of the world unknown even to ubiquitous Navy ships, the men of the Armed Guard went to work at a time when no insurance man would have wagered much on their life expectancy.

They started as a small band, with scanty training. But by the end of the fighting they constituted one of the largest and most specialized outfits in the service.

They put to sea in ancient ships armed with ancient guns. And they battled the U-boat when it was its deadliest, when it was making the eastern seaboard a graveyard of blasted hulks.

"You can tell them all that we are going to sea again. They can't stop us with a couple of torpedoes. . . ."

They fought back against submarines, contemptuously striking on the surface. And they fought back with .30- and .50-caliber machine guns and 4" and 5" guns which were too obsolete for warships.

They sailed when they knew that long black shadows were waiting beneath the waters outside of New York harbor and Lynnhaven Roads and even in the estuary of the Mississippi River. But they sailed.

And when they died they died as seamen—on a rusty old freighter which a torpedo smashed and jarred apart, or a tanker which burst into a cascade of flames—in a chaos of their wrecked ships or in the oil-covered waters. They starved to death or died

of thirst in the tropics or froze to death on life rafts in the Arctic Ocean.

The loss of ships and cargo they carried was deplored throughout the nation, but the men died in obscurity and loneliness.

But—the guns improved, and the crews grew in size. Soon the subs would not come to the surface any more. Life expectancy in the Armed Guard was on the increase.

"We may not be the fanciest outfit in the world—but show me another gang of salesmen, farmers, newspapermen, teachers, and lawyers that have knocked off as many U-boats and planes. . . ."

The scope of their travels was on the increase. U-boats became but one among many predatory dogs of war. There was the Luftwaffe in the Mediterranean and the Luftwaffe along the gale-swept trail to Murmansk. Out in the Indian Ocean, the Pacific, and the Bay of Bengal there were Jap planes, also Jap raiders and cruisers in addition to Jap subs.

In September of 1942 the Armed Guard of the ss *Stephen Hopkins*, a Liberty ship, in an heroic and epic 20-minute battle sank with her 4-inch and 37-mm. gun one German armed

AT GENERAL QUARTERS (below), Armed Guard helped beat off enemy subs and planes, keep supply lines open.

Official U. S. Navy photographs





ARMED GUARD crews, serving aboard more than 4,000 ships at midsummer, 1945, are now being disbanded.

raider and probably damaged another. The action took place in the South Atlantic between Capetown and Rio de Janeiro.

The *Hopkins* was herself quickly riddled by the superior fire power of the raider, but the crew stuck to the guns until ammunition was exhausted and the magazine was finally hit and exploded. The Armed Guard officer, Ens. Kenneth M. Willett, who kept firing though wounded, and was last seen trying to launch life rafts, was awarded the Navy Cross. Five of his crew survived, these after a 31-day voyage in an open boat to Brazil.

Casualty rates varied throughout the war. For weeks at a time the survivors section of the Armed Guard Center, Brooklyn, would have no business at all. But after a long lull, the survivors this past winter and spring began again to stream home in a manner tragically reminiscent of early '42.

1,810 Casualties

Through 30 June of this year 1,810 officers and men of the Armed Guard were reported killed or missing, and 41 were or had been prisoners of war. This very high incidence can be better appreciated when it is understood that the average unit was 25 men, and in almost all sinkings more survived than were lost.

On the asset side it wasn't so long after Armed Guard got in full swing that more and more merchant ships

were returning to port with swastikas and rising suns painted on the gun tubs and funnels. And the crews were being awarded and commended for acts of heroism.

By 30 June, 7,728 awards, from the Navy Cross to service record entries had been conferred, and 24,273 personnel were authorized to wear operation and engagement stars.

With the posthumous award of the Navy Cross to Ens. Kay Vesole, of Davenport, Iowa, was this citation: "For extraordinary heroism as commanding officer of the U. S. Armed Guard aboard the ss *John Bascom* when that vessel was bombed and sunk in the harbor of Bari, Italy, on the night of Dec. 2 1943. Weakened by loss of blood from an extensive wound over his heart and with his right arm helpless Ens. Vesole valiantly remained in action calmly proceeding from gun to gun directing his crew and giving aid and encouragement to the injured. With the *John Bascom* fiercely ablaze and sinking, he conducted a party of his men below decks and supervised the evacuation of wounded comrades to the only undamaged lifeboat, persistently manning an oar with his uninjured arm . . ."

They saw hundreds of thousands of troops safely overseas by manning the guns both on Army and War Shipping transports. They saved many transports and untold numbers of lives of soldiers by fighting off planes, submarines, and E-boats. Particularly

vital was the service they rendered in this respect during the great invasions of the war.

They manned the guns not only on American ships, but also on ships flying the Belgian, Brazilian, Chinese, Dutch, Greek, Italian, Latvian, Norwegian, Panamanian, and Polish flags. They tasted a shipboard bill of fare which ranged from bird's nest soup to ravioli.

On 4,000 Vessels

As of the end of this June more than 4,000 vessels were in service with Armed Guard aboard, and 6,200 had been armed during the war.

And—144,857 personnel had been assigned to Armed Guard duty by the end of June.

Actual arming of merchant ships started 18 Nov 1941, the day the President signed the repeal of the Neutrality Act, although preliminary organizational steps had been initiated during the summer.

A modest pattern for Armed Guard had been set in the last war when 384 merchant vessels carried a Navy complement and guns. The first such ship to be armed was the ss *Manchuria* of the American Line, which put to sea with her armament in March, 1917.

The global nature of World War II made it necessary to dwarf 1917 quantities of ships and quality of armament. In the first rush to protect our

ships in 1941 the bottom of armament barrels literally had to be scraped.

Yet modern rapid-firing and heavy-caliber weapons, when they became available, were given to the Armed Guard, and by this summer a total of 45,157 guns had been installed on merchant ships and Army transports. They comprised these types: 5"51, 5"50, 5"38, 4"50, 3"50AA., 3"23, 6 pounder, 40-mm., 20-mm., .50 cal., and .30 cal., plus pistols and rifles.

A Liberty ship mounted eight 20s, a 3"AA. and a 4", or a 3"AA. and a 5", or possibly three 3" guns and a 5" or 4".

The Armed Guards never had the advantage of modern fire control devices. They depended rather on local control at each gun station, and a battlephone circuit to the bridge. Even so, the sharp eyes and training of the gunners made up for what was lacking in scientific equipment, and officers and men with Armed Guard experience became sought after by ships of the fleet.

"One Nip came in so close we could have almost reached out and touched him. We shot off his tail assembly . . ."

Training of crews was perforce ephemeral at first. A few weeks in gun sheds at Little Creek, Va., and the pioneers of the Armed Guard were rushed off, still a bit dazed, to battle against what was then almost insurmountable odds.

Schools, however, sprang up with amazing rapidity. Schools and firing ranges started at Norfolk, Chicago, Gulfport, New Orleans, San Diego, New York and San Francisco. During the past fiscal year officers were trained at the rate of 192 a month and men at 3,000 a month. During the peak of the training program 360 officers and 4,400 men were trained per month. Officers were usually over 30 years old, while the men varied from 17 to over 40, the youngsters predominating.

Instruction constantly improved and became more routine and exact as experienced officers and men returned to teach. When such battle-tested veterans arrived, they were usually introduced to their class with some such understatement:

"This is Smith—he came back."

By late 1943, an officer knew almost everything concerning the functions and problems of Armed Guard after his two months' instruction, and the men were given a concentrated course on guns and gun mechanisms.

Varied Skills Needed

Rates to be found in an Armed Guard crew were Gunner's Mate, Boatswain's Mate, Coxswain, Signalman, and Radioman. The officers not only had to know enough about these rates to give their men examinations for advancement, but in their varied knowledge they also had to have understanding of communications, first aid, seamanship and navigation.

The Armed Guard as a self-contained and independent unit was a natural for the fostering of esprit de corps. The average Armed Guarder came to be as proud of his duty as those in a similar "silent service," the submariners.

"At times bombs fell around us like hailstones. . . . we just kept those guns barking at the Jerries. . . ."

Even when we were getting the upper hand in the war against the U-boats, Armed Guard continued to be hazardous duty. A large number of ships carried high-octane gasoline and high-explosive cargoes, and even if the route was through a "quiet area" the ever present danger of accidents and collisions were as much a threat as the enemy. Many personnel were lost in shipwrecks and fires.

One merchant ship ran aground within yards of the coast and pounded to pieces before rescue could arrive.

Only two gunners survived that disaster. A Liberty broke in two in a wild North Atlantic gale. The entire Navy and merchant crew huddled on the careening stern for more than a day and a half before a corvette could get a line to them. All were rescued.

When the ships made port and began to discharge, dangers were not necessarily at an end. Ask those who called at Antwerp or Naples or Anzio, Oran, Suez, Murmansk, Noumea, or Malta. And in numberless foreign ports where direct attack was unlikely, the possibility of sabotage had to be guarded against with constant vigilance.

All was not combat in an Armed Guarder's life. But always there was waiting and an unexpressed and often unrealized current of tension, whether during the long morning and evening periods of general quarters or at chow time or even in the hours of off duty, letter writing, and reading.

The hull of a merchant ship is not a very thick affair—and almost constantly there was the waiting for the torpedo, the aerial bomb, or even the prow of a neighboring ship in the convoy to come smashing through.

"It was light 20 hours a day . . . we were on the guns for 36 hours at one stretch, ate and slept right on the gun decks . . . one day nearly 100 planes hopped us, Hitler really wanted to stop that convoy . . ."

When the merchant ship came home for another cargo the men had a great feeling of accomplishment. Not only had they seen several thousand tons of war supplies come safely through the perils of the weather, the sea, and the enemy, but they had come through it themselves. They had a right to feel more than ever proud of their branch of the service.

They came home on leave or perhaps only extended liberty—home to Centralia or San Francisco, Upper Darby or New York City—to tell tales worthy of sealore traditions: of how they had ridden camelback in Egypt, or climbed the Eiffel Tower in Paris, or eaten water buffalo meat in South Africa, or visited the burning ghats along the Ganges River, or tasted fish and chips, ginger beer and porridge in England or bouillabaise in Marseilles, or bargained in Ceylon for rare sapphires and rubies.

If they were on survivors' leave their stories were proportionately more breathtaking:

"The ship was sinking so rapidly that I just had to step into the water rather than jump . . ."

"We were machine gunned after we took to the life boats . . ."

"I floated for three and a half hours in the North Sea before they picked me up . . ."

Soon after the Japanese surrender, Armed Guard crews and their guns began to move off the ships they had served so well.

Aside from these things, all that remains of the Armed Guard are the various tasks of physical disposition, the voluminous files in the Navy Department, and a lurking nostalgia in the hearts of those who were a part of it, who helped deliver the goods which won the war.



NAVY CREW reports aboard ship that formed part of United Nations supply line. Armed Guarders served also on ships flying flags of other Allied nations.

'WE MAKE HER GO'

That's the Boast—and Motto—of the Engineers;
Here One of Them Tells How They Lived Up to It

The following article, picturing a phase of naval service that helped to win battles but seldom made the communiques or headlines, is an excerpt from a letter written by an officer in the engineer department of a CV in the Pacific.

HERE we are, an integral part of a battle task force. You look around—over there another carrier, here a cruiser, that way a battleship, in this direction a destroyer, racing back and forth looking for enemy submarines, like a dog on a criss-cross scent.

The whole group looks pretty ominous as it steams swiftly and silently along through waters that might hold anything. Quiet prevails, as radios are mute. Signaling is done by means of lights and flags.

The other carrier, there—she looks very big, very capable, very dangerous. You know that from a distance you look the same. It makes you feel good—important. You're ready, you're fit.

No time to stand around, though. You tour the hangar deck, then up and around the flight deck. Your directions are purposeful, for you're inspecting equipment for whose functioning you are responsible. Deck lights, landing signal gear, and much more. Then through the island structure to the signal bridge; further up to the navigation bridge, into the pilot house: the navigator's electrical gadgets, the steering gear, the telephones, compasses, searchlights, engine-order telegraph, literally dozens of signaling devices.

Out again, you swing aloft, looking over certain things at the top of the smoke stack. Maybe you climb higher, up the mast, crawl out on the yard-arm to inspect the newly installed circuit, then further up still to peer closely at the truck light. You look down—far below, the hull of your ship. Planes on deck, little people hurrying about.

Now look out across the blue (or green, or black) water that stretches for thousands of miles around. A periscope? No, just the reflection of sunlight on a wave tip.

The ship's bell clangs seven times. You are to take over the watch below in 15 minutes. Down, down, down. Into your room, a quick shift to dungarees. You reach the door, then stop for just one minute, perhaps only 40 seconds. Why? Well, you're alone, so let's say a prayer.

Once more, down. Through the little scuttles, securely locking them over your head as you descend the iron ladders. Finally you're there, in the engine room. That familiar odor of hot oil, the heavy throb of the powerful turbines driving the big ship along at high speed. A dozen or so sweaty men (no light perspiration here) each at his appointed task.

Now the officer of the watch comes

over to you—or, you step up to his log desk. He tells you everything that has happened—the ship's speed, what pumps and other auxiliaries are on the line; about the engines. You listen intently, nod, ask a question or two. Satisfied that you understand the situation, you say:

"You are relieved."

Oh, fateful words. You didn't have to say them. No one can make you do so. Any dissatisfaction with developments, anything left undone, anything being improperly handled, and you not only may, but should, refuse to take over until all has been cleared. You don't have to accept any other person's responsibilities. But in turn, you must stand four - square on your own. Once you have relieved the watch, it's all in your hands. Your baby now. Four hours to go. You stand behind each throttleman in turn, watching as he feeds the steam—600 pounds per square inch, 850° super-heat temperature, flashing through those valves and pipes.

The boast of the engineers is now yours to protect: "We answer every bell." The engineers' motto cannot be scorned this watch: "We make her go."

Don't know what is happening topside now. Enemy planes, with a deadly load to drop? Straddle fire from a pogoda-masted battleship? Choose your maneuvers, Captain—fast turn, flank speed, stop, back, full speed ahead—just ring that engine order—she'll be going where you want while the note is still sounding.

Now for an hour of close inspection. You gaze at the throttle board with its hundred instruments—gauges, thermometers, mercury tubes, clocks. Flashlight in hand, you visit every spot, look at every thermometer, every oil sight, feel every bearing.

Others come and go, taking over posts. You are notified of every move.

"I've been properly relieved on No. 3 pump, sir."

"Very well."

"I've been properly relieved on No. 7 booster, sir."

"Very well."

You post the log from time to time.

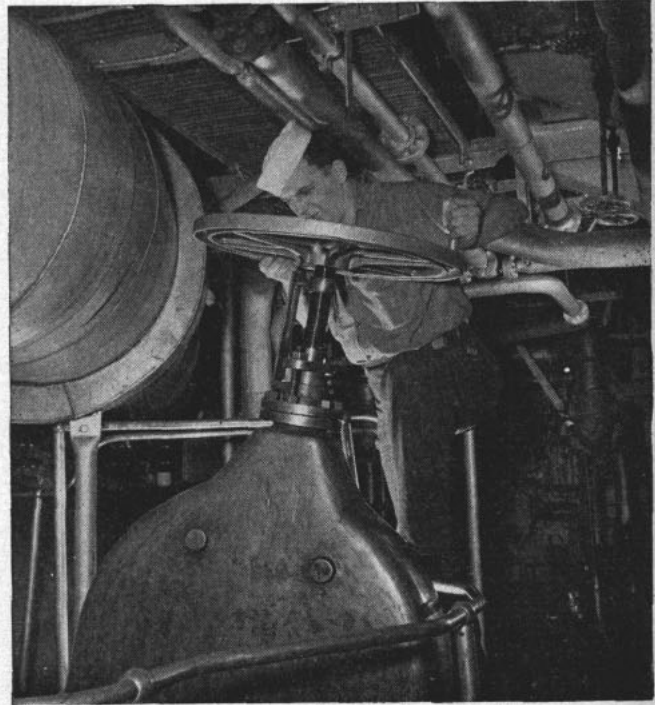
No mistakes here, either, for it's a permanent record. You'll sign it when you leave. . . . QUICK! WHAT'S THAT?

A strange noise in this hum! Like a shot you're down the ladder—no steps, just grab the handrail and slide. Hit the deck and jump—you're shutting off live steam in the broken line almost before the others reach it, but not quite. They were closer, and they move fast, these men.

Fast now! Open the auxiliary line, there. We'll pull this valve and repair it hot. Why? Say, don't you remember? "We answer every bell." No shut-downs here. No sissy calls to the bridge.

"We have to secure No. 4 engine."

And leave the Captain handicapped if he suddenly needs every ounce we've got? Do it hot, use the emergency, keep her in full blast.



Official U. S. Navy photograph

FIREMAN swings the wheel to close a huge valve on a CV.

"Hey, YOU! Put those gloves on. Wanna lose both hands?"

"Give me that socket wrench, sailor."

"I'll do it, sir."

You bet he will—and do it well.

Twenty minutes later you step back. You're hoarse, dripping from head to foot. You look at one another and grin. Hold up your casualties—a burned wrist, a sprained finger, a cut thumb. Not even worth a trip to sick bay—our first-aid kit will do.

Who's that coming down the ladder? Your relief. Another four hours of night steaming under your belt. You tell him everything that has happened—the ship's speed, what pumps and other auxiliaries are on the line; about the engines. He listens intently, nods, asks a question or two. Satisfied that he understands the situation, he says:

"You are relieved."

BOOKS: THESE MAKE GOOD CHRISTMAS GIFTS

THE BOOKSHOPS on Main Street aren't ready yet with their Christmas displays but here are some long guesses about what books will be in the store windows and on the crowded tables inside when the Christmas shoppers start pouring in.

Even if you are nowhere near a book counter you can still buy books as Christmas presents, and for everyone in your family, including three-year-old Betsy (there's a shortage of toys again this year).

If you're far away from Main Street when you read this, you can place your order through ships' stores or ships' service stores, or through your favorite bookstore back home. Also, *The Leatherneck Magazine* (1121 14th Street, NW, Washington 6, D. C.) and *The Infantry Journal* (1115 17th Street, NW, Washington 6, D. C.) will take orders if you enclose the cost of the book. Dividend coupons of 15%, which may be used to purchase additional books or for refunds, are issued by *The Infantry Journal*. This applies not only to the books listed below but to any other books if you know the author, the title and the price.

To help you select the right book for the right person, brief descriptions of some likely gift books follow. In addition, the books for young people are arranged by age groups. Some of the books have recently been added to ships' libraries and you may see them there before you choose.

Picture Books (Kids 3-6)

TOO BIG by Ingri and Edgar d'Aulaire (Doubleday, \$1.). Imaginative humor that appeals to the small child who knows what it is to get too big for his clothes and perhaps too big to ride on his dog.

MUGGINS by Bianca Bradbury (Houghton, 85c). Muggins is an appealing black kitten who will certainly win the heart of any little three- or four-year-old.

SING MOTHER GOOSE by Opal Wheeler (Dutton, \$3.). Enthusiasm for Mother Goose rhymes begins very young and a book with music and words and illustrated in color is a natural.

PRAYER FOR A CHILD by Rachel Field (Macmillan, \$1.50). One of the loveliest of books for children. Appealing illustrations and a prayer actually written for one child but with meaning for all.

CLEAR THE TRACK by Louis Slobodkin (Macmillan, \$1.50). Young Mike conducts a living-room tour on his own locomotive.

Stories for Kids 6 to 9

ANIMAL STORIES by Georges Duhaix (Simon & Schuster, \$1.50). There are very few boys and girls who do not go for animal stories, and this one is both humorous and out of the ordinary.

THE DRAGON FISH by Pearl S. Buck (Day, \$1.50). Little girls of 7 or 8 will almost surely like the story of how a lonely little Chinese girl and equally lonely Alice became such fast friends.

SMALL RAIN by Elizabeth Orton Jones (Viking, \$2.). These are verses from the Bible with beautiful illustrations that give to some of this great poetry a meaning and understanding that is within the realm of a young child's experience.

A CHILD'S BOOK OF CHRISTMAS CAROLS (Random House, \$1.50). A lovely book in a series which also includes *A Child's Book of Prayers*, *A Child's Book of Hymns* and *A Child's Book of Bible Stories*, all at the same price. The illustrations by Masha are done in delicate pastels decorated in gold. This is a series

especially suitable for little girls.

THE GOLDEN DICTIONARY edited by Ellen Wales Walpole (Simon & Schuster, \$1.50). For youngsters just starting to school, having a dictionary of their own that illustrates words in terms they can understand should provide both entertainment and education.

Growing Up (Age 9-12)

THE ANIMALS' CHRISTMAS edited by Anne T. Eaton (Viking, \$2.). An ideal Christmas gift book made up of poems and stories of Christmas.

JUNIOR MODEL PLANES edited by James D. Powell (Crowell, \$1.50). A good boys' how-to-do book on a popular subject for resourceful and clever American boys.

LAFFY by Iris Vinton (Dodd Mead, \$2.25). The story of a little white and brown dog who becomes the mascot of Pier 88 Diving School. Interesting both as a dog story and as an account of modern-day salvage methods.

SING FOR AMERICA by Opal Wheeler (Dutton, \$3.). This one, along with *Sing for Christmas*, by the same publisher and at the same price, includes familiar songs with music. They make excellent gifts for the musically inclined young person.

HUNDRED DRESSES by Eleanor Estes (Harcourt, \$2.50). A simply told story for little girls that will bring to even the young reader the importance of tolerance and understanding of others.

Books for the Teens (12 Up)

TALL TALE AMERICA by Walter Blair (Coward McCann, \$2.50). A good mixture of fancy and fact from Davy Crockett up to the little man of 1943 who braves the Pentagon. Boys will get a kick out of this.

THE SILVER PENCIL by Alice Dalgliesh (Scribner, \$2.50). A good modern story for a girl just turned teen-age.

MY FRIEND FLICKA by Mary O'Hara (Lippincott, \$3.). A special gift edition that should please any boy or girl with a fondness for horses.

STORM CANVAS by Armstrong Sperry (Winston, \$2.50). The story of Capt. Blythe of the Navy's frigate *Thunderbolt* and a young stowaway who had his share in the sea battles of 1812.

SILVERSIDES by Robert O. Trumbull (Holt, \$2.50). Submarines seem to have been the "mystery ships" of the Navy and of World War II. Now that their stories can be told, they should have a fascination for boys of all ages. This book is a new one, based on this war and only recently released.

ALL-AMERICAN by John R. Tunis (Harcourt, \$2.). Tunis' name guarantees a good sports story, in which sportsmanship and true democracy play an important part. His other books, such as *World Series* and *Rookie of the Year*, are priced the same; deal with youth, sports and sportsmanship; are all popular with boys.

Fun for Grown-Ups

FUNNY BUSINESS edited by Derickson & Bailey (Whittlesey House, \$2.50). A 1945 collection of cartoons from *The Saturday Evening Post*.

OUTSIDE EDEN by Isabel S. Rorick (Houghton, \$2.). A return engagement of the popular Mr. and Mrs. Cugat. This makes good reading aloud.

THE FIRESIDE BOOK OF CHRISTMAS STORIES (Bobbs-Merrill, \$3.50). This appears to be an unusually fine collection, and includes both the Matthew and Luke versions of the Nativity.

JANUARY TEAW by Bellamy Partridge (Whittlesey House, \$2.75). Complications in plenty for the Gages when the strings attached to their home in Connecticut appear in the form of Mr. and Mrs. Rode-wood who refuse to budge from the best bedroom.

THE WHITE DEER by James Thurber (Harcourt, \$2.50). This is expected to be one of the most popular books for Christmas 1945. It is called a "fairy tale for grown-ups"—written, of course, in the inimitable Thurber style that *New Yorker* fans know well.

THE EGG AND I by Betty MacDonald (Lippincott, \$2.75). Day-to-day life on a chicken farm told with exuberance and humor and a marked distaste for chickens and their products.

TRY AND STOP ME by Bennett Cerf (Simon & Schuster, \$2.50). A motley array of humorous yarns and anecdotes that has something for almost any taste—lots of fun to read aloud.

Some New Novels

THE WHITE TOWER by James R. Ullman (Lippincott, \$3.). Dramatic story of a young American flyer forced down in neutral Switzerland where he finds the village and friends of peacetime days and has the urge to scale the unconquered peak, "White Tower." This was the September Book-of-the-Month Club choice.

THE HIGH BARBAREE by Charles Nordhoff and James Norman Hall (Little Brown, \$2.). "The High Barbaree" is the half-legendary island in the Pacific where Alec Brooke's past, present and future merge together after his PBY is forced down. By the authors of "Mutiny on the Bounty."

CASS TIMBERLANE by Sinclair Lewis (Random House, \$2.75). A realistic story by one of America's top novelists. This was the Book-of-the-Month Club selection for October, and has already been bought by MGM for the movies.

RICKSHAW BOY by Lau Shaw (Reynal & Hitchcock, \$2.75). Set in Peking, this is not a war story but the personal experiences of Happy Boy whose ambition to own his own rickshaw gets thwarted, but who never quite loses his gleam of hope for the future.

ROOSTER CROWS FOR DAY by Ben Lucian Burman (Dutton, \$2.50). The story of "Little Doc," with his love for the Mississippi but a thirst for knowledge that takes him adventuring to Africa. By the author of "Steamboat 'Round the Bend."

For Varied Tastes

THE BIBLE AND THE COMMON READER by Mary Ellen Chase (Macmillan, \$2.50). An excellent interpretation and appreciation of the Bible, by an outstanding literary personage.

RED PONY by John Steinbeck (Viking, \$5.). A beautiful gift edition of the now quite familiar Steinbeck story of a boy and his pony.

MASTERPIECES OF PAINTING FROM THE NATIONAL GALLERY OF ART edited by Cairns and Walker (Random House, \$6.50). With 85 color plates illustrating Western painting from the 13th century on.

LOCK, STOCK AND BARREL by Douglas and Elizabeth Rigby (Lippincott, \$5.). All there is to know about the whys and wherefores of collecting and what makes a "collector" tick.

TOMORROW'S HOUSE by George Nelson and Henry Wright (Simon & Schuster, \$3.). Ideas for that "dream home" of the future. Answers questions on how to combine function and beauty.

SHORT STORIES OF HENRY JAMES edited by Clifton Fadiman (Random House, \$3.). A collection of the best by James with the "Information Please" master-of-ceremonies doing the editing.

THE VIKING BOOK OF POETRY OF THE ENGLISH-SPEAKING WORLD edited by Richard Aldington (Viking, \$3.50). The title pretty well covers this—it's an excellent anthology for the home library because of its rather large coverage.

THE PERENNIAL PHILOSOPHY by Aldous Huxley (Harper, \$3.). Excerpts from the religious writings of 2,500 years chosen for their "intrinsic beauty and memorableness."

Biographies

A. WOOLCOTT, HIS LIFE AND HIS WORLD by Samuel Hopkins Adams (Reynal & Hitchcock, \$3.50). If there's an Alexander Woolcott fan in your family, he'll find good reading in this biography.

AGAINST THESE THREE* by Stuart Cloete (Houghton, \$3.50). A noted novelist and native South African writes of the three men who have so strongly influenced the development of South Africa.

MY WAYWARD PARENT: IRVIN S. COBB* by Elizabeth Cobb (Bobbs-Merrill, \$2.50). A sure-fire hit for any Cobb enthusiast. Written by his daughter.

*Reviewed in last month's issue of ALL HANDS, p. 35.

Souvenir Books Offer Useful Record Of War Service With Ship or Station

Many fine souvenir publications prepared by and for personnel of Navy ships and shore stations have been received by BuPers and ALL HANDS magazine in recent months. These publications vary from a 40-page booklet of the life and times of a light minelayer to a leatherbound 272-page job with color photography, the product of a carrier's ship's company.

Although official Navy funds cannot be used for such publications, there are acceptable methods of financing these books, and the Welfare Activity of BuPers encourages such efforts by ship's companies to provide literary souvenirs of their Navy days, either for themselves or friends, or to send to next of kin in remembrance of dead shipmates. There is more time to produce such souvenirs, now that war duties are ended, but no time should be lost in beginning, if a book is desired.

To assist in the initial steps of preparing souvenir books, regardless of size, below are listed under topical headings some suggestions gleaned from a study of publications in the ALL HANDS office.

FINANCING: Official funds cannot be used for the purpose. The most obvious method of getting money for such books is to use surplus welfare funds. Another means is to go ahead with publication and then sell the books to personnel. There are some commercial printing firms which assume initial publishing costs, figuring on making a profit by selling a certain number of books. The CO may deal direct with any printer he chooses so long as he uses no official funds. In all cases every effort should be made to get a reliable printer. Such printers can be of great assistance in solving technical and sometimes even editorial problems. (BuPers cannot recommend specific printers.)

It is important that all naval stations in the continental United States observe the following stipulations laid down in a memorandum by H. Struve Hensel, Undersecretary of the Navy.

"To eliminate complaints with respect to solicitation activities," wrote Mr. Hensel, "and to avoid the appearance of sponsorship of such ventures by the Navy, it is directed that no further agreements be entered into by commanding officers with such concerns. However, where commanding officers are satisfied as to the bonafides of the venture, they may permit, subject to security regulations, the compilation of such books by any reputable private concern from material obtained on the station, only when the sale and distribution of the publication to naval personnel and their families is by and through the Ship's Service department of the station. In such cases no solicitation of subscriptions from personnel by the concern or its representatives will be permitted on the station. Neither will the home addresses of personnel nor the names and addresses of their families or friends be furnished under any circumstances.

"Any arrangement between such a publisher and the Ship's Service department, shall be on the same basis as any other usual and ordinary commercial transaction, but not as a concession or guarantee."

SIZE: The size of the souvenir publication is often determined not merely by available funds. Frequently the amount of material, pictures, facilities are important factors. The paper shortage has eased so that point is no longer the bottleneck it once was. There is no objection to a book being large or fancy—it's the men's money and they're entitled to the best they can afford.

MATERIAL: The best results in written copy have been obtained in writing from the point of view of enlisted personnel and junior officers rather than from the outlook of "brass." The "shirtsleeves" style is more authentic and usually makes for livelier reading. As with the text, the pictures should afford complete coverage as far as possible, ranging from action scenes to closeups of personnel. Lively cartoons give a spicy flavor to such publications, but not if they are crude or vulgar. The acid test for any feature is, "Will it be just as interesting and understandable 10 years from now as it is today?"

One special editing hint—don't go in for fancy curlicues and tilted pictures if it means making the picture smaller. The men want their faces in the pictures as large as possible. Also employ the technique known as "cropping." Just because you have a picture with a lot of extraneous matter showing is no reason you have to use it—"crop down" to essentials, and if you cut away half of the picture, what you have left will appear twice as big as it would otherwise.

With the end of the war many pictures previously classified are now available for publication. Since pictures greatly determine the appearance as well as interest of the book, every effort should be made to get pictures of good quality. (You may find the nearest Public Information Office [Navy Press Relations] able to help you get pictures of battle action or landings in which your unit figured.)

OVER-ALL APPROACH should be a happy medium between cold departmentalization of the ship's activities and an illustrated history of its career. Some books, like high school and college annuals, show individual pictures of each crew member. Some have a chronological history of events. Some do a more-or-less literary account designed to capture the spirit and color of the war days. Some evaluate seriously the contribution of the ship or activity to the war, so the owner of the book may take rightful pride of the part he played. Nearly all picture the ship or a favorite view of the station, and other photographs that will bring back memories in later years. Most books have room for autographs (and home addresses, in some cases).

WHAT'S THE ANSWER?

News Test

It is not an exaggeration to say in Winston Churchill fashion of the months dating from 1 April of this year that never before has so much history affecting so many been made in so short a time. These questions are related to names and events that were news during this period.

1. Now a U. S. super-troop carrier but once upon a time the pride of the German fleet and one of the largest ships in the world is the (a) Hindenburg, (b) Bismarck, (c) Europa.

2. The Japanese kimpai has been ordered to disband. The kimpai is the (a) mombatsu and kambatsu combined, (b) same as the German gestapo, (c) the Japanese regular navy.

3. These five men are undoubtedly so well known to you by now that you call them by nicknames. Can you match these correctly?

- | | |
|--------------------|----------------|
| (a) Blood and Guts | (1) Wainwright |
| (b) Bull | (2) Tojo |
| (c) Modern Caesar | (3) Patton |
| (d) Skinny | (4) Halsey |
| (e) The Razor | (5) Mussolini |

4. The longest of the Big Three Conferences lasted 17 days. It was the one held at (a) Teheran, (b) Potsdam, (c) Yalta, (d) aboard a United States cruiser.

5. Can you pair these places? The titles in the left-hand column are the other names for the ones on the right.

- | | |
|-----------------------|---------------|
| (a) Hermit Kingdom | (1) Galapagos |
| (b) Kyoto | (2) Chosen |
| (c) Enchanted Islands | (3) Tokyo |
| (d) Yedo | (4) Korea |

6. Here are some fairly recent headlines. Put them in the order you saw them in your morning papers.

- | |
|---|
| (a) First Atomic Bomb Devastates Hiroshima. |
| (b) German High Command Says, "Uncle." |
| (c) President Franklin Delano Roosevelt Dies. |
| (d) Japan Surrenders. |
| (e) Mussolini Shot. |

7. The initials belong to the names. Match them, if you can.

- | | |
|-----------|-------------|
| (a) C. R. | (1) King |
| (b) H. S. | (2) Atlee |
| (c) J. V. | (3) Molotov |
| (d) V. M. | (4) Stalin |
| (e) E. J. | (5) Truman |

8. Which of these words don't you use, as a rule, when you are talking about the atom bomb: (a) protein, (b) nucleus, (c) uranium, (d) cyclone, (e) proton, (f) cyclotron?

● (SEE ANSWERS ON PAGE 76)

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.

New Uniform

SIR: What's cookin' on the new uniform for enlisted men?—L. K. T., S1c, USN.

• Present plan calls for the proposed designs and samples of materials to be sent to important fleet commands for consideration and suggestions. After comment has been received, well in advance of the exhaustion of the present supply of enlisted uniforms on hand, final selection will be made and a new uniform approved.—ED.

Satisfied Sailor

SIR: After hearing all the griping about high point men not being sent home, I thought maybe a bit of praise was in line.

Two days after I was transferred from the USS *Randolph* (CV-15) to a receiving station in Pearl Harbor, I was placed aboard the USS *Baltimore* on my way home.

All hands aboard the *Baltimore* deserve a "well done." We had the best of treatment, chow and accommodations and a quick trip. I am very grateful to them.

I'm not out yet—but I'm told another week will see me a civilian—thanks to a fast demobilization program.—C. A. R., Mus2c.

Dissatisfied Sailor

SIR: The point system, as first announced by the Navy, was very disillusioning to us men in the Pacific particularly in view of Fleet Admiral King's report published in ALL HANDS, April 1945, p. 24, which specifically said: "We are considering priority for severance and intend, when the time comes, to give due consideration to length of service, service outside the continental limits, combat service and parenthood."

The revision affording credit for overseas credit fulfills part of this promise.

However, the dependency provision still seems unfair. Why is it that a man whose wife may be earning, say, \$150 per week, is as "dependent" as is a wife without a salary and five children?

Apparently, the men who wrote the demobilization plan are safely surrounded with dependents. But they are mistaken in their belief that the Navy is made up of married men and bachelors. It isn't. It's made up of men who are married and those who hope to be married, but who haven't been able to attain that blessed state because they've been outside their country, where the selection of women hasn't always been as good as it might be in a town in the U. S.—Washington, D. C., for instance.—J. J. V., CY, USNR.

• In granting the fixed 10-point credit for any state of dependency, the Navy acted in accordance with the principle of treating all dependency alike, regardless of the actual number of kinship of dependents, which Congress followed in the deferment provisions of the Selective Training and Service Act.

This method, being easy to administer, increases the speed with which all personnel can be returned to civilian life. Recognizing that exceptional cases do exist, however, the Navy releases upon their own request through official channels personnel who establish that continued service would cause them or their dependents undue and extreme hardship. Enlisted personnel, except Fleet Reservists, who have legally dependent upon them three or more children under 18 years of age are assumed to have such hardship and are automatically eligible for discharge if they so request.—ED.

The Long Way Home

SIR: The recruiting posters said "Join the Navy and See the World," but so far I have seen nothing but rock and water in the Pacific. How about the Navy fulfilling that promise and returning us to

the States via the Indian Ocean, Suez Canal, Mediterranean and Atlantic?—P. J. M., PhM2c.

• Judging from the majority of letters received, most men want to return home by the shortest, fastest method. However, as "cruises" will undoubtedly be resumed in the peacetime Navy, suggest you see your recruiting officer.—ED.

Souvenir Books

SIR: We'd like to bring out a publication depicting life on our LSM and information about the various ports we've visited. It would be helpful if you'd publish information on printing facilities available through the Navy Welfare and Recreation program and also if it is possible to utilize unexpended Welfare and Recreation funds for this purpose.—H. A. C., Lt. (Jg), USNR.

• Because of widespread interest in souvenir booklets and volumes published by and for personnel of ships and stations, ALL HANDS publishes on p. 37 a round-up of suggestions.—ED.

Medals and Awards

SIR: Would you please publish the comparative figures for the medals and awards which have been presented to regular and reserve enlisted and officer personnel?—B. J. M., Lt., USNR.

• As of 31 July 1945 the following awards were presented:

	USNR		USN		Total USNR	Total USN
	Off-cers	En-listed	Off-cers	En-listed		
Congressional Medal of Honor	3	7	26	8	10	34
Navy Cross.....	975	116	894	118	1,091	1,012
Distinguished Service Medal	0	0	139	0	0	139
Legion of Merit	355	12	1,251	22	367	1,273
Silver Star.....	1,255	622	1,136	653	1,877	1,789
Distinguished Flying Cross	3,928	1,017	703	460	4,945	1,163
Navy & Marine Corps Medal	428	1,123	196	405	1,551	601
Bronze Star Medal	2,137	2,013	2,347	967	4,150	3,314
Air Medal.....	10,179	5,334	910	2,222	15,513	3,132
Commendation Ribbon	1,933	2,788	1,181	2,161	4,721	3,342
Total.....	21,193	13,032	8,783	7,016	34,225	15,799

Grand total of all medals awarded to USN and USNR personnel, 50,024.—ED.

Lost Seabag

SIR: I recently lost my seabag, containing clothing stenciled with my serial number and name: Is there any place in the Navy to which I might write to see if it has been turned in?—L. M. S., S1c, USN.

• To try to get your gear back, follow whichever procedure listed applies to you:

(1) If your lost gear is somewhere in the continental U. S. and you still are in the same naval district as when you lost track of it, write, via official channels, to Baggage Information Unit at the naval district headquarters.

(2) If you have changed districts, write the Baggage Identification Unit, BuPers, Washington 25, D. C., via official channels.

(3) If you lost your baggage overseas, write the Personal Effects Distribution Center, Farragut, Idaho, via official channels.

If your gear can't be identified through your name or serial number being stenciled on it or other positive identification, then it's probably gone for good, as gear which can't be identified is turned over to the supply officer at the activity which has it, along with that of deserters or persons discharged under unfavorable conditions.

These rules apply both to officers and enlisted personnel.—ED.

Escorts Left in ETO

SIR: On behalf of the crews of the four PCs which still remain in the ETO, we would like to correct a statement made on p. 51 of your September 1945 issue.

In discussing the armada of 2,493 ships which made the Normandy invasion and plied back and forth across the mine-filled English Channel, you said that on 6 June, the last of the U. S. Navy escort ships left Le Havre.

We urgently protest that we are still in Europe and as unrecognized as ever. We brought our PC across in March 1944, survived the Normandy landings and made many dangerous channel island patrols. Even now there seems little hope of an early return home. Apparently the Navy has forgotten us.—H. W., SK2c.

• Unintentionally overlooked by us—but definitely not forgotten by the Navy—were four PCs, three SCs, two ARs and two ATRs which were left behind to finish up work in Europe (such as closing bases and ports) when the invasion armada sailed for home.

Plans are in the wind for their return as soon as their tasks have been completed.—ED.

Hardship Cases, USN

SIR: I am serving on a regular Navy enlistment and consequently am not eligible for release under the point system.

However, serious illness at home, involving acute financial troubles, makes it imperative that I be at home where I can help in settling the many problems which now confront my family.

Will the Navy give any consideration for releasing men in my situation?—J. B. D., GM3c, USN.

• Requests for discharge due to urgent dependency reasons may be submitted to BuPers, via official channels, in accordance with BuPers Manual, Art. D-9108. The request must be accompanied by at least two substantiating affidavits, one of which must be from the dependent concerned, and submitted via the CO, giving the following information: reason in full for request, home address of applicant and dependent, names and addresses of persons familiar with the situation, statement as to marital status and date of marriage, financial obligations (amounts and methods of making contributions to dependent).—ED.

First on Okinawa

SIR: As far as we can determine the following five men are the first ever to join the United States Navy on the Island of Okinawa. They were discharged from the reserve on 24 Sept 1945 and enlisted in the USN on the following day:

Becak, Frank Joseph, S1c, Garwood, Texas

Latimore, Edward Donald, F1c (MoMM), Hamburg, N. Y.

Madison, Jack Gene, RM3c, Coyle, Okla. Petty, James Allen, S2c, Dalton, Ga.

Ridge, Bobbie Colvin, S2c, Memphis, Mo.

The recruiting officer was Robert J. Ficocchi, Chief Ship's Clerk, USN.—J. L. M., Comdr, USNR.

100% Bond Sales

SIR: Our ship, the USS *Lamons* (DE-743), hit the top in the last bond drive. 100% participation of the 208 officers and men on board resulted in the purchase of \$30,075 face value of bonds—or approximately \$145.00 per man.—A. Z., Lt. (Jg).

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.

USS Block Island

SIR: We of the USS *Block Island* (CVE 21) appreciate the fine story about our ship on p. 19 July 1945 ALL HANDS. You may be interested to know that on 15 Aug 1945 (Pacific date), when the Japs surrendered, the new USS *Block Island* (CVE 106) with 30 or more officers and more than 500 men who served on the first ship of that name, had been in combat in the Western Pacific for more than three months. Sixteen of those officers and nearly 300 men were plank-owners of the old ship, having served for 30 months in this one outfit.

I should like to correct one error in your account of CVE 21. Lt. (jg) Mark E. Fitzgerald (then ensign) would be the first to disclaim the pilot's credit in the attack which you related. Ensign Fitzgerald was riding in the plane that morning as an officer-observer in place of the ball-turret gunner. The pilot was Lt. (jg) Norman Dowty, USNR, of Alexandria, La., who had only 48 hours before, distinguished himself by his brilliant tracking through the night of another sub, resulting in its destruction next morning.

Then on the morning in question he delivered a perfect attack on the second submarine, demolishing it so completely that it simply disintegrated on the surface. A few seconds later his plane crashed.

Ensign Fitzgerald was the sole survivor. Bobbing about in his rubber raft, he had the startling experience of accepting the surrender of the U-boat skipper and two of the crew (not eight). These three men, seriously wounded, swam more than half a mile without life-jackets to reach the raft. Ens. Fitzgerald surprised them and won their deep gratitude by dressing their wounds as they waited for rescue.

Lt. (jg) Dowty was posthumously awarded the Silver Star for his exploits. He and his radioman were the only men we ever lost in action until the night the ship was sunk.—R. L. S., Lt., USNR.

Wolf, Wolf

SIR: It would do our morale a lot of good if we could obtain some photographs of those dollies you published on p. 55 of your July issue.—R. J. H., SM3c.

• Sorry, but they're not available.—ED.

GCM vs. Honorable Discharge

SIR: I am a general court-martial prisoner and read your answer in the September 1945 "Letters to the Editor" column on "GCM vs. Honorable Discharge."

You stated that a man who has a conviction of general court-martial can not receive an honorable discharge unless he fulfills one of the following conditions: (1) when he is awarded a Congressional Medal of Honor, or has been decorated for heroism, or for distinguished service, or receives a letter of commendation from SecNav; or (2) when he is discharged as a result of disability incurred in line of duty and resulting from action against the enemy; or (3) when BuPers approves the recommendation of his CO that an honorable discharge be issued.

My present skipper tells us that if we make a good record here, he will recommend us for restoration to duty, and that if we do not get into further trouble while on probation or afterward, we will be paid off with a "white ticket." Who is right?—M. S. R., AS.

• Both of us are correct. This is how it would work:

When you are released from confinement and restored to duty, you will be required to serve a probationary period aboard ship or an overseas station. If during that time you maintain a clear record, the CO of that ship or station may recommend you to BuPers for an honorable discharge, at such time as you are eligible to be released from the Navy. You would likewise be eligible for an honorable discharge if you fulfilled either of the other two requirements mentioned in your letter.

But even if your CO did not specifically recommend you for an honorable discharge, you would still be eligible to receive a discharge "under honorable conditions" if your record stays clean. This, like an honorable discharge, is a "white ticket" of which you can be proud. It will entitle you to wear an honorable service lapel button and to all veterans' rights and privileges.—ED.



Who Gets What?

SIR: What buttons, pins and emblems do men and women receive upon honorable discharge?—R. I. P., S1c.

• See above, read below:

• Top—Honorable discharge sew-on emblem: issued to all hands (male and female, enlisted and officers) who are honorably discharged or honorably separated from any of the armed services.

• Middle left—Honorable service lapel button: issued to all hands who are honorably discharged or honorably separated from the armed services. (Pin for women.)

• Middle right—USN honorable discharge button: issued to all enlisted men who receive honorable discharges from the regular Navy. This lapel button is not, however, issued to those who receive "discharges under honorable conditions."

• Bottom left—USNR honorable discharge button: issued to all reservist enlisted men and women who are honorably discharged from the Naval Reserve. It is not issued to those who receive "discharges under honorable conditions." (Pin for women; lapel button for men.)

• Bottom center—U. S. Marine Corps honorable discharge button: issued to all Marine Corps enlisted men and women who are honorably discharged or who receive discharges under honorable conditions. Marine Corps officers who are honorably separated from the service may receive the insignia by requesting it. (Pin for women; lapel button for men.)

• Bottom right—U. S. Coast Guard honorable discharge button: issued to all enlisted men and women who receive honorable discharges from the regular or reserve components of the Coast Guard. It is not issued to those who are "discharged under honorable conditions." (Pin for women; lapel button for men.)

• Not illustrated—U. S. Marine Corps Reserve button: issued to all Marine Corps personnel placed on inactive status.

The buttons and pins illustrated are actual size. The sew-on insignia is approximately three-fourths actual size, and is embroidered on backgrounds matching the various uniforms.—ED.

Neptune Certificate

SIR: When I crossed the equator I was duly initiated into the Solemn Mysteries of the Ancient Order of the Deep. However, the Neptune Certificate I received was lost when the next ship to which I was assigned was sunk. I treasured my Neptune Certificate and would like to have it replaced. To whom may I write for another?—L. C. S., S1c.

• The CO of the ship on which you were initiated is the only one who may reissue a Neptune Certificate. You should write to him via official channels, requesting a new certificate and stating the circumstances of the loss. If you do not know his present address, you may address your letter to him, c/o BuPers, Washington 25, D. C., and it will be forwarded.

COs may obtain without charge Neptune Certificates in quantities from the Naval Supply Depot, Norfolk, Va., or Oakland, Calif. (For a picture of certificate see ALL HANDS, June 1945, p. 38)—ED.

Income Tax Hint

SIR: The howl of anguish that you heard the other day from the A-V(N)s in Tokyo Bay (and elsewhere) when they read on p. 74 of the August 1945 ALL HANDS that the Commissioner of Internal Revenue had ruled that the tax on their bonus could not be pro-rated for tax purposes over the number of years on active duty as an A-V(N) officer for which they have received the \$500 per year bonus.

Some unmarried A-V(N)s will receive the maximum bonus of \$3,500 only to turn around and give approximately half of it to Uncle Sam as income taxes. The bonus will likewise put many of us into the higher income tax bracket.

For instance, a lieutenant-commander with one dependent who receives the bonus will pay about \$1,540 taxes, whereas if he didn't have to count the entire bonus in the year's pay, he would pay only \$631 in income taxes.

Several A-V(N)s have suddenly requested an extension of service to 1946 so that their bonus will not be paid at the end of this year to be added on a full year's salary. By extending the expiration date of their terminal leave into 1946, the lump sum payment will constitute 1946 income, and a \$1,500 exclusion from income tax will apply against such service income.

For example, say an officer's terminal leave expired 2 Jan 1946. He would be paid for two days' work. That money, plus his lump sum payment, would constitute active service pay in 1946, and \$1,500 of it would be excluded from gross income and therefore not taxable. He would there save himself a substantial amount of cash.

We feel pretty bitter about seeing our "nest egg" gobbled up by taxes, but the method I've described above may help some of the men retain part of their bonus—and of course, it's perfectly within the law.—J. C., Lt. Comdr., USNR.

Number of SK(D)

SIR: We notice with some consternation that those of us who are rated SK(D) are not eligible for release under the Navy's demobilization plan "until further notice." Since misery likes company, we would like to know how many of us are in the same boat.—H. O. D., CSK(D).

• As of 31 Aug 1945 there were 10,187 personnel rated SK(D) in the Navy, of which 422 are regular Navy men. However, the boat is even fuller, as SKDs are not the only personnel ineligible for release under the point system. For a complete list, see p. 64.—ED.

Atomic War Game

SIR: Some of us who made ourselves the war game you published last year (ALL HANDS, Dec. 1944, p. 12) are wondering what we're supposed to do about the atomic bomb. How much does the bomb affect the game?—R. C., Capt. USNR.

• To the same extent the bomb affects the principles of actual war, the inventor says, inasmuch as the game is calculated to simulate the real thing. Because the atomic bomb is a new factor, "Change No. 1" to the rules as published last December has been issued as follows:

"At any time when a belligerent has stored up 100 tankers of oil, he may precipitate an atomic war by taking overt action. An atomic bomb capable of destroying any unit or double unit in any square anywhere on the board is the equivalent of 20 tankers of oil; thus the first 100 tankers used can destroy any units on five squares on the board—but these five squares must touch upon one another, in any pattern. Concurrently with or after the first 100-tanker atomic bomb, separate 20-tanker atomic bombs may be dropped singly or together on any squares whether they are adjacent or not. One 20-tanker bomb destroys the unit or units on any one square. Victory through atomic war comes as a victory of attrition. That is, when five army units and three naval units are destroyed—by atomic bombs or otherwise—the war is over.

"NOTE: There is no such counter as an atomic bomb. You simply pay out the tankers of oil necessary, designate which squares you are obliterating, and remove the pieces thus destroyed."—ED.



'BACK HOME' became a rising tide last month as Pacific Fleet ships brought veterans to both coasts. Above, men crowd rail of the Shangri-La at Los Angeles. Below: Welcomes for a sailor and an ad honored dead. Flower ceremonies, like th



THE MONTH'S NEWS

SHIPS, MEN COMING HOME...NAVY STREAMLINES FOR POSTWAR JOB

PERIOD 21 SEPTEMBER THROUGH 20 OCTOBER

New Patterns

New patterns emerged last month to replace the master pattern of war under which the Navy operated until the Japanese surrender made it obsolete. Peace, like war, was marked by violence, death, ship and plane losses, and military duty. Peace, it was still new enough to be strange, but peace! it was wonderful.

Wonderful to many was the sight of an American skyline, at 'Frisco, San Diego, Seattle, New Orleans, Norfolk, Boston, or New York. For some, this view of the homeland was the realization of dreams nursed through Guam, Wake, Bataan, the Java straits and countless days of privation and brutality. For many others, it was the reward for danger-filled months at sea or dreary stretches on a Pacific island. These men had done their bit and now were going through the separation centers and heading home.

Home too came over 100 ships of the fleet, including 30 capital ships, each loaded to capacity with extra passengers for discharge (see p. 42). Every large port played host to gallant ships whose names and fame had echoed through the land. The cities looked with proud interest on the fighting ships and welcomed the crews ashore. It was good to come back, to touch the earth, go on liberty.

But there still was work to be done in the Navy. The worst typhoon in years wiped out nearly every installation on Okinawa, killed men, sank or beached Navy ships, and undid much of the effort invested in the base. Marines and Navy personnel were busy at the tasks of occupation or visiting remote islands to accept the surrender of weakened Jap garrisons. On many atolls and islands, the job of roll-up and reduction was just beginning. On Guam, work continued heavy, but there were fewer men to

carry on after the first flood of demobilization had swept the base.

Demobilization was running ahead of schedule and one-third of the Navy could expect to be out by 1 January under new lower point scores (see p. 64).

On Navy Day the Navy put on a show unequalled in history, a fitting epilogue to performances in the theatres of war and a prologue to the largely unwritten drama of peace (see p. 43). For the fleet, Secretary Forrestal proposed a three-part role (see p. 46), subject to approval by Congress. Under a new Executive Order, the Navy Department will be streamlined for its post-war responsibilities.

Fleet Units Home

Forgotten last month by thousands of the Navy's fighting men was the pessimistic adage: "Golden Gate in forty-eight." For back to America's seaports from the Pacific war came units of the greatest Navy ever assembled to receive the tribute of the men and women who had read of their exploits. From New York to San Francisco, in proud victory procession, battlewagons, carriers, cruisers, destroyers, and submarines swept into port to disgorge thousands of veterans for well-earned liberties and discharges.

The great cavalcade of naval might began on 15 October, when the famous *South Dakota* led units of the Third Fleet under the Golden Gate Bridge. Aboard "Sodak" was Admiral William F. Halsey Jr. (see p. 45), bedecked with wings and five rows of ribbons. He grinned and waved at the roaring throngs he could scarcely see through the noon-day fog. Speaking for himself and those who fought under him, he described the occasion as one "we have dreamed of, hoped for, fought for and prayed for."

"We are glad to be back," he declared. "We want to stay back—for all time to come."

Then, while a party of notables



...niral. But the Navy does not forget its one in New York, are held in 28 ports.



LAST DECEMBER



Landing of 77th division at Ormoc divided remaining Jap forces and insured end of Leyte campaign by Christmas. We remembered Pearl Harbor with fleet and air strikes at Iwo Jima, then occupied Mindoro to split the Philippines. Germans began Battle of the Bulge.

DECEMBER 1945

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

joined Admiral Halsey in the *South Dakota*, 13 ships swept through the mist in review, emphasizing the might of the Third Fleet that had destroyed or damaged 10,355 Jap aircraft, sunk 130 warships, sunk or damaged another 150, probably sunk 90 more.

First in review was the submarine *Puffer*, followed by the subs *Baya*, *Kraker*, *Loggerhead*, *Pilotfish* and *Stickleback*. Then came the *DeHaven*, flagship of Destroyer Squadron 61, leading the destroyers *Samuel L. Moore* and *Blue*. The destroyers were followed by the light cruiser *Vicksburg* and in the rear were the battlewagons *Alabama*, *Wisconsin*, and the 22-year-old *Colorado*.

The same day, into Los Angeles steamed the battleships *Texas* and *Nevada*, the light cruiser *Tucson* and the destroyers *Collett* and *Maddox*.

Dramatic was the arrival of fleet units in New York City on 17 October. One day before the ships of Task Force 62 steamed up the bay past the Statue of Liberty, 101 planes from the decks of the carriers *Enterprise*, *Bataan* and *Monterey* roared in formation, over Gotham's skyscrapers, while their parent ships were still beyond sight of land.

The next morning, as the sun crept up from the sea, chuffing tugs pulled and shoved the "Big E" and *Monterey* into the city's home waters. Planes zoomed overhead, dipping in tribute. A tug's blinker signalled, "Well done. Welcome home." By 1630 substantial complements of the ships were ashore and streaming into Times Square. That evening the men in blue were swarming into hotels, restaurants, dance halls; drifting into parks, milling with the city's throngs.

'Magic Carpet' in Operation

How fast the Navy can demobilize depends largely on the "Magic Carpet." That's the code name for our homebound transport fleet—a name warmly enchanting to several million customers overseas. And while this carpet fleet doesn't operate at the touch of a lamp, it is already showing results that will make the old Arabian model seem like a doormat.

Counting yard repairs and other delays, the average round-trip transport run in the Pacific takes about two months. That is sobering knowledge to 3,400,000 veterans (1,800,000 of them Navy, Marines and Coast Guard) due to return from that area in the next eight months. But even between 1 September and 12 October, with the outbound flow just newly reversed, 245,000 were brought back, and by January 1946 the monthly influx will swell to over 455,000.

Several developments have helped to whittle the huge job and give the Naval Transportation Service, a hard-pushed division under CNO, confidence that the Pacific goals will be met. These are:

- Assignment of 200 assault transports (APA) and 37 baby flattops (CVE) under operational control of Admiral Henry S. Kendall, ComCar-Div 24, to assist the 166 regular troop ships already operating. This doubles the Pacific carrying capacity, hiking it to 670,000.

- Cheering assurance from West



Acme

WHITE UNIFORMS of American sailors dot the bomb-blasted streets of Yokohama as the Yanks make shopping and sight-seeing tours of the Nip city.

Coast railroads that they can handle "all comers" without having any transports diverted for the longer run to Atlantic ports.

- Fleet units are being used to bring back thousands of high-point discharges as passengers, in addition to eligible members of their own crews. More than 100 of these units, including 30 big capital ships, returned to American ports for Navy Day alone.

- Air transports too are doing a healthy share. NATS and ATC planes will return an estimated 100,000 from the Pacific by next June.

- Another boost is in store this month when six large carriers (CV) join the already-converted *Saratoga* in the repatriation fleet. The "Sara," her hangar deck crowded with bunks, has completed two passenger runs. Quick conversion of the others—*Yorktown*, *Bon Homme Richard*, *Hancock*, *Ticonderoga*, *Hornet* and *Bunker Hill*—was scheduled for immediately after Navy Day. These veteran fighting ships will add 30,000 spaces to the Pacific pool.

- Later on, as transports are freed from the Atlantic and India runs, there is a good chance that some will be added to the Pacific pool. This would step up the schedule even more.

To these good signs, NTS added one of its own—a timetable scheme which establishes "home" ports for the shuttling ships. Pickups are made in any one of four major areas—Japan, the Philippines, Marianas and Hawaii—but then each ship heads for its own home port. The biggest number will call San Francisco home; others are assigned to Seattle, Los Angeles and San Diego.

Big advantage of the new arrangement is that receiving stations and railroads serving each of the home ports can anticipate their monthly loads in advance and thus avoid logjams that would delay the on-routing of returnees to 18 separation centers

in the country. A pile-up anywhere along the line would slow the whole demobilization program, which is geared to a top speed of 16,000 separations a day.

A small block of ships in the present Pacific pool is earmarked for homeward runs from Australia, New Guinea and other points outside the four main loading areas.

Bringing Johnny home is a cooperative job involving Navy, Army and War Shipping Administration ships. In the Pacific, 51 of the non-combatant troopers are Navy controlled, eight are Army, and 107 are WSA liners allocated to either service. A similar pooling exists for the 53 troop ships and 265 converted Victories and Liberties in the Atlantic, except that the biggest trooper, the *Queen Mary*, is British-owned and operated. One converted CV, the *Lake Champlain*, has just joined the Atlantic pool.

The WSA ships are allocated by the Joint Military Transportation Committee according to relative need, the Navy's load being greater in the Pacific and the Army's in the Atlantic. Joint loading of Navy and Army personnel is prescribed when necessary to insure full use of spaces.

NTS estimates that Navy-controlled ships will bring home more than 2,000,000 of the Pacific returnees. APAs, accommodating about 1500 each, will bring 800,000, CVEs 100,000, other fleet units 900,000 and troopers and hospital ships the balance. The baby flat-tops were converted as rapidly as they arrived in West Coast ports and their crews were cut to 500 from a wartime strength of over 800.

Although the personnel flow is almost entirely homeward, about 200,000 Navy, Marine and Coast Guard replacements—to make up the full contemplated Pacific strength—will be sent out from the West Coast before next June. This is necessary to fulfill the Navy's pledge that all sepa-

rates will be started home by that date.

When the war started, NTS like the rest of the Navy was woefully short of ships and personnel, but now it has some 140 commissioned Navy ships under direct control and also assigns destinations for the CVs, CVEs and APAs doing transport duty.

Directors of NTS during the past two years were Vice (then Rear) Admiral W. W. "Poco" Smith, who moved up to become ComServForPac, and Rear Admiral H. A. "Pat" Flanagan, who was brought from the staff of ComNavEu to succeed him. The latter is to be relieved this month by Rear Admiral W. M. Callaghan, former skipper of the USS *Missouri*.

Navy Day 1945

With President Truman scheduled to review the greatest display of naval strength ever assembled at New York City, most extensive Navy Day celebrations were to be held from coast to coast, on 27 October as Americans honored the Navy. They had organized parades, dances, shows, and radio broadcasts, and President Truman, Fleet Admirals King and Nimitz, and other national figures were to speak in tribute to the Navy.

The Presidential review of more than 50 warships in the North River was scheduled to last two hours and put on display virtually every variety of fighting ship that helped crush the Axis navies. They were to range in size from the 45,000-ton super-carrier *Midway* to destroyer-escorts and a sub chaser. Plans called for a line including the *Missouri*, *Enterprise*, heavy cruisers *Macon*, *Helena* and *Augusta*; light cruiser *Boise*, baby flattop *Croatan*; destroyers, submarines, subs and transports.

The President's Navy Day statement read:

"Navy Day, 1945, is a day on which the whole country can honor the 4,000,000 young Americans who fought in the Navy, Marine Corps and Coast Guard.

"To them we owe our victory in the greatest naval war in history—a victory which destroyed two enemy fleets and placed our forces on the beachheads of final triumph. For all the sacrifice and toil which went into these achievements, the Navy now has an opportunity to say, 'Well done.'"

Other Navy Day messages by Admirals of the Fleet King and Nimitz contained appeals to the American people to maintain a strong Navy. Said Admiral King:

"Possessed as we are for the moment with naval greatness—achieved at such cost and sacrifice—it is incumbent upon us as a nation that this sea power not be squandered or bartered away or allowed to fall into disuse. We will never permit this, I am sure, if we understand what it might mean in terms of America's future."

The Navy Day message of Secretary of the Navy Forrestal read:

"We have entered a new era, an atomic era. We must keep the Navy powerful and newly-armed because mastery of the sea and the skies above it is the key to our own security and to our ability to help other nations. The Navy can seek no greater mission."

Yeoman's Chantey Heads List Of Navy Show Contest Winners

Rolling out a sea chantey entitled "Haul Away Maties, We're Almost Home," Noah Francis Ryder,

Y3c, USNR, now stationed at Naval Mine Depot, Yorktown, Va., won the grand prize of a \$500 war bond for best entry in the Navy Show Contest sponsored by the War Writer's Board.

Ryder's chantey, based on a traditional folk song of his own Negro people, topped 1,331 entries from men and women enlisted personnel and officers of the Navy, Marine Corps and Coast Guard. Overseas personnel submitted 795 of the sketches, skits, blackouts, monologs, master of ceremony patters and songs entered in the contest.

Announcement of contest winners, originally scheduled for 15 October, was delayed for one month, judges said, "because so many scripts and songs of good caliber were submitted." Judges included some of the nation's top writing and entertainment talent—John Mason Brown, Russel Crouse, Paul W. Gallico, Max Gordon, George S. Kaufman, Christopher La Farge, Frederic March, Hobe Morrison and Oscar Hammerstein II.

A college music teacher at Hampton Institute before joining the Navy 31 Jan 1944, Ryder was at Naval Training School at Hampton when he submitted his entry in the contest. The 31-year-old yeoman has led glee clubs and trained singers both before and since entering service. Hampton, Va., is his home.

The four first prize winners, each awarded a \$250 war bond, were: T/Sgt David Dempsey, USMC, of New York City, for a one-act play, "Shooting Star"; Lt. Norman Myrick, USNR, of Amherst, Mass., for a radio fantasy, "Bad Dream"; John Joseph Graham, SK1c, USNR, of New York City, for skit, "Nine Million Dollars"; and Pfc Donald J. Holmes, USMCR, of Columbus, Ohio, for one-act play, "Anatomy of a Yankee Warrior."

Winners of the four \$100 war bond third prizes were: Carroll Byron Moore, Jr., PhM1c, USNR, of New York City, for sketch, "They Cut Down Trees"; Edwin Michael Schneeberg, RT1c, USNR, of Flushing, L. I., N. Y., for radio play, "GQ on a DD"; Charles E. Barnhart, Sp(X)3c, USN-1, of E. St. Louis, Ill., for radio play, "Casualty and Content"; and Sgt. Franklin F. Neill III, USMC, Los Angeles, Calif., for radio sketch, "Detour to Iwo."

Thirty-six third prizes of \$25 war bonds were awarded, four more than originally announced. Winners, titles of their entries and duty stations are:

Frederick Freed, Lt., USNR, Leonard Cibley, PhM1c, and John Hauser, SSML2c, "Now Hear This," a musical play, all of the USS *Vulcan*.

Paul C. Munroe, Lt. (jg), USNR, "Dusk



N. F. Ryder

at Okinawa," CincPac Staff, Advanced Headquarters.

Warren Pursell, Lt. (jg), USNR, "South Sea Paradise," USS *Austin* (DE15).

Joseph Darion, S1c, USNR, "The Volunteer," 96th NCB HqCo. Pl.2, c/o "Trail-blazer."

M. Goodson, RM3c, USNR, "Now Hear This," USS *Mauna Loa* (AE8).

James LaRue, Y2c, USNR, "Soap Opera," CASU (F) 16.

Harold Heifetz, Ens., USNR, "Guys Talking," Amphib. Tng. Base, Navy 905.

Lewis Freed, CY, USNR, "Life Is a Hunter," USS *Stratford* (AP41).

Everett Greenbaum, Lt. (jg), USNR, "Arrival of the Female," I. and S. NAS Navy 14.

Daniel Rudstein, Lt., USMCR, "Black Liberator," Hdq. Sqd. MAG 94.

Richard L. Linkroum, USNR, "Target Angle Zero," CincPac Advance Hq., Box 15.

J. Lester Poucher, Lt., USNR, "Kamikaze," USS *Essex*.

Phillip L. Ennis, Lt., USNR, "The Devastator's WAVE," USS *Devastator*.

Dan Levin, S/Sgt, USMCR, "A Promise First Class," PIO, Hqs. 4th Marine Div.

Irving B. Friedman, Y2c, USNR, "Mind Over Matter," U. S. Military Gov. Hq.

Florian J. Hering, Lt., USMCR, "Ernie Pyle, Brave Man," 1st Marine Division.

Edward Heghinian, Lt., USNR, "Strange Victory," Communications, Navy 136.

Henry May, Ens., USNR, "Ninety Day Wonder," Ship Tng. Grp., Tng. Command, Amphib Force, Pacific Fleet, Admin.

Ade A. O'Keefe, Y2c, USNR, "Rock Happy," Support Aircraft, Staff PhibsPac.

Robert B. Plessinger, PhM3c, USNR, "Under the Stars," Fleet Hospital 115.

William L. Florence, Y1c, USNR, "Navy Says: Navy Does," Navy Liaison Unit, Entertainment Branch, New York.

Ruth L. Loeser, SKD2c, USNR, "What Are the Wild Waves Saying," US NAS (LTA), Weeksville, Elizabeth City, N. C.

Robert S. Putnam, Lt., USNR, "Forevermore," USN Pre-Flight School, Athens, Ga.

Charles A. Stewart, Y3c, USNR, "Reminiscing," Armed Forces Radio Station WVTV.

Hal Davis, Sp(X)1c, USNR, and Tom Sternfeld, Sp(A)3c, "Long May They Wave," both of Navy Liaison Unit, New York.

William D. Tiernan, MM3c, USNR, "War Is Hell," Ind. Dept. W. & R., Navy 920.

John J. Madigan Jr., Y2c, USNR, "The Top Drawer, PRO, COMAIR, 7th Fleet.

H. J. Alexander, Y2c, USNR, "Men of the Navy," Hq. First ND, Boston.

G. K. Poynter, PhM2c, USNR, "Hero Come Home," USS *Frederick Funston* (APA89).

Elliott N. Walstead, Lt., USNR, "To Winnie," LST Flotilla 14.

Charles J. Krejcik, Bkr1c, USNR, "Sharps and Flats," Armed Guard Center, Brooklyn, N. Y.

Stewart Pierce Brown, Lt., USNR, "A Whole New World," USS *Montour*.

Henry A. Johnson Jr., S1c, USNR, "They Call It Peace," Bks. 3, Ward Isl., Corpus Christi, Tex.

Ten additional prizes of \$25 war bonds, as "special awards," were given by the judges. The award winners are:

James Callas, S1c, USNR, "Let Them Eat Caviar," USS *Barnstable* (APA93).

Jay J. Richter, Y3c, USN(I), "T. Mac Torque," PIO, NAS, Miami, Fla.

Ira J. Lipson, Sk1c, USNR, "Transport," ComSerRonEight Flag Service Force, Pac Flt.

Stockton Helffrich, Lt., USNR, "Close Ranks," Naval AdvBase, Navy 3149.

Dee Cambell, Y2c, USNR, "Colors," Com ServPac, Box 6.

Roger P. Larkin, S1c, USNR, "Sleep On," USS *LST 208*.

Richard K. Bernstein, Lt. (jg), USMCR, "Officer's Club," U. S. Army Y-7, Navy 920.

Ben Erlich, Y3c, USCG, "Oh Land," USCG, 3rd Office, New York.

Jayne Paige Rattray, Sgt., USMCR(WR), "I Painted on a Bright Red Mouth," AWRS-7 Bks 58, MCAS (El Toro), Santa Ana, Calif.

Edwin D. Gritz, Y3c, USNR, "That's My Buddy, Joe," ABCD Navy 128.



Official U. S. Navy photograph

FR-1 FIREBALL is name for Navy's new fighter (above) that combines jet propulsion with conventional gasoline engine (see diagram below).

NAVY UNVEILS NEW JET FIGHTER

WITHOUT any fanfare the Navy, on 26 September demonstrated a jet-propelled fighter plane that may lead to the development of new tactics for carrier-based fliers.

The new plane, which strutted its stuff at the Naval Air Station Anacostia, looks like a single-engine job, has a 1,350 horsepower engine in the nose in addition to the jet propulsion engine in the rear. Travelling on its radial engine alone it can do 320 miles an hour. What it can do with both engines is a Navy secret.

No other carrier fighter can equal the maneuverability of the FR-1, or Ryan Fireball. It needs only a short takeoff and can outclimb any known fighter. Its tricycle landing gear enables it to approach and land within a wide range of speeds. For land-based operations, this gear permits cross-wind takeoffs and landings.

The slight variance of the speed curve from sea level to 25,000 feet makes it possible for the pilot to

engage the enemy at any point without worrying about seeking a more favorable altitude. The high economy of the radial engine makes possible a range of 1,500 miles at a cruising speed of 207 miles an hour.

Firepower on the FR-1 includes four .50-caliber machine guns, each fed by 300 rounds of ammunition. Two 1,000-pound bombs may be carried under the wings and detachable rocket mounting posts may be installed beneath each outer panel. Steel armor plate and laminated bullet resistant glass in the windshield front panel protect the pilot.

Not only does the Fireball have the lighter weight of a single-engine plane, but with one engine knocked out it can fly without the swing that develops under such conditions in a twin-engine plane.

A Navy fighter squadron, VF-66, had begun pre-combat training with the FR-1s when the Japs surrendered.

No Ships Shirking

In response to questions as to whether demobilization was being slowed by Navy Day deployment of ships, Secretary of the Navy Forrestal assured Congressmen and others by letter that no Navy ship which could transport men would be held in port merely to celebrate Navy Day. It was officially estimated that the returning ships brought capacity loads of about 50,000 passengers headed for separation centers.

"A number of Navy warships are returning to the United States at this time, as you know," wrote the Secretary. "They are bringing their own crews, many of them are men eligible for release from service. In a sense the fighting fleet is bringing itself home for demobilization.

"It is doing more than that. Each warship is bringing back as passengers as many high-point service men as it can handle. Incidentally, fighting ships—battleships, cruisers, etc.—are inherently inefficient transports but they are taking aboard as many men as they can. The carrier *Ticonderoga*, for example, is bringing back 2,240 passengers, the battleship *Wisconsin* 1,411 and the cruiser *Vicksburg* 876.

"Obviously, therefore, the return of warships between now and Navy Day is accelerating demobilization—not hindering it.

"Once these warships are home—I assure you again—the Navy will not hold them in port merely to celebrate Navy Day. Many vessels will be in port that day for three very good reasons.

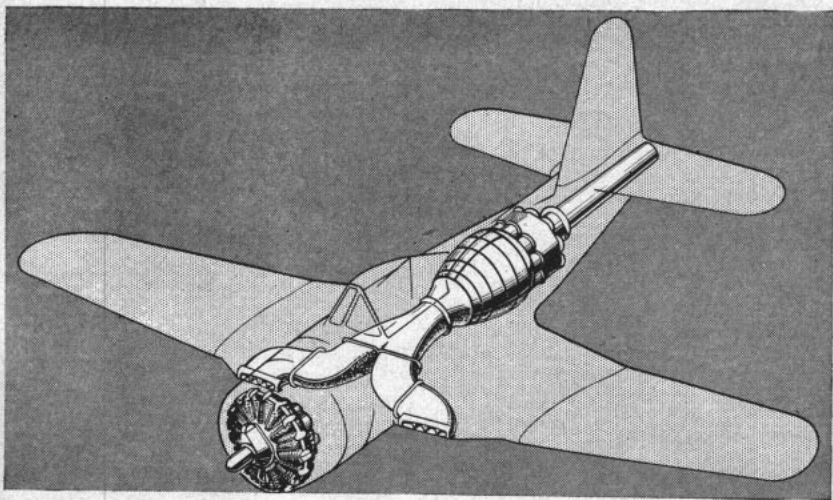
"First, several vessels are to be laid up because, with the demobilization of the Navy's high-point men, we will not have enough crews to man them. For example, I am told on many ships now homeward bound up to 80 per cent of the crews have enough points for discharge. I am sure you would not suggest that these men who have served at sea long enough to earn their release should be denied that release in order to ferry home other men who have served ashore.

"Second, some of the warships will remain in port until Navy Day because this trip is their first return to the United States in many months and their crews, if not being released, are entitled to leave at home. For example, the destroyer *Charles Ausburne* will arrive here in Washington about October 20. She has not been in the United States for two and a quarter years—since June, 1943. She has earned a Presidential Unit Citation which has never been awarded to her. I am sure all hands will agree that her officers and men should not be sent to sea again the next morning but should be allowed to visit their homes.

"Third, some warships, which will continue to bring men home, will be in port for conversion and overhaul—installation of berths and messing facilities, for example—before entering transport duty."

Honors for Col. Devereux

The story of Wake Island was completed in Washington on 27 September when Lt. Col. James P. S. Dever-





Photograph from Press Association, Inc.

PADDY AND DADDY Devereux celebrate Wake hero's return.

eux, USMC, received the Navy Cross from Acting Secretary of the Navy Artemus L. Gates for "distinguished and heroic conduct in the line of his profession in the defense of Wake Island, Dec. 7 to 22, 1941."

In spite of his ordeal as a Jap prisoner, Col. Devereux looked fit and at ease during the ceremony and the press conference that followed. He said the Jap navy officers were "pretty decent on the whole."

He estimated that the garrison on Wake had sunk about 10 Jap ships including submarines and praised the conduct of the men under him.

Floral Tributes

In memorial services at 28 American ports on Navy Day, Sunday, 21 October, thousands of flowers from all over the country were taken out to sea and strewn on the water in honor of those who died at sea while serving their country in World War II.

Chaplains representing the Protestant, Catholic and Jewish faiths participated in the exercises which began with brief programs ashore. Following this, Navy ships carried out to sea the flowers donated by friends and relatives of those who had died, and out of sight of land the traditional ceremony was concluded as the flowers were placed on the water.

Seventh at Hong Kong. Delayed by typhoons, units of the Seventh Fleet arrived at Hong Kong on 8 October after having sunk at least one floating mine by gunfire en route. The ships were under command of Rear Admiral Elliott Buckmaster, USN.

New CincPac flagship. The USS *Missouri*, on which Japanese surrender terms were signed, has been designated flagship of the Commander in Chief, U. S. Pacific Fleet, replacing the USS *Pennsylvania*.

Ovations for CincPac

Washington and New York, the nation's capital and its greatest metropolis, turned out in homage last month to a man who had come from a small Texas town to become one of the nation's top war leaders. Within one week millions of Americans, from the President to shrilling schoolchildren, gathered in three tumultuous ovations for Fleet Admiral Chester W. Nimitz, overseer of America's vast naval operations in the Pacific.

There were awards, dinners, speeches and parades galore as the white-haired Texan returned in triumph with fourteen Navy and Marine winners of the Congressional Medal of Honor to reap the rewards of his country's victory.

But amid the cheers and festivities, the admiral himself struck a solemn note, very much as had Generals Eisenhower and Wainwright who had been previously welcomed in similar fashion. In a speech before a joint session of Congress he warned against discarding a strong Navy and urged the maintenance of "our fighting forces ready for use if required."

In accepting from President Truman a Gold Star in lieu of a third Distinguished Service Medal (see p. 56), Admiral Nimitz termed the award a tribute to the 2,000,000 men who had served under him in the Pacific. "I accept this honor," he said, "as your 'well done' to the job that they have done."

For the Washington celebration on 5 October the Navy prepared a special treat. A thousand Navy planes roared overhead and while hundreds of thousands of spectators cheered, the fliers spelled out "NIMITZ" in letters a block-long and wrote his name against the sky in a fancy sky-writing exhibition.

Immaculate in dress blues, but wearing only a few of his decorations, Admiral Nimitz delivered a short speech in the shadow of the Washington Monument. Declaring the world's future had been greatly altered by the development of the atomic bomb, he pointed out, however, that the Japs had sued for peace before the atomic bomb and the entry of Russia.

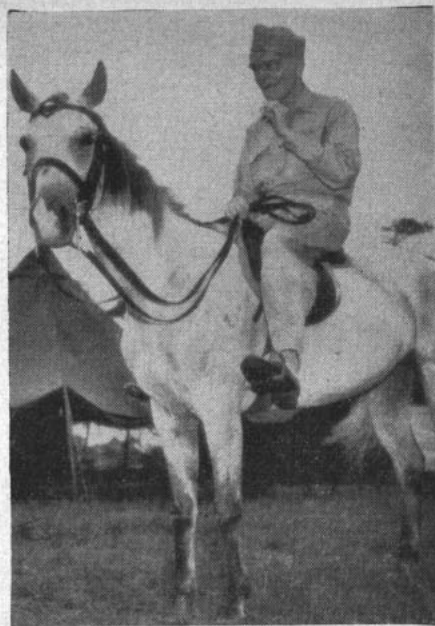
In New York City on 9 October Gothamites turned out by the millions to shout their acclaim as the admiral toured the city with the Medal of Honor winners. At City Hall, where he was made an honorary citizen, 350,000 persons roared approval. The Admiral was flabbergasted by the demonstration. "This is overwhelming," he said. "I can't believe this is happening to me. I think I'm in a dream."

Before returning to Honolulu for Navy Day, he visited his native state of Texas and received his third big public greeting at Dallas.

Admiral Demobilizes

Admiral William F. Halsey Jr., USN, commander of the Third Fleet, announced to his press conference on 28 September that he was requesting retirement, and said:

"I'm an old man. Let the young fellows take over."



Photograph from Press Association, Inc.

ADMIRAL HALSEY RIDES white horse in Japan, but not Hirohito's.

This came as a surprise to Americans, few of whom had realized that "The Bull," who had worked so hard, fought so savagely during the entire Pacific war, was only 13 months shy of the statutory retirement age of 64. His broad grin, confidence and colorful speech were so characteristic of youth it was difficult to imagine "(Ret)" after his name.

The son of a Navy captain, Admiral Halsey became familiar with the Navy long before he was appointed to the U. S. Naval Academy by President McKinley in 1900. At the Academy he played football, won the Thompson trophy cup in athletics and graduated on 1 Feb 1904.

By a curious coincidence Admiral Halsey's first sea duty was in the USS *Missouri*, predecessor of the battlewagon that 40 years later became the flagship of his mighty Third Fleet. In 1906 he was commissioned ensign, after serving the two years sea duty required for a commission in those days. Three years later, after having travelled around the world aboard the *Kansas*, he was promoted to lieutenant (jg) and lieutenant.

During the next eight years he had duty aboard destroyers; commanded a torpedo flotilla; and was an executive officer on the academic staff of the U. S. Naval Academy, getting his next half-stripe shortly before he went overseas during World War I.

As commanding officer of the destroyers USS *Benham* and USS *Shaw*, he won the Navy Cross for "important, exacting and hazardous duty of patrolling the waters infested with enemy submarines and mines, in escorting and protecting vitally important convoy of troops and supplies through these waters, and in offensive and defensive action, vigorously and unremittably prosecuted against all forms of enemy naval activity."

Between wars his duties were varied,

culminating with flight training, where he won his wings a year after Hitler came to power. In 1935, as a captain, he took over the type of duty for which he was to become famous, commanding officer of a carrier—the USS *Saratoga*. Nearly three years later and while serving in that assignment he was promoted to rear admiral.

Barely three months after the United States declared war on the Axis powers, Admiral Halsey was awarded the Distinguished Service Medal by President Roosevelt "for his brilliant and audacious attack against the Marshall and Gilbert Islands on January 31, 1942." This was while Admiral Halsey was Commander, Aircraft Battle Force and in the rank of Vice Admiral.

In April of that year, Admiral Halsey's title was changed to Commander, Carriers, Pacific Fleet, with additional duty as Commander, Carrier Division Two. On 15 June 1944, he became commander of the Third Fleet.

In addition to the Navy Cross and Distinguished Service Medal, Admiral Halsey holds Gold Stars in lieu of second and third Distinguished Service Medals, the Army Distinguished Service Medal and several foreign decorations.

Future Blueprinted

Closely allied to the problems of demobilization is the size of the post-war Navy. For the guidance and information of Congress, which in the final analysis determines the Navy's size, Secretary of the Navy Forrestal prepared the most explicit authoritative outline of the peacetime Navy to date. He considered not merely size and striking power, but also the role the Navy must play in America's national and international policy. "The size of the Navy," he said, "must vary from time to time in direct ratio with what you might call the blood pressure of the international community."

Accordingly, Secretary Forrestal's blueprint divided the post-war Navy into three sections: active, ready reserve and laid-up reserve.

In the active category would be 300 major combatant ships, or about 28 per cent of the total fleet, together with auxiliary craft. The active fleet would thus be numerically smaller than the American fleet of December 1941. In addition, there would be approximately 100 additional major combatant ship in the ready reserve. The following is the Secretary's approximation of the makeup of the various categories:

- *Active and ready reserve:* 11 battleships; 15 aircraft carriers, including three 45,000-ton flattops; 21 escort carriers; 20 heavy and large cruisers; 29 light cruisers; 176 destroyers; 40 destroyer escorts; 90 submarines; tenders, mine, patrol, service and amphibious craft. All battleships, carriers, cruisers, destroyers and submarines in this fleet are new ships, completed since 1940.

- *Laid-up reserve:* Seven old battlewagons; 22 carriers, all built since 1940; 58 escort carriers, all since 1940; 14 heavy cruisers; 19 light cruisers; 191 destroyers; 256 destroyer escorts; 110 submarines; mine, patrol, service, and amphibious forces.



NEW STAMPS are issued in honor of U. S. Navy (above) and Coast Guard.

Explaining the purpose of the laid-up reserve, which he hoped would be out of commission by 1 Sept 1946, the Secretary said:

"The existence of a laid-up reserve would give the nation flexibility to flex its strength quickly if we again enter a period, like 1930-41, of disturbed world conditions. This laid-up reserve is cheap insurance. It is estimated that the yearly preservation cost will amount to only one-tenth of one per cent of the original cost of the ships."

Another phase of Navy reorganization was authorized by an Executive order to streamline peacetime operations by incorporating wartime experiences. The Executive Order provided for:

- Ultimate abolition of the position of Commander in Chief, United States Fleet, and transfer of principal command to the Chief of Naval Operations.
- Establishment of a central office for coordination of research, experimental test and development activities.
- Establishment of an office to coordinate all Navy procurement, contracting and production activities.
- Creation of new posts of deputy chiefs and additional assistant chiefs within the various bureaus.

Inducements Legislation

The chairman of the Senate Naval Affairs committee, the Hon. David I. Walsh, has released the following information:

Senator David I. Walsh reported to the Senate on 18 October 1945 the first measure dealing with the enlisted personnel of the postwar Navy. It is entitled, "A Bill to provide additional inducements to citizens of the United States to make the United States Navy a career."

The inducements set forth in the bill are based on an effort to have reenlist in the Naval service personnel now in the Navy when their terms of enlistment expire; to encourage those enlisted personnel now in the Reserve to transfer to the Regular Navy; to

encourage those inductees now in the service to reenlist in the Navy and provides added inducement for those persons who consider enlisting in the Naval service as a career.

Among the important inducements are the following:

1. If enlisted men reenlist within 24 hours after their enlistments expire, they will be given a double enlistment allowance. The regular enlistment allowance for the first three pay grades is \$50.00 multiplied by the number of years in previous enlistments. For other men in the lower grades of the service, it is \$25.00 multiplied by the years served in previous enlistments. If the last enlistment were for 6 years, personnel in the first three pay grades who reenlist within 24 hours will be given \$600.00; reenlistment after a 4-year enlistment, \$400.00.

2. If personnel reenlist within 120 days after the passage of the Act, they will be eligible for transfer to the Fleet Reserve after 16 years of service; if they do not elect to reenlist within 120 days, they become eligible for transfer to the Fleet Reserve only after 20 years of service instead of 16.

3. Enlisted men of the Reserve who are discharged therefrom in order to enlist in the Regular service shall be entitled to travel expenses at the rate of five cents per mile to their original place of enlistment.

4. An enlisted man who reaches the rate of chief petty officer is guaranteed a commission in the Regular Navy, if he passes the examination that the Navy will from time to time give to chief petty officers recommended for promotion.

5. An enlisted man who has not reached the rank of chief petty officer, and who may be only a seaman, who has served 4 years in the Navy—the same length of time that a man studies at the Naval Academy to become eligible for a commission—will be entitled to take an examination and be commissioned an officer in the Navy on the same basis as if he had attended the Naval Academy. The Navy Department maintains courses in various subjects so that young men who are ambitious and desire to advance in the service may be given the opportunities to study and qualify for commission rank.

6. Similar retirement benefits are guaranteed to enlisted men who are disabled as are now given to officers, permitting them to retire at the highest rank which they held while in active duty status.

7. Those who are now in the Fleet Reserve, after having served 16 years' active service and who were recalled to active duty, will be given credit for the additional years served during the present war. In other words, if they served 4 years in the present war, they will be given credit for 20 years' service and receive the Fleet Reserve pay that is given to men who have served 20 years in the Naval service.

8. Instead of receiving a maximum of 50% of their pay which they receive when transferring to the Fleet Reserve after 20 years' service, enlisted men will receive that percentage of pay which amounts to 2½ times the number of years of service. A man who has served 20 years will

get 2½ times 20 or 50% of his pay annually for the rest of his life. A man who has served 22 years will get 55% of the base pay received in active service. This amount increases for every additional year of service until the total amount that one can receive is 75% of his base pay.

The inducements contained in the Bill are the result of study by the Navy Department and conferences held with enlisted men now in the Naval service. It is believed that these inducements will serve to keep in the Navy for a longer period of time than at present many who might be disposed to leave the Naval service after one or two enlistments. The substantial increase in the amount received by those who have served 20 years in the Navy upon transferring to the Fleet Reserve is expected to be an inducement for young men to enlist in the Navy and make it their career. The increase that personnel receive who transfer after 20 years to the Fleet Reserve over present law may amount to as much as \$41.40 per month in their annual allowance. This change can be illustrated by assuming a boy enters the Navy at 18 years of age and advances in rank during his 20 years' service to chief petty officer. At the age of 38 he would transfer to the Fleet Reserve and receive an annual pay check from the Government of \$110.40 a month for the rest of his life. Under present law persons of like age and with similar length of service receive approximately \$69.00 a month.

The proposed legislation referred to above (S. 1438) has been approved by the Senate Naval Affairs committee with amendments, and is now on the Senate calendar.

The House Naval Affairs committee has not as yet held hearings on the measure, and therefore the action of that body cannot be anticipated.

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

To be admiral:

Samuel M. Robinson, USN.

To be vice admiral:

Louis E. Denfeld, USN, to be Chief of the Bureau of Naval Personnel for a four-year term effective 15 Sept 1945.

To be rear admiral:

Lewis B. Combs, (CEC), USN.

Cato D. Glover, Jr., USN.

Austin K. Doyle, USN.

Thomas G. W. Settle, USN, while serving on special duty with CincPac.

Milton E. Miles, USN, while serving as commander, U. S. Naval Group, China.

To be commodore:

Oscar Smith, USN, as chief of staff to CincLant.

Benjamin V. McCandlish, USN, as commandant of a NOB.

Gordon Rowe, USN, as commander NOB, Midway.

Elliott B. Nixon, USN, as chief of staff to ComCaribSeaFron, and commandant 10ND.

James K. Vardaman, Jr., USNR, as naval aide to the President.

William S. Parsons, USN, serving with the atomic bomb project.

William W. Behrens, USN, as commander NavTraCen, Bainbridge, Md.

Mark L. Hersey, Jr., USN, as commander, NOB, Manila-Subic.

To be major general in the Marine Corps:

Archie F. Howard, USMC.

To be brigadier general in the Marine Corps:

Samuel L. Howard, USMC.



Official U. S. Coast Guard photographs

FASHION EYES of these Spars are turned to civilian future. Spar Owens (right) tries on a new bonnet while others study ways to convert service blues.

Storms over Okinawa

Typhoons, the scourge of Oriental waters, struck twice at Okinawa in less than a month to level southern Okinawa, sink 13 vessels, ground 200 more. In the first storm, 83 were dead or missing; in the second, 43 were dead, 30 missing and 49 injured.

On Okinawa, more than 2,000 hospital patients were temporarily without shelter as the 100-mile wind made a shambles of nearly all buildings on the lower part of the island. Almost immediately the Navy dispatched three hospital ships to evacuate the hospital cases, including more than 800 bed-patients. Food-carrying planes were rushed to the scene to replenish the seriously depleted stores.

The first of the typhoons hit Okinawa between 16-18 September, sinking the minesweepers YMSs 98, 341, 421, 472, and the subchaser SC 636. The second typhoon, which was much more destructive, lashed Okinawa on 9 October. In this storm eight other vessels were swamped and buildings were demolished, while approximately 200 small craft were sent aground.

Photographers Cited

In recognition of the important war role of Navy, Marine Corps and Coast Guard photographers, 150 citations for the best naval photography in World War II were awarded 25 October by the U. S. Navy Photographic Institute in ceremonies at the National Press Club, Washington, D. C.

Presenting the awards at the ceremonies which were attended by high ranking Navy, Marine Corps, Coast Guard and Government officials was Fleet Admiral William D. Leahy, USN (Ret), Chief of Staff to the President. Seventy-five per cent of the citations were for combat action work in both still and motion picture photography.

Headed by Capt. Edward J. Steichen, USNR, commander of all Navy combat

photographers and director of the photography for "The Fighting Lady," the Navy Photographic Institute held an exhibition of the best naval photography in conjunction with the ceremonies.

Utah Plaque

In honor of the six officers and 52 enlisted men who died when the USS *Utah* was sunk at Pearl Harbor, remaining crew members of that ship have forwarded funds for a memorial plaque in the State Capitol at Salt Lake City, Utah.

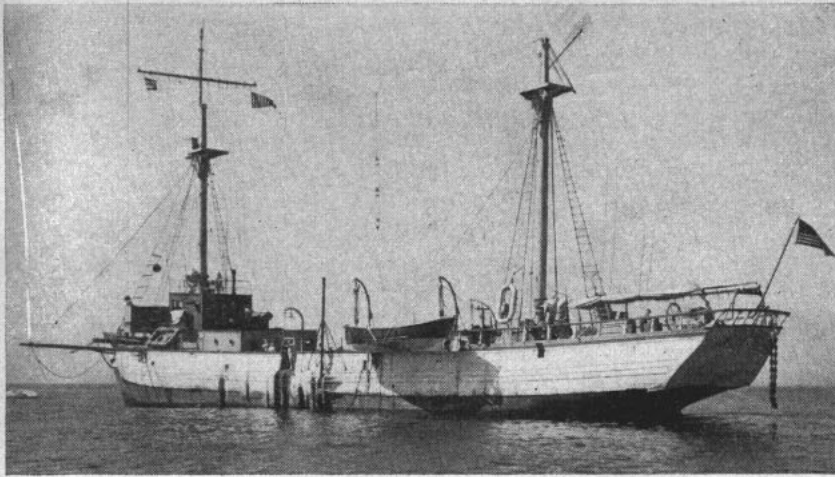
A check for \$1,000, representing the remaining Ship's Service funds of the *Utah*, was sent to Gov. Herbert B. Maw, of Utah. He has agreed to inscribe the 58 names on the plaque.

The *Utah* is still almost entirely submerged near Ford Island in Pearl Harbor. At the time of the attack the battleship had already been converted into an anti-aircraft training ship and experimental laboratory for the Pacific Fleet.

Minesweepers lost. Two of the eight mine sweepers assigned to Greece by the United States were lost when they struck mines while on mine sweeping duty in Saronic Gulf. The ships were the YMS 191 and YMS 74. Three members of the Greek crews were killed in the sinkings.

Jap Starvation. The efficiency of American blockade of by-passed islands was demonstrated after the Jap surrender of Woleai Atoll in the Carolines. Cut off from supplies for nearly six months, the Jap garrison shriveled from 6,500 men to 1,650.

Mail delay from Pacific areas is attributable to the plane priority accorded wounded evacuees. When planes are not available because they have been set aside for wounded, mail is put on fast ships bound for the U. S.



Official U. S. Navy photograph

The USS Metha Nelson on duty as an identification ship at Los Angeles.

WAR CAST MOVIE SHIP IN NAVY ROLE

HER decks once ran with blood. Pirates swarmed through her rigging, slashing at each other with curved cutlasses, plunging overboard from the dizzy heights of her masts. Once she flew the British flag and once a brutal captain delighted in lashing his men with a cat-o'-nine-tails. Once mutineers seized her and set her captain adrift. But, through most of World War II, the USS *Metha Nelson* floated calmly at anchor outside Los Angeles harbor, placidly acting as an identification ship for all inbound and outbound vessels.

Not for years had the *Metha Nelson* sailed the seas in reality but only in the imaginary world of motion pictures. Along with other old windjammers, schooners and the like she had been tied up in a backwater of the harbor for many years. Only when she was needed to portray an old-time sailing ship was she hauled out to sea. Her most famous role was in "Mutiny on the Bounty" with the infamous Captain Bligh as her skipper. Extras were her crew,

ketchup the spilt blood on her hollystoned decks. Pirate pictures, including "Captain Blood," were her favorite vehicles for in them, with a minimum of remodeling, she could play a part to perfection.

Metro-Goldwyn-Mayer studios sold the *Metha Nelson* to the Navy soon after U.S. entry into war. Her war job was to lay off the harbor, checking identification of all ships and acting as a "boarding house" for ten pilot officers who guide ships into their berths.

Before turning to a histrionic career, the *Metha Nelson*, plied between Maine and Singapore with various types of cargo, mostly lumber. Built in 1896 at Dixon's Shipyard in Eureka, Calif., she also had been outfitted for a treasure-hunting cruise on one occasion. Legend has it that one of her skippers had a price on his head.

The Navy has made a few changes including an engine room and a signal bridge. But a magnetic compass, made in Tokyo, is still on board.

More Education

Steps have been taken to make the benefits of the Navy's Educational Services Program available to every man in the Pacific area. All commanding officers have been directed by an ALPOA to establish educational services programs which will meet the interests and needs of their commands. These activities are part of the Navy-wide program (ALL HANDS, Sept. 1944, pp.32,33), designed to help naval personnel prepare for their return to civilian life by using idle time for the advancement of educational and vocational careers.

As a first step in carrying out the program, the ALPOA instructs each command to make a special survey to determine the interests of personnel in education and vocational work, and

the facilities and gear available for classroom instruction, shop work, and on-the-job training.

Participation will be on a voluntary basis and those who enroll will have a free choice in selecting courses of study.

Instructors and assistants will be chosen from local personnel. For those who might stay out of the program because their points are close to the total needed for release, assurance is given that participation in the program, either as teacher or pupil, will not interfere with separation from the service. Where practicable, the program may operate during on-duty as well as off-duty hours.

The Pacific educational program will offer two broad courses of study. One will enable the prospective civilian whose duties may have prevented

much study of recent history to catch up on current events and take a refresher course in the civic responsibilities that await his return to home duty. This first activity will be informational in nature. The second and larger activity will provide an educational bill of fare to meet almost any man's taste, from the basic bread-and-butter desire for self-improvement in a vocation to purely cultural interests. The exact nature of the program at any activity will depend upon the expressed interests of the men themselves and the time and facilities available to carry out those wishes.

Informational activities will provide opportunities to study such subjects as "The Foundations of National Power," "The United Nations Organization," "The Role of the Navy in Peace," and "A Citizen's Duties in a Democracy."

Educational activities on Pacific ships and stations call for the establishment of group classes and the teaching of a wide range of academic subjects. The classroom courses will be arranged to serve the needs of every interested man, whether his education was interrupted in grade school, high school, or college.

For those who plan to learn to earn their way in some particular vocation after discharge, prevocational training—making use of naval shop facilities—will be available. On-the-job training will also be given special attention in the educational program. To accomplish this, men may be assigned as apprentices and assistants to qualified technicians and maintenance men and given special opportunities to gain experience or improve skills in chosen trades.

Special training in the "three R's" will be available to men having less than 5th grade mastery in these subjects.

For the individual who has some special need or interest that won't be reached by the local program, assistance will be available toward enrollment in correspondence and self-teaching courses offered by the U. S. Armed Forces Institute (USAFI). The educational program will be rounded out by counsel on educational and vocational plans and assistance in gaining high school or college credit for work and training in the Navy.

Full-time educational services officers will be in charge of the Pacific area educational program at the larger activities. At other places, officers will be assigned to collateral duty on the program.

Antarctic Medal. In recognition of valuable service to the nation in the field of polar exploration and science, the members of the U. S. Antarctic Expedition of 1939-41 are to be awarded medals, as provided for by Public Law 185 recently passed by the 79th Congress.

The medal is to be awarded in three degrees of importance—gold, silver and bronze—and it is estimated that approximately 161 men are eligible to receive the award.

New Fighter. The F8F, fastest single-engine, carrier-based fighter,

has a sea-level speed of 400 miles an hour and can climb more than 5,000 feet a minute with the aid of water injection. The fighter, known as the Bearcat, has four wing-mounted .50-caliber guns and is equipped to carry both bombs and rockets on offensive missions.

The new Navy plane combines the maneuverability of the Jap aircraft with the high horsepower, heavy armor and ruggedness of Navy fighter planes. Its small size makes it possible to load more of them on a carrier.

Navy chaplains are busy men. If you don't believe it look at these figures released last month: Divine services conducted during 1944—450,294. Attendance at these services—37,062,428. The chaplains conducted 397,428 services on their own ships or stations, 35,791 on other than their own ships or stations, and 17,075 services in civilian churches. In addition, during the year they officiated at 3,982 marriages, performed 14,793 baptisms and conducted 13,710 funerals. In affairs other than those directly relating to their religious duties, the chaplains sponsored 40,683 lectures, rehearsals, discussion groups or song fests; held 32,183 study classes and 52,285 entertainments other than movies, with a total of 7,274,839 in attendance. The chaplains also made 5,470,565 visits to persons in hospitals, sick bays and brig.

Huge economies have been effected by the Navy's salvage operations, which recovered about \$600,000,000 worth of sunken ships and cargo in coastal salvage operations. In addition, the Navy saved millions of dollars in military and Navy craft salvaged while clearing harbors for advancing Allied forces.

One of the largest of these salvage jobs was the clearing of 600 vessels from Manila Bay. This task began in January 1945, with 60 officers and 600 enlisted men coping with Jap snipers as well as the sunken ships. The snipers would swim to the wrecks at night and try to pick off salvage workers reporting for work in the morning.

One American DE downed five Kamikazes and probably a sixth in 13 minutes during the Okinawa campaign. The victor, the *John C. Butler*, suffered no casualties, although her antennae and radar equipment on the mast were sheared off by falling Jap planes.

A dead ship, the *USS Barry* took a Kamikaze with her when she sank. The *Barry*, one of the old four-stackers, was decommissioned after a Kamikaze crashed into her at the waterline off Okinawa. After the decommissioning ceremony she was towed to sea, where another Kamikaze destroyed itself or the sinking hulk.

Law of averages meant nothing to the *USS McCull*, which came unscathed through 36 Pacific campaigns from Guadalcanal to Adak. From Pearl Harbor, when she escorted the *Enterprise*, until the war ended, the destroyer traveled the equivalent of 18 times around the world. In her three and a half years of almost constant action not a man aboard was wounded.



Official U. S. Navy photograph

Clifton C. Steggs, SC1c, shows off his wares to customers at Norfolk.

COUNTRY STORE SERVES NOB CRAFT

THERE'S everything a discriminating housewife would want on the shelves of the Navy's country store at NOB, Norfolk, but the only people who come out laden with bundles are the ship's cooks on small craft operating out of the Virginia port.

Established in October 1943 the store is designed to service some 25 small craft a day with meat, dairy products, fresh fruits and vegetables and dry and canned provisions, thus relieving the main supply depot of interruptions caused by small purchasers and permitting it to devote its attention exclusively to major fleet units.

Located on the waterfront, the store stocks all foods necessary to feed the crews of crash boats, subchasers, tugs, minesweepers and other small craft. All a seagoing chef needs is a Navy requisition to obtain a daily or weekly supply of food, depending on the proposed length of his craft's next cruise.

Rapid turnover of stock enables the store's staff to maintain a constantly fresh supply of succulent items. The dry-stores stock is replenished twice a week while perishable goods, such as fruits and vegetables, are obtained daily.

General manager of the store heads a staff of two experienced butchers who man the meat department, two storekeepers who handle the dry stores department and a third storekeeper who handles fruits and vegetables.

Like all good country stores this Navy grocery shop boasts a cat, a

checker game and a novel method of trapping flies. The cat, "Bonny," is evidently held in awe by mice and rats for these pests haven't poked a nose into the premises. "Every day I find a pile of bugs under my desk. It's Bonny showing off her prowess," the officer-in-charge reports.

A continual checkers competition is carried on by store personnel in spare moments, which incidentally are very rare. No champion has been officially declared, as one man is defeated almost as soon as he wins the title.

The store maintains a complete stock, even to ice cream for the blue-jackets. One day's notice is all that's necessary and the ship will be supplied with many of America's favorite delicacies.

The final touch in country-store atmosphere is manifested in the ingenious rig devised to combat flies. A board to which strips of fly paper are attached is suspended from the ceiling by a tiny pulley. An attached string allows easy hoisting and lowering.

It seldom takes a shopping sailor longer than 15 minutes to obtain everything he needs for his men. Most cooks can carry their own supplies but, if an order is unusually large, a "jitney" is loaded quickly and rumbles down the pier to the ship where the food is unloaded directly aboard.

Supply officers as well as those commanding the smaller craft heartily approve of the store. Not only can requisitions be filled quickly but much waste is eliminated with the day-to-day method of purchasing.



Acme

FOR HOME USE, the four-place Stinson Voyager 150 airplane is scheduled for delivery soon. Price is \$5,000 and backlog of orders exceeds \$7,000,000.

REPORT FROM HOME

Congress Tackles the Atom

Although the war was over, the world kept its eyes on Washington where the President and Congress were preparing legislation to cope with history's most destructive war weapon—the atomic bomb. While the nation's legislators considered means of controlling the bomb, there were reports of defense against the bomb.

The first positive suggestion from President Truman came on 3 October when he urged Congress to establish a commission to regulate all experimentation and operations in the field of atomic energy. He said the future of civilization rested in international agreements renouncing further use and development of the atomic bomb, concentrating instead on peacetime uses of atomic energy.

Shortly after the President's message, bills along the lines suggested by him were introduced in both House and Senate. There was little doubt that Congressmen generally opposed disclosure of the secret of the bomb. Former President Herbert Hoover, said that the U. S. and Great Britain should keep the secret but develop means for its control. However, he opposed its use as a political weapon in international affairs.

On 9 October the House Military Affairs Committee began and concluded public hearings on the atomic bomb bill in five hours. The bill would completely control and nationalize atomic energy under the greatest grant of administrative power in American history. Experts on the subject told the committee that even the most powerful nations would be unable to catch up with the United States in this field in less than five years or even 20.

The most startling information from the committee was this statement:

"There are indications that an effective counter measure to atomic bombs has been developed to such an extent that they can be exploded far short of their objective without the necessity of locating their position.

"Knowledge of electronics promises ability to detonate atomic bombs at great distances by radio. Such interceptive defense can be effected at the greatest distance from our shores by the Navy. . . . We cannot scuttle our Navy but rather we must maintain the world's most powerful Navy intact.

"The atomic bomb is still a bomb requiring land planes or carrier-based planes to deliver it. The best offense against it is intercepting air power."

Entering the controversy about the atom bomb's future, 400 scientists who helped develop the weapon urged its control by an international body. They predicted atomic bombs "thousands of times more powerful" than those dropped on Japan and declared that for the United States to try to keep the secret from the rest of the world would result in "unending war more savage than the last."

Labor Unrest Spreads

Industrial strife, kept to a minimum by the wartime no-strike policy, swept across the nation last month as several major industries experienced actual or threatened work stoppages. With many industries openly or covertly seeking higher prices, labor groups sought increased wages and launched organizing campaigns.

By the end of the first week in October more than 500,000 workers were idle. Although in the next two weeks this figure was cut in half the

350,000 members of the United Automobile Workers Union in General Motors and Chrysler plants were taking a strike vote.

The UAW's demands for a 30 per cent wage increase was typical of other union stands: labor contended that during the war prices had risen 43 per cent. The Bureau of Labor Statistics said the increase was 29 per cent. During this period wage increases had been limited to 15 per cent by the "Little Steel" formula, but this did not include overtime pay.

Other strikes, however, were at least partly attributable to a clash between the CIO and A. F. of L. or between factions of the same union. In this category fell the stevedores stoppage in New York City which, according to Secretary of War Patterson, "materially retarded the return of American soldiers from Europe." On 9 October the Army sent two platoons of stevedore-soldiers to unload the *Queen Elizabeth*. Thereafter, a group of Army officers voluntarily assisted in unloading ships.

The Navy too was forced to step into a strike when a third of the nation's oil refineries were clamped shut by work stoppage. At the order of President Truman, the Navy, under Vice Admiral Ben Moreell, USN, operated the struck refineries until the dispute was settled.

In the coal industry, where John L. Lewis is boss of 400,000 soft-coal miners, that labor chieftain made a bid for increased power by demanding unionization of foremen and supervisors. Coal operators refused to come to a conference proposed by Lewis for discussion of his demands. By mid-October 200,000 bituminous miners had downed tools in this dispute, but on 17 October the coal strike ended when Lewis asked strikers to go back to work.

Regardless of who was at fault in the strikes, one result was a serious delay in reconversion and the release of consumer goods to eager Americans. Discussing this phase of our postwar economy J. A. Krug, chairman of the now-defunct War Production Board, contended it was "silly to talk about the progress of reconversion with the strike situation being what it is."

Marshall Urges Preparedness

Pulling no punches, Gen. of the Army George C. Marshall, Army Chief of Staff, laid before the American people a 72,000-word report in which he summarized the war and pleaded with Americans to establish compulsory military training lest they bring on a disaster that would dwarf World War II.

The famous soldier-statesman disputed the arguments of opponents of universal military training and declared the United States must keep itself ready to mobilize an Army of 4,000,000 within one year after any future international crisis. He denied that a strong army would undermine American democracy, contending the American Army has been a bulwark of democracy.

He warned against ignoring the



Acme photo

MISS HEMISPHERE was chosen at suggestion of crew of Marblehead.

"tragedies of the past and present which we are seeking to avoid for the future," and said that in 1939, when he became Chief of Staff, the United States was "sick" and "not even a third-rate military power."

"We finish each bloody war with a feeling of acute revulsion against this savage form of human behavior," he asserted, "and yet on each occasion we confuse military preparedness with the causes of war and then drift almost deliberately into another catastrophe."

Vets Have 'Super-Seniority'

Veterans have been granted "super-seniority" in regaining jobs by a Selective Service ruling. Selective Service declared that union membership or other conditions not specifically enumerated in the Selective Service Act could not be required of a veteran as a prerequisite to his reinstatement in civilian work.

Section 8 of the Selective Service Act provides that all men or women who entered the armed forces after 1 May 1940 have the right to restoration of their old jobs or other jobs of like seniority and pay, with protection against arbitrary dismissal or layoff for one year.

The new regulations of Selective Service are contained in a handbook issued by Maj. Gen. Lewis B. Hershey and supersede all earlier interpretations of Section 8. Where there are borderline cases, says the general, "the doubt . . . should be resolved in favor of the veteran."

What vets want to do was the subject of a survey by the New York State Commerce Department. Indications are that the greatest interest in post-war fields centers on gasoline filling stations and small retail stores. There were many inquiries from ex-servicemen concerning electrical appliance stores and grills. The list of occupations that aroused veterans' curiosity included a diaper laundry service and goat-raising. Two service men apparently planned to combine business with pleasure because they wanted the details on a fishing and boating service.

Vet gets job. The Federal Court in Boston, Mass., came to the support of a veteran whose former employer had refused to rehire him at his old job. The court directed the employer to give the vet the job and also to pay him the salary that had accumulated since the ex-soldier had first applied for the job.

Taxes Going Down. The first major tax slash in 16 years seemed at hand last month when the House of Representatives quickly passed a measure that would reduce taxes by more than \$5,000,000,000. The bill, if passed by the Senate and signed by the President, would strike more than 12,000,000 persons from the income-tax rolls.

Under the proposed tax bill, no person would get less than a 10% income tax reduction and the cut could go as



NEW CARS once more roll off Ford River Rouge production line.

high as 40%. The tax burden on corporations would also be reduced by \$1,-888,000,000 including a partial repeal of war excess profits levy and lowering of business surtax rate. The \$5 automobile use tax is to be abolished on 1 July. Frozen by the bill was the social security tax in 1946 at 1 per cent each on employe's pay and employer's payrolls. Without this freeze the rate would have increased to 2.5 per cent on 1 Jan 1946.

Home-Town Topics

There's a guy in *New York City* who's really breaking the cops' hearts with his generosity. Regularly he leans out of a window in a Fifth Avenue skyscraper and tosses quarters, nickels and dimes to the street. What that does to traffic shouldn't happen to a task force. Finally three uniformed men and a couple of plain-clothes police were planted outside the building. They waited in the rain, along with scores of other New Yorkers. But this day he didn't show up. Maybe it's a case for Dick Tracy. . . . Another tale about money comes from the New York Central terminal in *Buffalo, N. Y.* One day 61 service men and women passing through the station were handed envelopes containing from two to five dollars. Seems the National Corps Ladies Auxiliary, Army and Navy Union, U. S. A., had decided it had too much money in the treasury and figured a good post-war plan would be to give money to service men and women rather than toss a party. . . . Then there's the story from *Kalamazoo, Mich.*, about the 11-year-old boy who told police he had "found" four dollars. By the time the cops caught up with him he had eaten a sundae, a pound of peanuts, a bag of popcorn, eight candy bars, 30 cents worth of penny candy. Then he washed it down with eleven ice cream sodas.

QUOTES OF THE MONTH

- *Admiral Nimitz, in tribute to American prisoners of Japs:* "Those men—the rescued and their lost comrades—are a greater price than any that can be reckoned in billions of dollars."
- *Lt. Col. Devereux, asked if he hated Japs:* "No, I do not hate them. To hate a person you have to admit him to equality, and I don't think the Japanese are our equals in any way whatsoever."
- *Admiral Mitscher on postwar planes:* "The 'hot' fighter plane of today becomes the 'sitting duck' of tomorrow."
- *Comdr. William Masek, appointed temporary commander of Wake Island:* "I accept this command with the greatest of pleasure—not be-

cause it is just another island—but because it is the island where the Marines taught us how to fight this war."

- *Joseph Kramer, on trial for atrocities while in charge of German concentration camp:* "All died of natural causes, either illness or old age."

- *Secretary of State Byrnes:* "The United States is willing to dictate terms of peace to an enemy but is not willing to dictate terms of peace to its allies."

- *Harold Laski, chairman of the national executive council of the British Labor party:* "The post-war world will no more endure part democratic, part Fascist, than the United States could have endured half slave, half free."



TRYING HARD is Detroit's catcher, Paul Richards, as he swings and misses in last game. By this time fans had seen everything in touch-and-go series.

All this in one hour, which is a chow hound in any outfit.

For the benefit of jivesters who think rug-cutting is the fastest thing on feet, General Electric scientists in *Schenectady, N. Y.*, made a little test. They concluded that jitterbugs were a bad second to polka dancers. According to the scientists the polka raps out 170 vibrations per second, which is 50 better than the jive artists could do. . . . Things are really tough all over. Three masked bandits copped a safe in *Boston, Mass.* Inside was \$5,000. Several hours later the police found them in the woods trying to open the safe. There was an exchange of shots, the robbers fled. The thieves had been unable to open the safe. . . . Out *San Francisco* way, the folks really know the war is over because the street car lines have started courtesy classes for conductors. . . . For years fishermen have been telling tales about the "monster" that inhabited Round Lake, *Saratoga County, N. Y.* It was a menace to all sorts of fishing tackle. Now the mystery is solved. The Conservation Department says the "monster" is a 30-inch, 11-pound bass. It was found dead. The previous State rod and reel record was 10 pounds, six

ounces. . . . Another story for animal lovers concerns the cow in *Alexandria, La.* She gave birth to triplets. Mother and children are doing fine.

SPORTS

Tigers are Champs

The theme song for the World's Series could have been borrowed from a lament familiar to the ever-hopeful rooters at Ebbets Field, Brooklyn—"Wait till next year." For although the series, copped by Detroit in seven games, set a new attendance record, it was probably the sloppiest baseball classic in recent years.

The slow fielding and numerous errors made the series look like a sequence from a Marx Brothers movie, but this haphazard brand of baseball gave the games a hectic quality, with fans wondering from inning to inning what strange twist of baseball would come next.

Of particular interest to servicemen still "sweating out" their points was the role played by two honorably discharged veterans, one from the Navy



SERIES HISTORY made by Passeau, with one-hit shutout in 3rd game.

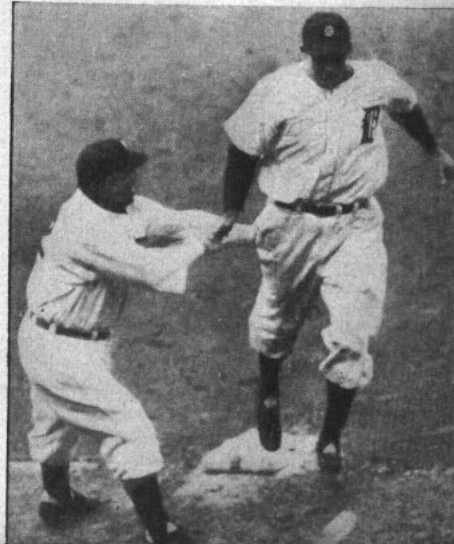
and the other from the Army. Virgil Trucks, discharged from the Navy just a few weeks before the series, pitched Detroit to its first victory over Chicago. Hank Greenberg, late of the Army, was slugging hero of the series with two homers.

The tilt opened in Detroit on 3 October before 54,637 frost-bitten spectators, who paid \$221,883. In the first inning the Cubs teed off Hal Newhouser for four runs. They nailed him for three more in the third and that ended his work for the day. The Cubs scored a couple of more for good luck, but they need not have reached first after the first run. For Hank Borowy, sold to Chicago for \$100,000 in July, hurled a fine game to blank the Tigers 9-0, with only six hits.

The shoe was on the other foot in the second game, but it was a very tight fit. Not until the fifth inning did the victorious Bengals move into the lead, after trailing 1 to 0. But in the thrilling fifth, after the tying run had scored, husky Hank Greenberg came to bat with two men on to face Hank Wyse. The man who had clinched the pennant for his team with a homer, brought the fans to their

BASEBALL'S V-DAY in dressing room where jubilant Tigers congratulate hurling ace, Newhouser—with cap awry—after winning vital seventh game.

JACKPOT for Greenberg with two on, brought first Tiger victory.





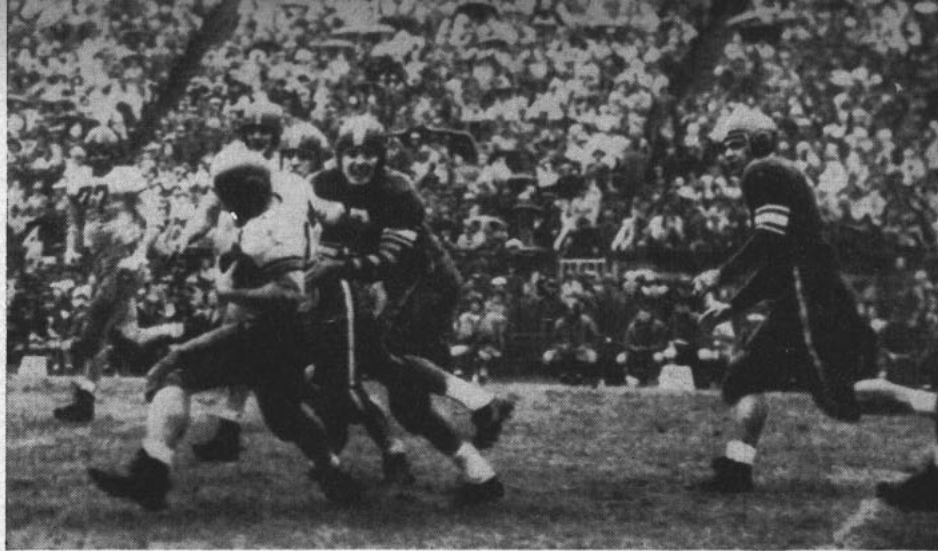
FIREBALLER Trucks fires one for Tigers in winning second game.

feet with a towering jackpot hit deep into the left field stands.

From then on, it was up to the Navy's Virgil Trucks. Behind him, as he burned in his famous fast ball was the same slow-fielding team that looked so bad against the flashy Cubs. But Trucks manned his battle station in superb fashion and the Chicago kamikazes never had a chance, with the game ending 4-1, knotting the series, 1-1.

The third game provided the best-pitched game in series history as Claude Passeau tossed a one-hit shut-out, facing only 28 Tigers. Only once before since the series began in 1903 has there been a one-hitter and that too was hurled by a Cub moundsman. But that pitcher, Ed Reulbach, allowed a run. Passeau, a 34-year-old right hander permitted only two Tigers to reach first and neither of these got to second. The final score of 3-0 put Chicago in the lead for the title, 2 games to 1.

Then the series moved to Chicago's Wrigley Field, but that was small solace for the local folks. By the end of the day the series was knotted once more. This time the honors went to bespectacled Paul Trout, who pitched



NAVY SAVVY demonstrated by Bill Barron, finally nabbed after gaining 17 yards against Duke in second quarter. Navy won 21-0 before 43,000 fans.

Detroit to a 4-1 victory. As in the second game, the Tigers bunched their hits in one inning, driving Ray Prim from the box in the fourth with a four-run rally. The Cubs made only five hits. Prim, incidentally, is 39 years old. It was that kind of a series.

The next day, Detroit took the lead in the series. Once more it was Newhouser against Borowy, but this time Steve O'Neill's southpaw ace came out on top and Borowy got an early shower. Sparked by Greenberg's three doubles, Detroit trounced Chicago 8-4. In this game the teams outdid themselves in zany baseball antics, with misjudged fly-balls a commonplace.

However, the fifth game was only a warmup for the sixth on ten screwy-baseball department. Perhaps the real hero of this game was the scorekeeper who alone remained impervious to the 12 hectic innings that ended with Chicago on top, 8-7. The base-running was of sand-lot variety and long after, the game sports writers were still arguing whether Greenberg was the game's hero or goat. After running bases with superb indifference to baseball strategy, he tied the game with a homer in the eighth. Then in the 12th

the winning hit got by him. At any rate, it was called a hit, after considerable hesitation. That made the series count even, 3 to 3.

There was nothing close about the final game. Detroit went to work on a tired Borowy in the very first inning, battering him and Paul Derringer for 5 runs. Newhouser, working with this fat lead, clinched the game and series with a 9-3 victory. It was the second world's championship for the Tigers in seven tries. As for the Cubs, this was their seventh consecutive series defeat.

The attendance for the series was 333,457 topping the previous record of 328,051 set in 1926 when the Cardinals beat the Yanks. The gate was \$1,592,454, more than a quarter of a million dollars better than the previous record in 1940.

Navy '11' Winning. With the collegiate football season well under way, Navy's powerful team was on top with neither a defeat nor tie to mar its four games. Relying on a strong line and fast backs the Middies were sharing the football spotlight with Army and Notre Dame, also untied and unbeaten.

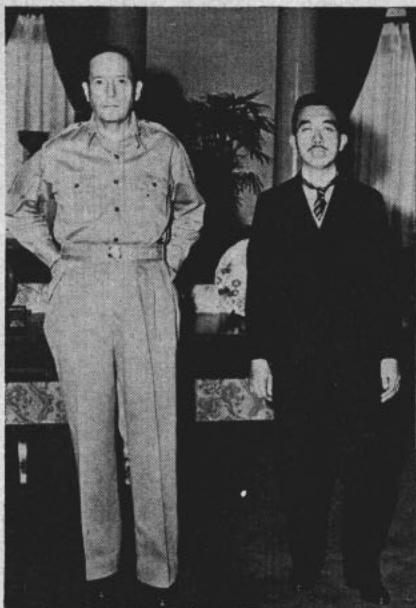
C-NOTE means civilian and road to million-dollar gate for Joe Louis.



STOPPED DEAD was USC's Stub Harvey by California on this play. But Southern Cal came out on top in tough Pacific coast tussle. Score: 13-2.

Photographs from Press Association, Inc.





Official U. S. Army Signal Corps photograph

PRECEDENT went by the boards as Gen. MacArthur received Hirohito at U. S. Embassy in Tokyo last month.

WORLD AFFAIRS

London Conference Stalemate

After 22 days of conferring and bickering, the world's first peace conference ended in stalemate. The foreign ministers of the United States, Great Britain, Russia, China and France finally found something in common on 3 October when they agreed to end the London sessions.

Apart from the deadlocks on how to make the peace, the conference highlighted a cleavage among the nations that aligned four powers against Russia on nearly all major issues. At times there were personal recriminations which enveloped the Council of Foreign Ministers in pessimism, making the role of peacemakers more difficult.

Secretary of State James F. Byrnes said the meeting broke up because Russia refused to accept the principle of admitting other nations, notably China and France, to discussions of questions not involving them directly.

Soviet Foreign Commissar Vyacheslav M. Molotoff, sought to exclude both China and France from discussion of peace terms for the Balkans.

On the other hand, the Russians were critical of American government in Japan and demanded an Allied commission take over in which Russia would have a voice. The criticism of America's occupation policy in Japan brought a quick, sharp rejoinder from Secretary Byrnes.

He pointed out that the matter of Japanese occupation was not on the agenda; that if the Russians questioned our policies they should have made objections through regular diplomatic channels. Mr. Byrnes was supported by President Truman, who reminded the Soviets that until then they

had never expressed dissatisfaction with America's independent control of Nippon.

At first, the British too lined up with Byrnes. However, British Foreign Secretary Ernest Bevin soon learned that the Australians and other dominion representatives were in favor of the Russian proposal for Allied control of Japan, and British opposition was withdrawn.

Two days after the conference ended, Mr. Byrnes said he would continue to work for another peace meeting because he felt that a world war should be settled only by all the United Nations. He pointed out that the Russian delegate had not rejected the American proposal for a peace conference.

"My hope," said Mr. Byrnes, "is that after he (Molotoff) has conferred with his Government, his Government will agree that the nations that fought the war—the World War—shall have a chance to make the world peace. . . . The United States is willing to dictate terms of peace to an enemy but is not willing to dictate terms of peace to its allies."

New Japan Taking Shape

With Japan disarmed, Gen. of the Army Douglas MacArthur, Supreme Commander for the Allied Powers, began a thorough overhauling of that nation's war-making potential and also laid the groundwork for a more democratic political life as a safeguard against the rejuvenation of militarism.

One of his first steps was a series of orders freezing Jap trade and smashing the Jap Government's close supervision of news sources and facilities. He called the trade freeze a program for "fingerprinting the nation's assets here and abroad."

The directive on trade prohibited the Jap Government from exporting or importing all means of carrying on foreign trade, including gold and sil-



Official U. S. Army Signal Corps photograph

PRISON GATES close on Yamashita, who led Jap forces in Philippines.

ver coin, currency, checks and bills of exchange without prior approval of the Allied Command. He also banned transactions in gold, silver, platinum and foreign exchange, as well as all other money controlled by Japan or the Japanese. This move was aimed at keeping the Nips out of competition in foreign postwar markets.

His second directive, calculated to "encourage the liberal tendencies in Japan and establish free access to the news sources of the world," eliminated government control of, or interest in, Japanese newspapers. He forbade "preferential treatment" for any news agency, thereby killing government subsidies in this field.

Then, on 4 October Gen. MacArthur went even further, ordering the Japs to repeal all laws restricting freedom of thought, assembly, speech or religion. At the same time he demanded the release of political prisoners and dismissal of the Jap Minister of Home Affairs as well as members of the secret police, who formed a sort of Japanese Gestapo. These were direct blows at the roots of the Imperial totalitarian system.

Within three days there was a new Jap Premier, as Baron Kijuro Shidehara replaced Prince Naruhiko Higashi-Kuni. The new Premier began reshuffling the Cabinet.

Perhaps the most dramatic incident since the Jap surrender occurred on 27 September when Emperor Hirohito in a non-divine role shattered all precedent by visiting Gen. MacArthur in the main living room of the United States Embassy in Tokyo. The conference lasted half an hour and the subjects of discussion were not revealed.

In Washington, on 10 October Secretary of State Byrnes invited nine nations to send delegates to the American capital for a meeting to establish an Allied Advisory Commission, which would consider Japanese occupation policy. Although Russia was among the invited nations, the President rejected the Soviet request for an Allied Commission to sit in Tokyo and govern Japan.

Japs Killed Doolittle Flyers. Conclusive evidence shows that the Japs executed three of the Americans who flew in the famous Doolittle raid over Tokyo from the carrier Hornet. Documents discovered by Army officials show that three flyers were killed by a firing squad at the Shanghai race track after a farcical thirty-minute trial. Another flyer in the 1942 raid died of ill treatment in a Nanking prison camp.

The records of the court-martial proceedings show that not only were they conducted without regard for the generally accepted rules, but that they were held in Japanese.

Pierre Laval, who attained his greatest power by collaborating with his nation's oppressors, was executed as a traitor to France on 15 October. A firing squad, carrying out the judgment of a French court, killed the Vichy Government's premier only four hours after he had failed to commit suicide by poison.

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.

MEDALS OF HONOR AWARDED 14 HEROES

President Truman Presents Citations on Nimitz Day

ELEVEN MARINES and three Navy men who displayed great heroism and leadership in the Pacific received Congressional Medals of Honor in special ceremonies at the White House on Nimitz Day, 5 October.

Among the men who received their medals from President Truman was Lt. Col. Gregory Boyington, USMC, Okanogan, Wash., Marine flying ace recently freed from a Japanese prison camp. Lt. Col. Boyington's citation, awarded while he was a major and signed by the late President Roosevelt, was for action against the Japanese in the Solomons Area from 12 Sept 1943 to 3 Jan 1944 when he was CO of Marine Fighting Squadron 214 and personally destroyed 28 of the Jap planes shot down by his squadron.

On the same occasion, Comdr. George L. Street, III, USN, Bon Air, Va., was decorated for his conspicuous gallantry as CO of the USS *Tirante* during her first war patrol, off the coast of Korea. On 14 Apr 1945 the *Tirante* sank a large Japanese ammunition ship and two other vessels in the harbor of Quelpart Island in defiance of five shore-based radar stations, menacing aircraft and numerous patrolling vessels.

Eight of the men won their awards for distinguishing themselves above

and beyond the call of duty on Iwo.

• Sgt. William G. Harrell, USMCR, Mercedes, Tex., leader of an Assault Group in the 5th Marine Div., killed at least five Japanese in hand-to-hand combat on 3 Mar 1945 despite critical injuries to both hands, his leg and side while defending his command post.

• Corp. Douglas T. Jacobson, then Pfc., USMC, Port Washington, N. Y., destroyed a total of 16 enemy Japanese positions and annihilated approximately 75 Japanese on 26 Feb 1945 as his unit of the 4th Marine Div. fought desperately toward the summit of Hill 382 to penetrate the heart of Jap cross-island defenses.

• Pfc. Jacklyn H. Lucas, USMCR, Belhaven, N. C., on 20 Feb 1945 hurled himself over two grenades, absorbing the explosions in his own body in order to shield his companions of the 5th Marine Div. He is the youngest man of the Navy or Marine Corps or Coast Guard to receive the Medal of Honor in this war.

• Capt. Joseph J. McCarthy, USMCR, Ironwood, Mich., as CO of Company G, 2nd Battalion, 24th Marines, 4th Marine Div., consistently disregarded all personal danger during the fierce conflict on 21 Feb 1945 and by his brilliant professional skill, daring tactics and tenacious perseverance in the face of overwhelming odds contributed materially to the success of his division's operations on Iwo Jima.

• Pvt. Franklin E. Sigler, USMCR, Little Falls, N. J., on 14 Mar 1945

took command of his rifle squad of the 5th Marine Div., after the leader became a casualty, and led a bold charge against a Japanese gun installation. Reaching the enemy ahead of his squad he successfully surprised the enemy with a furious one-man assault and personally annihilated the entire crew. Although severely wounded, he returned to his position to continue fighting and evacuating other casualties.

• George E. Wahlen, PhM2c, USNR, Ogden, Utah, received his decoration in recognition of his heroism and self-sacrifice in caring for Marine wounded on 3 Mar 1945 when he consistently disregarded all danger and his own wounds to attend fighting comrades.

• Pvt. Wilson D. Watson, USMCR, Earl, Ark., serving with the 3d Marine Division, on 26 and 27 Feb 1945 fought furiously and alone in an exposed position for 15 minutes, killing 60 Japanese before his ammunition was exhausted and his platoon was able to join him.

• Corp. Hershel W. Williams, USMCR, Fairmont, West Va., was credited with being directly instrumental in neutralizing one of the most fanatically defended Japanese strong points on Iwo Jima after he daringly went forward alone on 23 Feb 1945 to attempt the reduction of devastating machine-gun fire from the unyielding positions.

• Corp. Richard E. Bush, USMCR, Glasgow, Ky., was decorated for gallantry at Okinawa. While serving



Gregory Boyington, Lt. Col., USMCR

Robert E. Bush, HA1c, USNR

Richard E. Bush, Corp., USMCR

William G. Harrell, Sgt., USMCR

Arthur J. Jackson, 2nd Lt., USMCR

Douglas T. Jacobson, Corp., USMC

Jacklyn H. Lucas, Pfc., USMCR



Joseph J. McCarthy, Capt., USMCR

Franklin E. Sigler, Private, USMCR

George L. Street, III, Comdr., USN

George E. Wahlen, PhM2c, USNR

Wilson W. Watson, Private, USMCR

Hershel W. Williams, Corp., USMCR

Louis H. Wilson, Jr., Major, USMC

★ DECORATIONS

with the 6th Marine Div. during the final assault against Mt. Yaetake on 16 Apr 1945, Corporal Bush was with the first unit to break through the inner defense of Mt. Yaetake and fought relentlessly in the forefront of the action until seriously wounded and evacuated with others under protecting rocks. Although prostrate under medical treatment when a Japanese hand grenade landed in the midst of the group, Corporal Bush unhesitatingly pulled the deadly missile to himself and absorbed the shattering violence of the exploding charge in his own body, thereby saving his fellow marines from severe injury or death despite certain peril to his own life.

• Robert E. Bush, HA1c, USNR, Raymond, Wash., was a medical corpsman with a rifle company of the 5th Marine Div. While he was administering blood plasma to a wounded marine on 2 May 1945, the Japanese launched a savage counterattack, but he resolutely maintained the flow of life-giving plasma. With the bottle of plasma held high in one hand, Bush drew his pistol with the other and fired into the enemy's ranks until his ammunition was expended, accounting for six of the enemy despite his own serious wounds and the loss of one eye suffered during his desperate battle in defense of the helpless man.

• 2nd Lt. (then Pfc.) Arthur Jackson, USMCR, Portland, Ore., received his medal for action with the 1st Marine Div. on Peleliu on 18 Sept 1944 when he wiped out a total of 12 pillboxes and 50 Japanese soldiers storming one gun emplacement after another in a valiant one-man assault, in the face of continuous and shattering enemy fire.

• Maj. Louis H. Wilson Jr., USMC, Washington, D. C., received the country's highest award for his gallantry in combat while CO of Company F, 2nd Battalion, 9th Marines, 3rd Marine Div. during a 10-hour night battle on Guam on 25 and 26 July 1944, he led his men in hand-to-hand encounters in defense of a hard-won vital position. During the course of hard fighting a day earlier, he had received three wounds. His leadership and daring combat tactics were responsible for capturing and holding the vital ground at Fonte Hill and the annihilation of 350 Japanese troops.

Fleet Admiral Nimitz Cited for Final Phase of Pacific Campaign

President Harry S. Truman presented the Gold Star in lieu of a third Distinguished Service Medal to Fleet Admiral Chester W. Nimitz, USN, at a ceremony on the White House lawn 5 October, culminating Nimitz Day (see p. 45) in the Capital.

The accompanying citation reads: "For exceptionally meritorious service to the Government of the United States as Commander in Chief, United States, Pacific Fleet and Pacific Ocean

Areas, from June 1944 to August 1945. Initiating the final phase in the battle for victory in the Pacific, Fleet Admiral Nimitz attacked the Marianas, invading Saipan, inflicting a decisive defeat on the Japanese Fleet in the First Battle of the Philippines and capturing Guam and Tinian.

"In vital continuing operations, his Fleet Forces isolated the enemy-held bastions of the Central and Eastern Carolines and secured in quick succession Peleliu, Angaur and Ulithi. With reconnaissance of the main beaches on Leyte effected, approach channels cleared and opposition neutralized in joint operations to reoccupy the Philippines, the challenge by powerful task forces of the Japanese Fleet resulted in a historic victory in the three-phased Battle for Leyte Gulf,

October 24 to 26, 1944. Accelerating the intensity of aerial offensive by pressure exerted at every hostile strong point, Fleet Admiral Nimitz culminated long-range strategy by successful amphibious assault on Iwo Jima and Okinawa.

"A wise, steadfast and indomitable leader, Fleet Admiral Nimitz, by his daring strategy and his faith in the courage and skill of the officers and men under his command, finally placed representative forces of the United States Navy in the harbor of Tokyo for the final capitulation of the Japanese Empire. Through his mastery of naval warfare, his strategic skill, his sound judgment and his inspiring leadership, he demonstrated the highest qualities of a naval officer and rendered services of the greatest distinction to his country."

LCI (G) Group 8 and LCI (G) Flotilla 3 Receive Awards for Pacific Actions

The extraordinary heroism of 11 officers and the crews of 12 Landing Craft, Infantry (Gunboat) in the pre-invasion days of Iwo Jima was told with the presentation of the Medal of Honor to Lt. Rufus G. Herring, USNR, Roseboro, N. C.; Navy Crosses to 10 other officers and the Presidential Unit Citation to LCI(G) Group Eight, to which they were attached.

At the same time LCI(G) Flotilla Three, Amphibious Forces, Pacific Fleet, of which Group Eight was a part, was awarded the Navy Unit Commendation for its earlier heroic action in the Pacific.

Manned by fighting and skilled seamen, the lightly armored ships of LCI (G) Group Eight advanced steadily under sustained hostile fire in support of beach reconnaissance by Underwater Demolition Teams at Iwo Jima on 17 Feb 1945, and led the way for the invasion two days later.

With guns silenced, fires spreading in ready ammunition and engine rooms flooded, those ships still operable towed their powerless companion ships clear of enemy fire. Although suffering desperate casualties, the unit evacuated the wounded, extinguished their fires, and returned to the firing line.

Only when the beach reconnaissance had been accomplished did LCI(G) Group Eight retire after absorbing an hour and a quarter of devastating punishment in support of the stout-hearted swimmers of the Demolition Team.

LCI(G) Flotilla Three, Amphibious Forces, Pacific Fleet, received the Navy Unit Commendation for participating in actions in support of amphibious landing on Kwajalein and Eniwetok Atolls in the Marshall Islands, and on Saipan, Guam and Tinian in the Marianas from January 31 to July 28 1944.

Preceding the assault waves in poorly charted waters off the reef-studded

shores of these heavily fortified hostile bases, and repeatedly navigating unswept channels to deliver concentrated rocket and gunfire at perilously close range against beach entrenchments, pillboxes and blockhouses, the ships of Flotilla Three suffered serious damage and numerous casualties under heavy Japanese gunfire and the intense cross-fire of our own ships.

Responding to the many calls for close-in fire, the units of the Flotilla rendered substantial aid to our invasion forces by providing smoke and protective screens for the large combatant and auxiliary vessels against hostile aircraft, submarines and small craft; disrupted potentially dangerous counter attacks by Japanese landing barges and defied enemy fire to conduct daring patrols in support of reconnaissance and demolition parties.

Lt. (then Lt. [jg]) Herring, winner of the Medal of Honor, was commanding officer of the LCI(G) 449 operating as a unit of LCI(G) Group Eight during the pre-invasion attack on Iwo Jima on 17 Feb 1945. He directed the barrage of gunfire from his craft until he was struck down by the savage counterfire which blasted the 449's guns and whipped her decks into sheets of flame. Regaining consciousness he was again critically wounded when a Jap mortar crashed the conning station, instantly killing or fatally wounding most of his officers and leaving the ship without navigational control.

Lt. Herring, recovering the second time, climbed down to the pilot house, took over the helm and carried on until relief could be obtained. When he could no longer stand he propped himself against empty shell cases and rallied his men to the aid of the wounded. Meanwhile he held his ship's position in the firing line with his 20-mm. guns and coned his crippled craft to safety.

Navy Crosses were awarded to the following 10 officers who commanded units of LCI(G) Group Eight during the close-in fire support operations against Iwo Jima on 17 Feb 1945 for which Group Eight won the Presidential Unit Citation: Lt. (jg) Forrest W. Bell, USNR, Lubbock, Texas, CO of LCI(G) 441; Lt. (jg) Wallace A.



Lt. Rufus G. Herring

Brady, USNR, Bancroft, Wis., CO of LCI(G)450; Lt. Gerald M. Connors (then Lt. [jg]), USNR, Toledo, Ohio, CO, LCI(G)469; Lt. Charles E. Fisher, USNR, St. Petersburg, Fla., CO, LCI(G)473; Lt. (jg) Harry L. Gruver, USNR, Napa, Calif., CO, LCI(G)346; Lt. James J. Horowitz, USNR, Brighton, Mass., CO, LCI(G)466; Lt. Jerome J. O'Dowd (then Lt. [jg]), USNR, Fort Wayne, Ind., CO, LCI(G)457; Lt. (jg) Bernard J. Powers, USNR, St. Peter, Minn., CO, LCI(G)438; Lt. (jg) Matthew J. Reichl, USNR, Wausau, Wis., CO, LCI(G)474; Lt. (jg) Alvin E. Rosenbloom, USNR, Chicago, Ill., CO, LCI(G)448.

USS Pennsylvania First BB to Get Navy Unit Citation

The USS *Pennsylvania* holds the honor of being the first battleship awarded the Navy Unit Citation. The 29-year old battleship received the award for her illustrious combat record from May 1943 through February 1945 during which time she operated under 10 separate commands and was the only battleship to take part in every combat amphibious operation from Attu to Lingayen.

Although the *Pennsylvania* was one of the battleships hit by a Japanese bomb at Pearl Harbor 7 Dec 1941 she later travelled more than 110,000 miles taking part in operations from the Aleutians to Australia and Pearl Harbor to the South China Sea "without casualty to herself or her personnel". While expending more than 11,000,000 pounds of steel against enemy positions and concentrations in 13 amphibious landings, she was repeatedly attacked by suicide planes, four times narrowly missed by torpedoes, five times announced as sunk by Radio Tokyo and under heavy fire as a participant in the night Battle of Surigao Straits. But finally, the night before the Japanese capitulation was announced, while the "Pennsy" was at anchor near Okinawa, a lone torpedo bomber made good an attack which opened a hole in her stern on the starboard side, taking the lives of 20 men.

French Give Dual Honors To Two Navy Captains

Vice Admiral Raymond Fenard, chief of the French Naval Mission to the United States, recently presented the Legion of Honour, Rank of Chevalier, and the Croix de Guerre with Palme to Capt. Adolph H. Oswald, USN, and Capt. Frank B. Gary, USNR, both of Washington, D. C. "for exceptional services of war rendered in the course of operations for the liberation of France."

Capt. Oswald is now serving on the staff of the Commander in Chief, United States Fleet, and Capt. Gary is on duty in the Central Division of the office of the Chief of Naval Operations.

Pacific Marine Corp Units Receive Citations for Work in Island Battles

The Presidential Unit Citation has been awarded to Marine Corps units for their distinguished service in the epic battles at Wake, Midway, the Solomons, Tarawa, and Saipan and Tinian.

Those receiving the award are as follows:

- The WAKE detachment of the first Defense Battalion, U. S. Marine Corps, under command of Lt. Col. (then Major) James P. S. Devereux, USMC; Marine Fighting Squadron 211 of Marine Aircraft Group Twenty-One, under command of Major Paul A. Putnam, USMC; and Army and Navy personnel present: For courageous conduct against an overwhelming superiority of enemy air, sea, and land attacks from 8 to 22 Dec 1941, during which these heroic officers and men manned their shore installations and flew their aircraft so well that five enemy warships were either sunk or severely damaged, many hostile planes shot down, and an unknown number of land troops destroyed.

- MARINE AIRCRAFT GROUP TWENTY-TWO, composed of Headquarters and Service Squadron Twenty-Two; VMF-221, Marine Fighting Squadron; VMSB-241, Marine Scout Bombing Squadron: For conspicuous courage and heroism in combat under tremendously adverse and dangerous conditions in the unyielding defense of Midway during June 1942.

- FIRST MARINE DIVISION, REINFORCED, under command of Major General Alexander A. Vandegrift, USMC: For demonstrating outstanding gallantry and determination in successfully executing forced landing assaults 7-9 Aug 1942 against a number of strongly defended Japanese positions on Tulagi, Gavutu, Tanabango, Florida and Guadalcanal, British Solomon Islands, completely routing all the enemy forces and seizing a most valuable base and airfield within the enemy zone of operations in the South Pacific Ocean. From the above period until 9 Dec 1942, this Reinforced Division not only held their important strategic positions despite determined and repeated Japanese naval, air and land attacks, but by a series of offensive operations against strong enemy resistance drove the Japanese from the proximity of the airfield and inflicted great losses on them by land and air attacks.

- SECOND MARINE DIVISION, REINFORCED, consisting of Division Headquarters, Special Troops (including Company C, 1st Corps Medium Tank Battalion) Service Troops. 2d, 6th, 8th, 10th and 18th Marine Regiments in the Battle of Tarawa: For outstanding performance in combat during the seizure and occupation of the Japanese-held Atoll of Tarawa, 20 to 24 Nov 1943.

- FOURTH MARINE DIVISION, REINFORCED, consisting of Division Headquarters; Division Special Troops; Division Service Troops; 23rd, 24th, 25th Marines; 20th Marines (Engineers); 121st Naval Construction Battalion, temporarily attached to the 20th Ma-

rines (Engineers); 1st JASCO; 534th and 773rd Amphibian Tractor Battalions (Army); 10th Amphibian Tractor Battalion; Company "C" 11th Amphibian Tractor Battalion; 708th Amphibian Tank Battalion (Army); VMO-4; 2nd Amphibian Truck Company; 14th Marines (Artillery); 311th and 539th Port Companies (Army); Detachment 7th Field Depot, 1st Provisional Rocket Detachment, 5th Amphibious Corps; Detachment, Air Warning Squadron #5; 4th 105mm (Howitzer) Corps Artillery, 5th Amphibious Corps; 14th Marines (Artillery), 2nd 155mm Howitzer Battalion, temporarily attached to the 14th Marines (Artillery), (less 3rd and 4th Battalions); Headquarters, Provisional LVT Group, 5th Amphibious Corps, 2nd Armored Amphibian Battalion; 2nd and 5th Amphibian Tractor Battalions; 715th Amphibian Tractor Battalion (Army); 1341st Engineer Battalion (Army); 1st Amphibian Truck Company; 2nd Tank Battalion; 1st and 2nd Battalions, 10th Marines (Artillery) and the 1st Provisional Rocket Detachment: For outstanding performance in combat despite heavy casualties during the seizure of the Japanese-held islands of Saipan and Tinian from 15 June to 1 Aug 1944.

The Navy Unit Commendation has been awarded to the FIRST PROVISIONAL MARINE BRIGADE, comprising Headquarters Company; Brigade Signal Company; Brigade Military Police Company; 4th Marines, Reinforced; 22nd Marines, Reinforced; Naval Construction Battalion Maintenance Unit 515; and 4th Platoon, 2nd Marine Ammunition Company: For outstanding heroism in action against enemy Japanese forces during the invasion of Guam from 21 July to 10 Aug 1944, when functioning as a combat unit for the first time, the First Provisional Marine Brigade forced a landing against strong hostile defenses and by their individual acts of gallantry and their indomitable fighting teamwork aided immeasurably in the restoration of Guam to our sovereignty.

Sailfish Given Unit Citation

The Presidential Unit Citation has been awarded to the USS *Sailfish* for her 10th war patrol during which that submarine attacked and sank a Japanese carrier in the course of an aggressive ten-hour battle with a Japanese task force during a raging typhoon.

The first contact was made just before midnight and for hours it was a battle by modern instrument with the quarry visible only on the radar screen. The *Sailfish's* first two torpedoes crippled the carrier whose screen attacked the submarine with depth charges and forced her to submerge. In the early morning light the crippled target was finally sighted and again two torpedoes struck. This time the carrier replied with star shells, heavy anti-aircraft tracers, and depth

★ DECORATIONS

charges. Nine minutes after the third torpedo salvo the carrier broke up and disappeared beneath the sea. But the *Sailfish* then found herself under attack from depth charges dropped by a Japanese cruiser.

Striking at enemy convoys accurately and with aggressive determination on two subsequent occasions during the same patrol, the *Sailfish* completely destroyed three important freighters and inflicted heavy damage on another.

This war patrol brought fame to a submarine which as the *Squalus* figured in tragic prominence when she sank in 240 feet of water off Portsmouth, N. H. during diving exercises on 23 May 1939.

Medals of Honor Given Two Marines Posthumously

For saving the lives of his comrades by throwing his body upon an enemy Japanese grenade during action on Tinian on 3 Aug 1944 when he was serving with Company D, 2nd Pioneer Btn., 18th Marines, 2nd Marine Div., Pfc. Robert L. Wilson, USMC, of Centralia, Ill. has been awarded the Congressional Medal of Honor posthumously. His mother received the decoration at a ceremony held at the American Legion Cottage in Centralia recently.

The Congressional Medal of Honor has also been awarded posthumously to Pfc. Harold A. Agerholm, USMCR, for conspicuous gallantry while serving with the 4th Btn., 10th Marines, 2nd Marine Div., on Saipan 7 July 1944, when he volunteered to evacuate the wounded and rescued approximately 45 casualties despite intense enemy fire. He was mortally wounded by a Japanese sniper while carrying out his hazardous mission.

Commodore Parsons Honored for Work On Atomic Bomb

Commodore William S. Parsons, USN, Coronado, Calif., has received the Distinguished Service Medal for his work in connection with the development of the atomic bomb since May 1943 while in the rank of captain.



Commo. Parsons

The citation reads, in part, as follows:

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility in connection with the development of the atomic bomb. Working with tireless energy, courage and foresight, Commo. (then Capt.) Parsons applied himself to the tremendous task of transforming the theory of atomic fission into an effective

weapon of war capable of being manufactured by American production methods at a time when the task appeared all but impossible. He applied his specialized knowledge in personally directing much of the design and development of the many components of the atomic bomb and in formulating and coordinating the plans for dis-

seminating the manufacture of these components. In addition, he also organized much of the procedure required in assembling the components into an effective weapon under conditions of utmost secrecy. He devoted himself fully to these tasks from May 1943, to the initial bomb attack on Hiroshima in which he took part . . ."

Additional Information Given On Winners of Unit Honors

Additional data on Presidential Unit Citation and Navy Unit Commendation winners have been announced by BuPers Circ. 255-45 (NDB, 31 Aug. 45-1085). The following information, which includes awards up to 15 August, is in addition to the PUC list published in ALL HANDS, August 1945, p. 55 and the PUC and NUC lists in the September 1945 issue, p. 75:

PRESIDENTIAL UNIT CITATION

USS *Archerfish*, 30 Oct-15 Dec 1944.
 USS *Barb*, 21 May-9 July 1944; 4 Aug-3 Oct 1944; 27 Oct-25 Nov 1944; 19 Dec 1944-15 Feb 1945.
 USS *Bowfin*, 1 Nov-9 Dec 1943.
 USS *Cavalla*, 31 May-3 Aug 1944.
 Destroyer Squadron 23 (consisting of USS *Charles Ausburne*, USS *Claxton*, USS *Dyson*, USS *Spence*, USS *Converse* and USS *Stanley*), 1 Nov 1943-23 Feb 1944.
 USS *Flasher*, 19 June-7 Aug 1944; 30 Aug-20 Oct 1944; 15 Nov 1944-2 Jan 1945.
 USS *Greenling*, 20 Apr-16 June 1942; 10 July-1 Sept 1942; 22 Sept-1 Nov 1942.
 USS *Guardfish*, 6 Aug-15 Sept 1942; 30 Sept-28 Nov 1942 and second PUC for 14 June-31 July 1944.
 USS *Gudgeon*, 11 Dec 1941-27 Jan 1942; 22 Feb-15 Apr 1942; 11 July-2 Sept 1942; 8 Oct-1 Dec 1942; 27 Dec 1942-18 Feb 1943; 13 Mar-6 Apr 1943; 15 Apr-25 May 1943.
 USS *Haddock*, 11 Nov-4 Dec 1942; 30 June-10 Aug 1943; 2 Sept-28 Sept 1943; 20 Oct-15 Nov 1943.
 USS *Harder*, 7 June-10 July 1943; 24 Aug-7 Oct 1943; 30 Oct-1 Dec 1943; 16 Mar-3 May 1944; 26 May-21 June 1944.
 LCI(G) Group Eight, 17 Feb 1945.
 USS *LCS(L) 31*, 4 May 1945.
 USS *LCS(L) 51*, 16 Apr 1945.
 USS *LCS(L) 57*, 16 Apr 1945.
 USS *Nautilus*, 4 June-11 July 1942; 8 Aug-25 Aug 1942; 10 Sept-5 Nov 1942.
 USS *Parche*, 29 Mar-23 May 1944; 17 June-16 Aug 1944.

USS *Pigeon*, first citation for 10 Dec 1941 and second citation for general service during Dec 1941.

USS *Queenfish*, 4 Aug-3 Oct 1944; 27 Oct-2 Dec 1944.

USS *Rasher*, 24 Sept-24 Nov 1943; 19 Feb-4 Apr 1944; 30 Apr-23 June 1944; 22 July-3 Sept 1944.

USS *Redfish*, 23 July-2 Oct 1944; 25 Oct 1944-2 Jan 1945.

USS *Sailfish*, 17 Nov 1943-5 Jan 1944.

USS *Salmon*, 24 Sept-3 Nov 1944.

USS *Sandlance*, 8 Feb-23 Mar 1944.

USS *Seahorse*, 20 Oct-12 Dec 1943; 6 Jan-16 Feb 1944; 28 Mar-27 Apr 1944.

USS *Sealion*, 17 Aug-30 Sept 1944; 31 Nov-3 Dec 1944.

USS *Silverfish*, 17 Dec 1942-31 Jan 1943; 17 May-1 July 1943; 5 Oct-8 Nov 1943; 26 Apr-11 June 1944.

Six Anti-Submarine Task Groups, which operated with the USS *Bogue* as flagship:

(1) Task Group 21.12: USS *Bogue*, *Lea*, *Green*, *Belknap*, *Osmond Ingram*, *George E. Badger*, and VC-9 from 20 Apr-30 June 1943.

(2) Task Group 21.13: USS *Bogue*, *Osmond Ingram*, *George E. Badger*, *Clemson*, and VC-9 from 12 July-25 Aug 1943.

(3) Task Group 21.13: USS *Boone*, *Osmond Ingram*, *George E. Badger*, *Clemson*, and *DuPont*, and VC-19 from 14 Nov-29 Dec 1943.

(4) Task Group 21.11: USS *Bogue*, *Haverfield*, *Swenning*, *Willis*, *Hobson* (until 25 March), *Janssen* (until 7 April), and VC-95, from 26 Feb-19 Apr 1944.

(5) Task Group 22.2: USS *Bogue*, *Haverfield*, *Swenning*, *Willis*, *Janssen*, *F. M. Robinson*, and VC-69 from 4 May-3 July 1944.

(6) Task Group 22.3: USS *Bogue*,

NAVY UNIT COMMENDATION

Air Transport Evacuation Squadron One, 8 Apr-21 June 1945.

Bombing Squadron 108, 1 Nov 1943-8 July 1944.

USS *Bonefish*, 15 Sept-21 Oct 1943; 12 Jan-15 Mar 1944; 15 Apr-30 May 1944; 25 June-13 Aug 1944; 5 Sept-8 Nov 1944.

USS *Crevalle*, 27 Oct-7 Dec 1943; 30 Dec 1943-28 Feb 1944; 4 Apr-28 May 1944; 21 June-9 Aug 1944.

USS *Dace*, 22 and 23 Oct 1944.

USS *Darter*, 22 and 23 Oct 1944.

Fleet Air Photographic Squadron Three, 1 July 1943-15 May 1944.

USS *Grayback*, 25 Apr-30 May 1943; 26 Sept-10 Nov 1943; 2 Dec 1943-4 Jan 1944; 3 Feb-26 Feb 1944.

USS *Lapon*, 13 Feb-1 Apr 1944; 25 Apr-6 June 1944; 29 June-10 Aug 1944; 4 Sept-31 Oct 1944.

LCI(G) Flotilla Three, 31 Jan-28 July 1944.

USS *Ray*, 9 July-31 Aug 1944; 23 Sept-8 Dec 1944.

USS *Seawolf*, 15 Feb-7 April 1942.

USS *Tautog*, 24 Apr-11 June 1942; 15 Dec 1942-30 Jan 1943; 24 Feb-19 Apr 1943; 7 Oct-18 Nov 1943; 12 Dec 1943-30 Jan 1944; 24 Feb-23 Mar 1944; 17 Apr-21 May 1944.



Gold star in lieu of second award:

★ SHANLEY, James V., Capt., USMCR, Long Island, N. Y. (posthumously): As CO of Company L, 3rd Btn., 7th Marines, 1st Marine Div., during action against enemy Japanese forces at Peleliu on 4 Oct 1944, Capt. Shanley valiantly exposed himself to a withering barrage and risked his life to proceed to the aid of the wounded; he personally carried two men to safety. Struck twice by bursting shellfire while rescuing a third, he refused evacuation and continued directing the withdrawal of the leading assault platoon, pinned down at the base of a ravine by Japanese fire, until he succumbed to his wounds. By his brilliant leadership, great personal valor, and self-sacrificing devotion to his men, Capt. Shanley contributed to the saving of many lives.

First award:

★ BOYINGTON, Gregory, Lt. Col., USMCR, Okanogan, Wash.: For achievements as CO of Marine Fighting Squadron 214 from November 1943 until 3 Jan 1944 when he was shot down in aerial combat over Rabaul.

★ CHANDLER, Theodore E., Rear Admiral, USN, Washington, D. C. (pos-

thumously): As commander of a cruiser division during action in Lingayen Gulf on 6 Jan 1945, he skillfully coordinated the fire of his division with that of other heavy naval units during the initial bombardment of Luzon prior to scheduled landing operations at Lingayen. While he was observing the progress of operations from an exposed position on the flag bridge, a Japanese suicide bomber attacked and hit his cruiser, setting the flag bridge afire. The admiral emerged from the raging inferno with his clothing ablaze, but steadfastly continued to direct his units until compelled by his chief of staff to proceed to the dressing station for treatment of severe burns to which he succumbed the following day. He gallantly gave his life in defense of his ship.

★ **DEVEREUX**, James P. S., Lt. Col., USMC, Chevy Chase, Md.: For distinguished and heroic conduct in the line of his profession in the defense of Wake Island, 7 to 22 Dec 1941.

★ **GALLAGHER**, William, Lt. (jg), USNR, Belmont, Mass. (missing in action): As pilot of a torpedo plane operating from the USS *Gambier Bay* during the Battle off Samar, he launched an attack on a battleship. He pressed home a daring run, scoring a direct hit before he was forced to land in the heavy seas when his plane was struck by hostile fire.

★ **GARRISON**, Malcolm E., Comdr., USN, Sioux City, Iowa: As commanding officer of a submarine during a war patrol in enemy-controlled waters he skillfully penetrated strong escort screens and launched brilliant torpedo attacks which resulted in the sinking of 28,000 tons of enemy shipping and combatant units and damaging 6,000 additional tons. Although depth-charged and attacked by numerous enemy aircraft, his skillful evasive tactics and exceptional navigation in the face of severe material damage enabled him to bring his ship to port.

★ **KALUS**, Daniel S., Lt., USNR, Cudahy, Wis. (missing in action): As a divebomber pilot attached to the USS *Hancock*, he made a devastating hit on a *Nachi*-class heavy cruiser during action in the harbor of Manila Bay on 29 Oct 1944. Skillfully maneuvering through a deadly barrage of anti-aircraft fire, he made a perilously low-level attack on the cruiser, which was subsequently sunk. He contributed to the crippling of Jap surface forces.

★ **MILLER**, Justin A., Commander, USN, Washington, D. C.: As CO of a PB4Y Navy patrol bomber during an armed reconnaissance mission over Puerto Princessa and the surrounding area in the Philippine Islands on 19 Oct 1944, he initiated a series of devastating runs in daring defiance of the deadly anti-aircraft fire. He executed repeated fierce attacks at perilously low level which caused the sinking of two cargo vessels with a third probably sunk, the destruction of 10 hostile planes on an enemy airstrip, and the damaging of 15 others. He subsequently attacked and destroyed three Japanese seaplanes and probably wrecked three others before sustaining severe damage to his plane which forced him to effect a dangerous crash-landing at sea.

★ **MORRIS**, Donald W., Lt. (jg), USNR, Hoquiam, Wash.: As pilot of a car-

WINNERS OF NAVY CROSS



Forrest W. Bell,
Lt. (jg), USNR

Wallace A. Brady,
Lt. (jg), USNR

Gerald M. Connors,
Lt., USNR

Theodore E. Chandler,
Rear Admiral, USN



Charles E. Fisher,
Lt., USNR

Lloyd C. Flynn,
Lt., USNR

Harry L. Gruver,
Lt. (jg), USNR

James J. Horovitz,
Lt., USNR



Daniel S. Kalus,
Lt., USNR

Donald D. Di Marzo,
Lt., USNR

William R. McKinney,
Lt. Comdr., USN

Justin A. Miller,
Comdr., USN



Donald W. Morris,
Lt. (jg), USNR

Bernard J. Powers,
Lt. (jg), USNR

Matthew J. Reichl,
Lt. (jg), USNR

Jacob M. Reisert,
Lt., USNR



Wayne D. Rorman,
Lt., USNR

James V. Shanley,
Capt., USMCR

Orville O. Vaught,
Corp., USMCR

Robert E. Ward,
Comdr., USN

The citations for Lt. Di Marzo and Lt. Flynn appeared in the September issue, page 62. Lt. Comdr. McKinney's citation appears in the August issue, page 56. Photographs of Lt. O'Dowd and Lt. (jg) Rosenblum were not available for use this month.

★ DECORATIONS

Navy Cross cont.

rier-based torpedo aircraft during the Second Battle of the Philippine Sea, he pressed home his attack at low altitude in the face of intense and accurate anti-aircraft fire, without regard for personal safety, and scored a direct torpedo hit on an enemy battle-ship.

★ REISERT, Jacob M., Lt., USNR, Valley Stream, N. Y. (posthumously): As pilot of a torpedo plane in Air Group 30, attached to the USS *Belleau Wood*, he skillfully maneuvered his division for a fierce attack on hostile warships off Ishigaki Jima in the Nansei Shoto on 1 Mar 1945. Despite terrific anti-aircraft fire he obtained a direct hit on the forecastle of an enemy destroyer as well as a very near miss alongside. Although severely wounded when his plane was seriously damaged by an exploding shell, he remained at the controls of his crippled bomber until a rescue ship was reached approximately two hours later. After his two aircrewmembers had parachuted and were taken safe on board the surface craft he parachuted himself, but was unable to release the parachute.

★ RORMAN, Wayne D., Lt., USNR, Blue Earth, Minn.: As CO of a Navy Liberator search plane in operations against the enemy in the western Pacific on 27 March 1945, he destroyed a heavily armed and armored picket boat in a brilliantly executed low level attack. Although fire from the enemy ship seriously damaged his plane and made control of its flight very difficult, he succeeded, with outstanding skill and determination, in bringing the plane to a safe landing back at its base.

★ STREET, George L., III, USN, Bon Air, Va.: As CO of a submarine, during a war patrol of that vessel he launched aggressive attacks which resulted in the sinking of three ships and numerous small craft totalling approximately 7,500 tons. In addition his entry into hazardous waters in which an enemy collier and docking facilities were destroyed was particularly outstanding. He skillfully evaded all enemy countermeasures and brought his vessel safely back to port.

★ VAUGHT, Orville O., Corp., USMCR, Magnolia, Texas: for neutralizing a Japanese machine gun emplacement and a coast defense weapon while ser-

ving with a Marine infantry battalion on Iwo Jima, 27 Feb 1945. Despite a severe chest wound he would not allow himself to be evacuated until so ordered by his platoon leader and contributed greatly to the success of his company's mission.

★ WARD, Robert E., Comdr., USN, Santa Barbara, Calif.: As CO of the USS *Sailfish* on her tenth war patrol during which that submarine sank a Japanese carrier and three important freighters and damaged another freighter in aggressive attacks on a Japanese task force and enemy convoys.

DISTINGUISHED SERVICE MEDAL

Gold star in lieu of third award:

★ NIMITZ, Chester W., Fleet Admiral, USN. (See page 56.)

★ OLDENDORF, Jesse B., Vice Admiral, USN, Downey, Calif.: As commander of a bombardment and fire support group, prior to and during the invasions of Leyte Island and Lingayen Gulf on 20 Oct 1944 and 9 Jan 1945 respectively, he assisted the Philippine attack force commander in planning the Leyte operation and

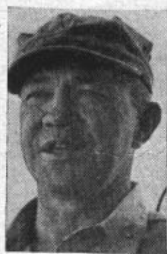


Vice Admiral
Oldendorf

then directed the sustained bombardment that silenced enemy batteries on Leyte with such force and precision that landings were quickly effected with light casualties to our forces. Disregarding suicide planes which dived repeatedly on units of his task force moving into Lingayen Gulf, he hurled the full fighting strength of his warships and escort carriers against the enemy's well-organized defenses. Vice Admiral Oldendorf also effectively protected our shipping in the Lingayen area from concentrated air attack and, by his determined initiative and brilliant coordination of all elements under his command, contributed to the prompt seizure of Jap-held bases.

First award:

★ BOGAN, Gerald F., Rear Admiral, USN, Mackinac Island, Mich.: While serving as a commander assigned to duty with carrier task forces of the Pacific Fleet during the period 1 Sept 1944 to 25 Jan 1945, he successfully carried out all missions assigned to his task group, including the support of our assault landings on Peleliu and Angaur in the Palau Group and the conduct of damaging air strikes against enemy air bases on Mindanao, the Visayas and Luzon in the Philippines and also against Loochow in support of our landings at Leyte. Under his direction highly successful operations were completed against enemy aircraft, shipping and land installations in the Philippine



Rear Adm. Bogan

Islands, the Nansei Shoto Islands, and the Coast of Indo-China.

LEGION OF MERIT

Gold star in lieu of third award:

★ BAILEY, Watson O., Capt., USN, San Diego, Calif.: Commander Transport Division Five, Amphibious Force, Atlantic Fleet, prior to and during the amphibious assault on the coast of France 6 June 1944.

Gold star in lieu of second award:

★ CURTIS, Lebbeus, Capt., USNR, Buffalo, N. Y.: Commander, service and salvage group of the Joint Expeditionary Force, Iwo Jima, from 19 Feb 1945 to 9 March 1945.

★ DIERDORFF, ROSA A., Capt., USN, Annapolis, Md.: CO of a task unit and CO of the USS *Elizabeth C. Stanton*, invasion of Italy.

★ DURGIN, Edward R., Capt. (then Comdr.), USN, Middle Haddam, Conn.: Commander of destroyer squadron, amphibious assault in the Gulf of Salerno, 9 Sept 1943.

★ GRIGGS, Gale E., Capt., USN, Takoma Park, Md.: CO of USS *Radford* in the Southwest Pacific area from April to September 1944.

★ HAYLER, Robert W., Rear Admiral, USN, Muncie, Ind.: Commander of a cruiser division, invasion of Leyte.

★ OGDEN, Samuel B., Capt., USN, Westport, Conn.: Representative of a service squadron at advanced fleet anchorages in the Central and Western Pacific.

★ RAGSDALE, Van Hubert, Rear Admiral, USN, Toccoa, Ga.: Commander of an escort carrier task group in South and Central Pacific, 13 May to 27 July 1944.

First award:

★ BARNER, James D., Capt., USN, Chevy Chase, Md.: CO of the Naval Station, Astoria, and the CVE Pre-Commissioning Detail, Astoria, from 10 Feb 1943 to 8 July 1943.

★ BAUERNSCHMIDT, George W., Capt., (SC) USN, Monkton, Md.: Supply officer in command of NSD at NOB, Oran, Algeria prior to and during the amphibious invasions of Sicily in July 1943 and the Italian mainland in September 1943.

★ GOLD, Pleasant, D., Capt., USN, Bethesda, Md.: Maintenance officer on the staff of Commander Service Squadron 10 at advanced anchorages in Central and Western Pacific, 11 Sept 1944 to 1 June 1945.

★ GOODE, Jesse B., Capt., USN, Long Beach, Calif.: Operations officer on the staff of Commander Service Squadron 10 at advanced mobile bases in Central and Western Pacific, 26 Oct 1944 to 1 June 1945.

★ GUILLOT, James C., Capt., USN, Pontiac, Mich.: Commander of a landing craft flotilla for the amphibious invasion of Southern France, August 1944.

★ HEADLEE, Colin D., Capt., USN, Kennebunkport, Maine: CO of the repair ship USS *Delta*, amphibious invasions of Sicily and Italy, July and September 1943.

★ HOSKINS, John M., Capt., USN, Pineville, Ky.: Chief of staff, Commander,

Rear Admiral Bryant Wins Second British DSO

The British government has granted a Bar to the Distinguished Service Order previously awarded to Rear Admiral Carleton F. Bryant, USN, Searsport, Maine, for conspicuous service in operations which led to the successful Allied invasion of southern France. Rear Admiral Bryant was in command of the heavy fire support group during both the Normandy invasion and the invasion of southern France. He returned to the United States last October to assume command of the U. S. Atlantic Fleet's operational training and administrative command of Atlantic Fleet cruisers.

Fleet Air, Quonset, June 1943 until September 1944.

★**MCCUNE**, Francis, C. B., Comdr., USN, Norfolk, Va.: Commander of a U. S. Atlantic Fleet escort group during offensive action against an enemy submarine on 6 May 1945.

★**MCCLEARY**, Howard B., Commodore, USN (Ret), Newport, R. I.: CO of an advanced naval base in the South Pacific area from 24 Dec 1943 to 15 July 1945.

★**MCLEAN**, Gordon A., Capt., USN; Seattle, Wash.: CO of a seaplane tender and commander of a naval search and reconnaissance task unit in the Central and Western Pacific, September 1944 through April 1945.

★**OLSEN**, Clarence E., Rear Admiral, USN, Waukegan, Ill.: Chief of the Naval division, U. S. Military Mission to the Union of Soviet Socialist Republics, from 18 Oct 1943 to 14 May 1945.

★**PALMER**, Kem W., Capt., USN, Union City, Tenn.: Ammunition officer on the staff of Commander Service Squadron 10 at advanced mobile bases in Central and Western Pacific, 17 Aug 1944 to 1 June 1945.

★**PICKERING**, Nelson W., Capt., USN, Westerly, R. I.: Assistant to and later head of the logistical plans section staff of ComNavEu, May 1944 to July 1945.

★**RAGSDALE**, Edmund M., Capt. (then Comdr.), USN, Piedmont, Calif.: Repair officer at NOB, Casablanca, subsequent to landings in French Morocco, 8 Nov 1942 and at the NOB, Palermo during the occupation of Sicily.

★**SANDERS**, Harry, Capt., USN, Denver, Colo.: Commander of an anti-submarine attack group.

★**SCHMIDT**, Russell J., Lt. Comdr., USNR, Washington, D. C.: Communication planning officer on the staff of Commander Seventh Amphibious Force, January 1943 to April 1945.

★**SMITH**, George S., Lt., USNR, Salisbury, Md.: Second pilot of a Navy patrol plane during action against an enemy submarine in the Atlantic

★**VETTER**, John P., Capt., USN, Long Beach, Calif.: Chief of staff of a force commander in the Southwest Pacific area.

Commodore Nelson Given French Honors

The Croix de Guerre with the Bronze Star has been awarded to Commodore Roger E. Nelson, USN, De Pere, Wis., by the government of France for exceptional war services rendered in the course of operations in the liberation of France.

Commodore Nelson, at present Commandant of the Naval Operating Base, Guam, was based in England from August 1943 until January of this year, during which time he served as operations officer of landing craft and bases. In this capacity he worked with the amphibious forces in the invasion of France, and later organized the boat units for the original Rhine crossings by LCMs and LCVPs.

★**WIEBER**, Carlos W., Capt., USN, San Diego, Calif.: CO of the USS *Essex*, 26 Aug 1944 to 5 Nov 1944.

★**YANCEY**, Evan W., Comdr., USN, Owenton, Ky.: Screen commander of an Atlantic Fleet anti-submarine task group, 9 July to 29 Dec 1943.

Note: The award of a Legion of Merit to Capt. Prentiss P. Bassett, USNR, reported in last month's issue, was made by the Army, a fact not noted in the listing.

SILVER STAR MEDAL

Gold star in lieu of third award:

★**BECTON**, Frederick J., Comdr., USN, Washington, D. C.: CO of the USS *Laffey* during action against Japanese forces at Ormoc Bay 7 Dec 1944.

Gold star in lieu of second award:

★**BAKER**, Douglas, Lt. (jg), USNR, Lindsay, Okla.: Pilot of a fighter plane attached to the USS *Lexington* during action against enemy forces in the Clark Field area of Luzon, 14 Dec 1944.

First award:

★**BAHNKEN**, Owen H., PhM2c, USNR, Queens, N. Y.: With the 4th Marine Div. on Saipan, rendered valiant service in treating and evacuating casualties from front-line areas.

★**BAKER**, Douglas, Lt. (jg), USNR, Lindsay, Okla.: Fighter plane pilot and section leader attached to the USS *Enterprise* operating against enemy forces in the vicinity of Formosa 12 Oct 1944.

★**FALLON**, James V., Lt., USNR, New Haven, Conn.: As commander of a patrol plane, attacked and damaged an enemy destroyer before crash-landing at sea; displayed exceptional leadership qualities during the next three weeks in bringing his entire crew to safety.

★**KAUFFMAN**, Roland P., Capt. (then Commander), USN, New York, N. Y.: Executive officer of an aircraft carrier during action on 25 Nov 1944.

★**KIEFER**, Dixie, Commodore (then Capt.), USN, Kansas City, Mo.: As CO of the USS *Ticonderoga* he skillfully and courageously fought his ship in such manner as to contribute greatly to decisive victories over the enemy in the Far Western Pacific.

★**KING**, Robert N., S2c, USNR, Cleveland, Okla. (posthumously): Member of a 20-mm. gun crew on USS *St. Louis*, Leyte Gulf 27 Nov 1944.

★**KROEGER**, Edwin J., Lt. Comdr, USNR, Bethesda, Md.: Pilot of a bombing plane during the Battle of Leyte Gulf 26 Oct 1944.

★**LAKE**, Burton G., Capt., USN, Cambridge, N. Y.: Force operations officer in the Southwest Pacific area.

★**SCHUCH**, Florent J., Lt. (jg), USNR, Newton, Ill.: For assisting in destruction of a heavily armed and armored picket boat in the face of heavy anti-aircraft fire in the Western Pacific.

★**SEILER**, Edwin N., Lt., USNR, New York, N. Y. (posthumously): Flight officer of Fighting Squadron 44 attached to the USS *Langley*, in the Philippine and South China Seas and

the Nansei Islands, from 12 Oct 1944 to 22 Jan 1945.

★**THOMPSON**, Stanley H., Capt., USNR, Flanders, N. J.: CO of the USS *Warhawk* in action at Lingayen Gulf from 9-12 Jan 1945.

DISTINGUISHED FLYING CROSS

Gold star in lieu of second award:

★**CHAMBERS**, Arthur R., Lt. (jg), USNR, Ocala, Fla.: Pilot, action over Tokyo, 16 Feb 1945.

★**ONION**, Frank C., Jr., Ens., USNR, East St. Louis, Ill.: Pilot of a carrier-based fighter plane in attacks over Tokyo, Formosa, and Honshu.

★**PEDERSON**, Clarence E., Lt., USNR, Killdeer, N. D.: For participation as pilot in aerial flight in the Southwest Pacific area.

★**SCHELL**, John L., Lt., USNR, Minneapolis, Minn.: Pilot of carrier-based fighter plane in attacks over Tokyo, the Philippines, Formosa, and French-Indo-China, Nansei Shoto, Honshu and Nanpo Shoto.

★**SCOTT**, James E., Lt., USNR, Soquel, Calif.: Pilot of a carrier-based fighter plane in an attack on the Tokyo area 15 Feb 1945.

First award:

★**BADT**, Douglas B., Lt., USNR, Los Angeles, Calif.: For participation in 20 combat missions in the Southwest Pacific area from 4 Jan 1945 to 23 March 1945.

★**BURTON**, John W., Lt. (jg), USNR, Burlingame, Calif.: Pilot of a carrier-based night fighter plane from 13 Nov 1944 to 20 Feb 1945.

★**BYERS**, Floyd J., Lt. (jg), USNR, Pittsburgh, Pa.: For participation in 20 combat missions in the Southwest Pacific area from 25 Dec 1944 to 1 March 1945.

★**DYSART**, Will H., 1st Lt., USMCR, Grand Prairie, Tex.: For destroying storage warehouses on Wotje Island by direct hits from dangerously low altitudes 11 Oct 1944.

★**JARVIS**, Melvin L., 1st Lt., USMCR, Salina, Kan.: For participation in five combat air patrols, completing his 20th mission against the enemy on Okinawa Shima and Nansei Shoto.

★**JONES**, Howard T., S1c, USNR, Ovalo, Tex.: Air gunner of a Navy search bomber from 5 Jan 1945 to 21 Jan 1945 participating in many haz-



Carrier (NAS, Alameda, Calif.)

★ DECORATIONS

Distinguished Flying Cross Cont.

ardous missions deep in enemy territory.

★ **KEMPF**, Eugene L., Lt., USNR, Coshocton, Ohio: For participating in bombing attacks in the Philippines.

★ **KILGORE**, Donald E., Lt. (jg), USNR, Detroit, Mich.: Pilot, 20 combat missions in the Southwest Pacific area, 23 Dec 1944 to 5 March 1945.

★ **KING**, Paul E., Ens., USNR, Murphysboro, Ill.: Shot down an enemy search plane 15 Feb 1945 before it was able to report the powerful American force approaching Tokyo.

★ **LAVENDER**, John H., Jr., Lt. (jg), USNR, Texarkana, Tex.: Pilot of fighter plane in Air Group THREE attached to the USS *Yorktown*, operating against Japanese forces in the vicinity of the China Coast 16 Jan 1945.

★ **LEACH**, Arthur R., Lt. (jg), USNR, Bloomington, Ill.: Pilot of a carrier-based fighter in the vicinity of Tokyo 16 Feb 1945.

★ **MILLER**, Justin A., Comdr., USN, Washington, D. C.: Pilot for action against Japanese forces at Zamboanga, Philippines.

★ **MILLER**, Richard F., AMM, USN, Ottumwa, Iowa: For participation in 20 combat missions over enemy territory in the Southwest Pacific area.

★ **RHODES**, William C., Lt. (jg), USNR, Bristow, Okla.: Fighter pilot attached to USS *Essex*, Tokyo area 16 Feb 1945.

★ **RILEY**, Leo J., Lt. (jg), USNR, Croydon, Pa.: Pilot of a carrier-based fighter plane in the Tokyo area 25 Feb 1945.

★ **ROWLAND**, Henry M., Lt. (jg), USNR, Dunn, N. C.: Pilot escorting a large group of bomber and torpedo planes that attacked an engine plant in the Tokyo area 17 Feb 1945.

★ **SMITH**, Edward M., Lt., USN, Orinda, Calif.: Pilot participating in an attack on a heavily guarded convoy of enemy troop transports, scoring direct hit on an escorting destroyer in Ormoc Bay.

★ **TAYLOR**, Will W., Lt., USNR, Bertram, Tex.: Led his division against numerically superior formation of enemy fighters, shooting down two and

causing a third to explode in mid-air in the Tokyo area.

★ **TUTWILER**, William J., USNR, Birmingham, Ala.: Pilot, scored direct hits on two enemy merchant vessels in the northern Philippine area.

★ **URBANO**, Lawrence B., Ens., USNR, Williamstown, Mass.: Pilot of a carrier-based fighter in an attack in the Tokyo area 16 Feb 1945.



First award:

★ **BARBIERI**, Joseph R., CCM, USNR, Waterbury, Conn.: Off Shikoku Island, 19 March 1945.

★ **CROSSMAN**, Paul J., Bkr2c, USNR, Hudson, Falls, N. Y.: Off Shikoku Island, 19 March 1945.

★ **DETTURA**, V. Frank, S1c, USNR, Jersey City, N. J.: Aboard a carrier off Kyushu, 19 March 1945.

★ **YATES**, Cecil F., Pfc., USMC, Indianapolis, Ind.: Marine battalion, Saipan, 15-27 June 1944.

★ **VALASEK**, Rudolph J., AOM2c, USNR, West Natrona, Pa.: Rescue, 10 Oct. 1944.

★ **WEBBER**, Pinckney S. Jr., S1c, USNR, Lockhart, S. C.: Tacloban Harbor, Philippines, 3 Nov. 1944.



Gold star in lieu of second award:

★ **WILMER**, John W., Lt. Comdr., (then Lt.) USNR, Baltimore, Md.: Executive officer of the USS *Varian*, in offensive action against an enemy submarine on 24 April 1945.

★ **SCOTT**, John A., Capt., USN, Grand Rapids, Mich.: CO of a submarine.

First award:

★ **ANDERSON**, Arthur E., Lt., USNR, Los Gatos, Calif.: Sky control officer on a cruiser in the Southwest Pacific area.

★ **ANDREWS**, Salvatore, S2c, USNR, Albany, N. Y. (posthumously): Member of an anti-aircraft gun crew on an aircraft carrier in action off the Philippines.

★ **CUMINGS**, Schuyler F., Capt., USNR, Bronxville, N. Y.: Convoy commodore, 1 July 1942 to 8 May 1945.

★ **CUMMING**, John W., Capt., USN (Ret), Portsmouth, Va.: Convoy commodore, 12 Jan 1942 to 8 May 1945.

★ **DERBY**, Charles H., Comdr., USN, Melrose, Mass.: For planning, supervising, and expediting the roll-up of naval bases, administering CBs and CBMUs, and arranging for the expeditious transfer of lend-lease material.

★ **FITZGERALD**, William H., Comdr., USNR, Brooklyn, N. Y.: Officer in charge of a naval construction regiment, 15 May 1944 to 29 June 1945.

★ **GRANTHAM**, Elonzo B. Jr., Comdr., USN, Arlington, Va.: CO of the USS *Robinson*, supporting amphibious assaults on Saipan, Tinian, and the Philippines.

★ **HAGSPIEL**, Frederick C., GM1c, USNR, Fair Lawn, N. J.: Member of an as-

sault unit, Saipan and Guam, June and July 1944.

★ **HERLIHY**, Joseph L., Commodore, (SC), USN, Balboa, C. Z.: Fleet fuel officer on the staff of Commander, Service Force, Pacific Fleet, and commander of a service squadron, 27 Dec 1939 to 6 June 1942.

★ **HEWSON**, Martin Jr., PhM3c, USNR, Hawthorne, N. J.: Medical corpsman with a Marine infantry battalion, Iwo Jima, 24 Feb 1945.

★ **HRAPCHAK**, Joseph A., PhM2c, USNR, Bridgeport, Conn. (posthumously): Hospital corpsman with the 4th Marine Div., Saipan, 2 July 1944.

★ **JACOBS**, Charles B., Corporal, USMC, Houston, Tex.: For assuming duties of a platoon sergeant when his platoon sergeant became a casualty, Iwo Jima.

★ **JOHNSON**, Andrew V., Sergeant, USMC, Negaunee, Mich.: For action at Bougainville, Guam, and Iwo Jima.

★ **KITTREDGE**, Tracy B., Comdr., USNR, New York, N. Y.: Assistant to ComNavEu, in connection with diplomatic affairs of the French government, May 1942 to June 1944.

★ **KOBEY**, Theodore H., Capt., USN, Balboa, C. Z.: CO of the USS *Miller*, Central and South Pacific areas, February through June 1944.

★ **LANMAN**, Charles B., Comdr., USNR, Chevy Chase, Md.: Navigator attached to USS *Intrepid* in the Pacific, September through November 1944.

★ **LYON**, V. F., Lt., USNR, Los Angeles, Calif.: On the staff of CincPac-CincPoa as public information officer, 31 Aug 1943 to September 1945.

★ **MCCOY**, Robert B., Capt., USN, Larchmont, N. Y.: Assistant communications officer for operational communications of the Pacific Fleet, 1 Aug 1942 to 7 Feb 1945.

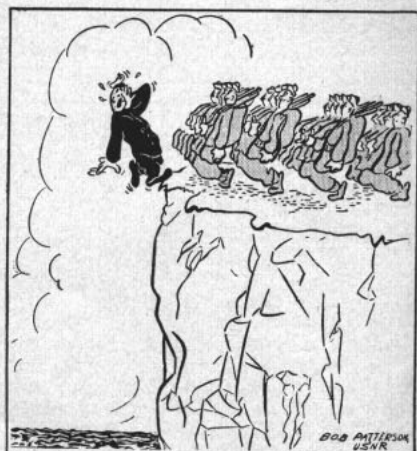
★ **MILLER**, Harvey E., Pfc., USMC, Racine, Wis.: Wireman with a Marine artillery battalion, Iwo Jima, 24 Feb to 16 March 1945.

★ **O'REILLY**, Charles, Corp., USMCR, Gary, Ind.: With a provisional field artillery group of a Marine Amphibious Corps landing force, Iwo Jima, 19 Feb to 16 March 1945.

★ **OTTOMAN**, Robert A., CPhM, USNR, De Ruyter, N. Y.: Assault and capture of Saipan and Guam, June and July 1944.



"Go ahead, pull the knot through!"



Hoist (NTC, San Diego)
"To the rear, march!"

★ PFAFF, Henry W., CSF, USNR, Buffalo, N. Y.: With a naval CB unit attached to a Marine division, for voluntary bomb disposal work on Saipan, 15 June to 9 July 1944.

★ PLATO, Robert W., Corp., USMCR, Baltimore, Md.: Served as a runner through heavy sniper fire Iwo Jima, 21 Feb 1945.

★ RAY, Herbert J., Commodore, (then Capt.) USN, Kensington, Md.: CO of a warship, 14 Nov 1943 to 25 Sept 1944.

★ SALOMON, Lewis G., Lt. Comdr., USN, New York, N. Y.: CO of the USS *Shelton*, South Pacific.

★ SCHUMACHER, Oswald A., Corp., USMC, Lindsay, Neb.: Led an assault squad, Iwo Jima, 3 Mar 1945.

★ SCOTT, John A., Capt., USN, Grand Rapids, Mich.: CO of a submarine.

★ SCOTT, Russell M., Lt. (jg), USN, Groton, Conn.: Aboard an aircraft carrier near the Philippines, 24 Oct 1944.

★ SHIMANEK, Daniel, Sgt., USMC, Oak Park, Ill.: Marine infantry battalion, Iwo Jima, 4 Mar 1945.

★ SHIVELY, Joshua S., Comdr., USN, New York, N. Y.: Commander of a group of ships, Southwest Pacific Area.

★ SMITH, Paul C., Comdr., USNR, San Francisco, Calif.: Public information officer for the expeditionary forces, Okinawa.

★ SYKES, Ira D., Jr., Lt., USNR, Dallas, Tex.: Vicinity of Kyushu, 18-19 March 1945.

★ TAYLOR, Robert H., Comdr., USN, Milledgeville, Ga.: Navigation officer of the USS *Nashville*, Pacific area, February 1944-January 1945.

★ TILLMAN, Edwin H. Jr., Capt., USN (Ret), Charleston, S. C.: Convoy commodore, 26 August 1942 to 8 May 1945.

★ THOMPSON, Robert S., Lt., USNR, Mission, Kans.: Member of the fire control party aboard the USS *Razorback*, Pacific.

★ WALKER, Theodore T., Lt., USN, Fort Mitchell, Ky. (missing in action): Aboard a submarine, Pacific area.

★ WALTER, Wilfred A., Comdr., USN, Los Angeles, Calif.: CO of the USS *William D. Porter*, Okhotsk Sea, 3-5 Mar 1944.

★ WEEMS, Philip V., Capt., USN (Ret), Annapolis, Md.: Convoy commodore, 14 Sept 1942 to 8 May 1945.

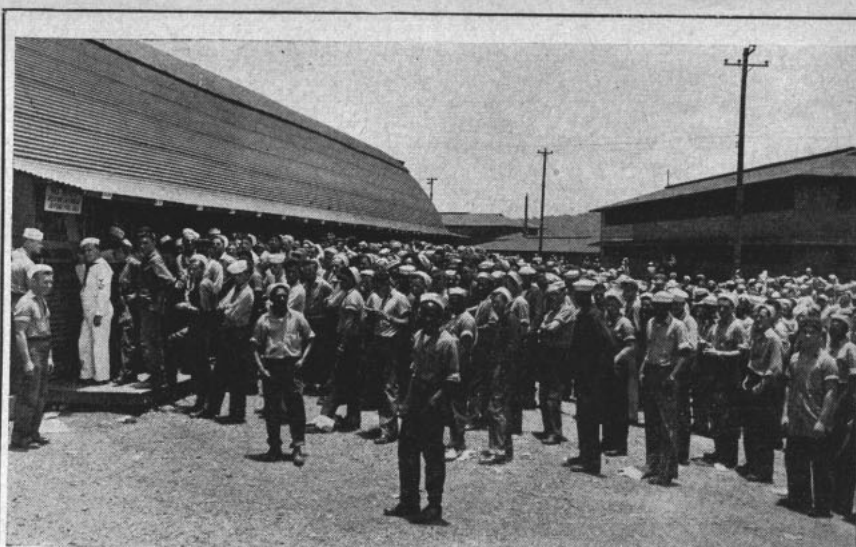
★ WELCH, Leo F., Capt., USN (Ret), Denver, Colo.: Convoy commodore, 2 Dec 1942 to 8 May 1945.

★ WELLINGS, Joseph H., Capt. (then Comdr.), USN, East Boston, Mass.: CO of the USS *Strong*, Kolombangara and New Georgia areas, 7 and 13 May 1943.

★ WILLARD, Chauncey S., Comdr., USN, San Diego, Calif.: CO of the USS *San Pablo*, Pacific area, 21 June 1944-14 Mar 1945.

★ WILLIAMS, Kenneth F., Lt., USNR, Louisville, Ky.: Executive officer of the USS *Flaherty*, 24 Apr 1945.

★ WOODRUFF, George L., Capt., USN (Ret), Silver Spring, Md.: Convoy commodore, 12 Aug 1942 to 8 May 1945.



Mail call in Pacific brings out line-ups like this to get V-mail from home.

AMPHIBIOUS V-MAIL

FLOATING post offices that followed hard astern of assault craft in amphibious operations, and provided incoming and outgoing V-mail facilities for bluejackets on and around the beachhead within hours of landing, were the crowning achievement of the Navy's postal experts in the war.

This feat also climaxed the war record of V-mail, the lusty war baby which put wings on two billion letters. After the Jap surrender made space saving less vital, both the Navy and Army stopped processing V-mail on 15 October, but recommended continued use of the lightweight V-mail forms for faster delivery of personal messages.

V-mail made its invasion of Okinawa in fitting style, on an LST—fitted with all the equipment necessary to process 30,000 outgoing letters a day—which anchored offshore with the invasion fleet. Naval per-

sonnel were quick to take advantage of the opportunity and, within nine days, some of their letters had been received at the central processing station in Chicago.

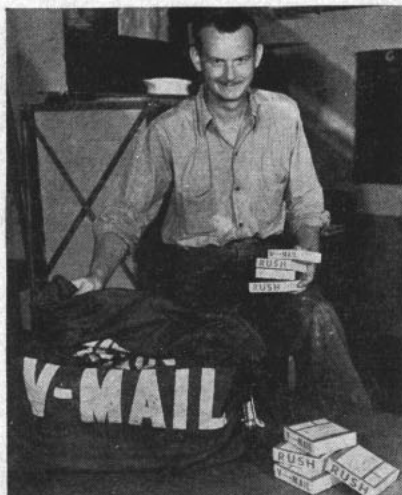
The LST post office was only the advance unit of the system tried there for the first time. Twenty days after the initial landings the second echelon arrived, ready to receive as well as send V-mail. Additional equipment such as fresh supplies of photographic paper, receiving units with which V-mail from home could be developed and delivered to the men, generators and hospital tents were part of the new equipment. Before arrival of the second group V-mail for men on Okinawa was processed at Guam and flown in from there.

Completing the overall plan of operation, the third echelon arrived on D-plus-45 with lumber, quonset huts, cement, plumbing supplies, tools, a truck and a jeep and the men with the know-how to convert all these items into a complete shore-based post office.

The Okinawa operation was the latest development in a long series which has assured Navy men quick and efficient service in sending and receiving V-mail. First established in 1942, the V-mail service, through the use of portable machines and equipment, has established stations on every island wrested from Jap control.

One of the most important steps is the training of personnel to handle the job. Specialists (P) (VM) and mailmen are selected for their aptitude, civilian experience in related fields, and ability.

In all operations previous to Okinawa V-mail units were established ashore after our invading troops had secured their objectives. Although V-mail was the first mail leaving by air there was usually a delay of several days before the units could begin operations ashore. Therefore, the new operation was planned.



Official U. S. Navy photographs

SPACE conservation is V-mail's virtue. In the eight small boxes shown are over 9,800 microfilmed letters.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

NAVY DEMOBILIZATION: POINT SCORE CUT

Substantial changes in the provisions of the Navy's demobilization plan were announced during the past month, including the lowering of required points for almost all eligible categories of personnel, and the addition of certain ratings to the list of those now eligible for discharge.

As the Navy's demobilization system swung into high gear, a total of 30,548 officers and 261,513 enlisted personnel had already been returned to civilian life by 15 October. This momentum is expected to increase to meet the timetable for release which calls for 1,196,000 personnel to be out of the service by the end of 1945, and the complete demobilization down to the anticipated postwar naval strength of 500,000 enlisted men and 58,000 officers by September 1946.

The toughest nut to crack continues, however, to be the problem of returning point-rich personnel from the widely scattered areas. The Navy is extremely interested in returning to the United States, at the earliest practicable time, all service personnel entitled to discharge.

From the day hostilities ceased every naval vessel, combatant or auxiliary, returning to the States has been utilized to the maximum extent to transport personnel, and plans are now being carried out to place into the transportation service all naval vessels reasonably efficient for the purpose as rapidly as they become available.

A brief resume of the changes in the point system put into effect since publication of details in the October 1945 ALL HANDS, pp. 66-69, follows:

Ineligible at Present

- Added to the list of those ineligible for demobilization until further notice are officers and enlisted personnel in the Hospital Corps who possess a technical specialty in occupational therapy or physical therapy and who are now assigned to such duty in continental naval hospitals or special hospitals (Alnav 306-45; NDB, 15 Oct. 45-1387).

- Other enlisted personnel ineligible at present are: Specialist (S)—shore patrol; Specialist (I)—punch card accounting machine operator; Specialist (X)—key punch operator; Specialist (X)—transportation; and Storekeeper (disbursing).

- Added to the special categories of officers who are eligible *only* upon specific approval of BuPers are those in the Cost Inspection Service, who may, however, if they have sufficient points, submit requests to BuPers for

consideration (AlStaCon, 29 September).

Declared Eligible

- Previously excluded from the point system are Specialist (C)—classification—and Mailmen (MaM) who have been declared eligible for discharge under the demobilization plan as of 1 November (Alnav 345-45; NDB, 31 October).

No Points Required

- Made immediately eligible for demobilization regardless of the number of points held are regular and reserve enlisted personnel and reserve officers who have been for 60 days or more prisoners of war or out of the U. S. control in enemy occupied territory. However, excluded from the provisions of Alnav 306-45 (NDB, 15 Oct. 45-1388) are those regular Navy enlisted men whose period of enlistment or any voluntary extension thereof has not expired. Personnel eligible for release under the directive may, however, if they so desire, request retention on active duty.

- Medical, dental and theological students in the V-12 program can now get out without points if they meet the requirements reported on p. 70.

- Married nurses and certain Waves don't need points. See p. 71 and below.

- Nor do hardship cases. See below.

Married Waves

A Wave married to a serviceman or civilian may be separated from the service upon her written request after one year of active duty, according to new instructions which liberalize the release policy for married Waves (WR Circ. Ltr. 9-45, 1 October).

In addition, a Wave may be separated from the service, upon her written request, if she is married to a veteran of World War II, a former member of the merchant marine who is disabled, or to a serviceman of World War II who has been medically surveyed for limited duty or who is hospitalized awaiting survey to limited duty or separation from the service. She may be released without respect to the date of marriage, length of service, number of points, military necessity or the type of billet in which she is serving.

- The extended leave policy which provided for concurrent leave up to 45 days for wives of servicemen returned from overseas for duty has also been modified to exclude Waves who are eligible for release under existing discharge policies at that time and Waves whose husbands are on terminal leave or eligible for separation from the service. Likewise, transfers which are authorized under previous instructions for Waves married to servicemen returned from overseas have been discontinued.

POINTS REQUIRED FOR RELEASE

	Previous Score	1 Nov	1 Dec	1 Jan
Male officers (except those classified MC and naval aviators in flight status).....	49	46	44	43
Male officers (classified MC—doctors).....	60	53	53	51
Male officers (classified HC, H. chief pharmacist and pharmacist).....	49	46	44	43
Naval aviators in flight status (ensign).....	36	20	20	20
Naval aviators in flight status (other than ensigns)	44	39	34	30
Male enlisted personnel (except those listed below)	44	41	39	38
Male yeoman and storekeepers (except SKD)	44	44	44	44
Male specialists (C) and mailmen.....	not eligible	44	44	44
Female officers (including those classified MC, HC, and H).....	35	32	30	29
Nurse Corps	35	32	32	32
Female enlisted personnel (except those listed below)	29	26	24	23
Female yeoman and storekeepers (except SKD)	29	29	29	29
Female specialists (C) and mailmen.....	not eligible	29	29	29

Temporary USN Officers

• Alnav 299-45 (NDB, 30 Sept. 45-1304) provides for the release from active duty or discharge under the demobilization program of approximately 16,500 of the following regular Navy enlisted personnel who are temporarily serving as warrant or commissioned officers:

Regular Navy retired
Fleet Reserve, Regular Navy
Regular Navy serving under expired enlistments.

Regular Navy eligible for transfer to Fleet Reserve prior to 15 Aug 1945.

• Under the new authorization COs are directed to recommend to BuPers the release from active duty of those temporary warrant and commissioned officers whose permanent enlisted status is USN retired. Such recommendations are to be made regardless of the point scores of such personnel and regardless of their enlisted rate or officer classification. They are to be released to inactive duty in their permanent enlisted status. Applications for retention on active duty in their present officer-status may, however, be made to BuPers.

• COs are also to recommend to BuPers the release from active duty to the Fleet Reserve of those temporary warrant or commissioned officers whose permanent enlisted status is in the Fleet Reserve, USN, and whose critical score computed under the point system equal or exceed those currently prescribed for release as defined for officers of the reserve. Members of the Fleet Reserve are those who have completed 16 or 20 years of service in the Navy and then transferred to inactive duty in the Fleet Reserve. The majority of these men were recalled to active duty at the outbreak of the war.

• Those temporary officers whose permanent status is USN enlisted and who are serving beyond the expiration of their enlistments or voluntary extension thereof may request the termination of their temporary appointments and subsequent discharge from the USN if their critical scores as officers meet the requirements of release for USNR officers. Personnel in this category who do not request discharge will be retained on active duty as officers until the termination of their temporary appointments.

• Those officers whose permanent status is USN enlisted and who were eligible to apply for transfer to the Fleet Reserve prior to 15 Aug 1945, may request termination of their temporary appointments and subsequent transfer to inactive duty in the Fleet Reserve. Requests for termination of temporary warrant or commissioned rank of personnel whose permanent status is USN enlisted and whose enlistments or extensions thereof have not expired will not be considered unless they had the required service on 15 Aug 1945, to transfer to the Fleet Reserve.

• Excluded from eligibility for release are certain specialist classifica-

tions listed in Alnav 252-45 (NDB, 15 Sept. 45-1169) in the groups discussed above as well as in the reserve.

Two Points to Go

• In those infrequent cases where the Navy can not find a useful reassignment for a reserve officer who lacks the necessary points for release, the Navy will consider releasing him provided he is within two points—or four months—of attaining the sufficient number of points. These and similar cases arising in the future will not be considered on the basis of applications from the officers themselves, but will be decided by BuPers upon its own motion after attempts to find useful billets for the officers involved. For the most part, officers affected will be older men in specialized work who may become available for reassignment because the naval activity to which they are assigned contracts or is abolished but who can not be employed in other assignments.

The Navy considers it impractical to reassign officers within four months of separation to billets requiring any appreciable period to become competent in new duties, because of the imminence of their separation from the service. Nor is there any justification for holding such officers in idleness merely so that he can accumulate points.

The policy does not apply to enlisted personnel, as they can be effectively reassigned and profitably employed for short periods, and as a 5-point differential has already been allowed.

Another policy recently announced by BuPers is that officers who are within three points of having sufficient points are not to be sent outside of the continental limits of the U. S., unless they indicate their intention of remaining in the service beyond the date on which they would otherwise be eligible for release.

Hardship Cases

• A further relaxation of the hardship rule is contained in Alnav 298-45 (NDB, 30 Sept. 45-1303) which says that enlisted men of any classification and rating, except Fleet Reservists and retired personnel, who have three or more legally dependent children under 18 years of age are considered to have a prima facie hardship and will be discharged upon their own written request. COs are directed to transfer for discharge such personnel without reference to BuPers.

• Ineligible under this rule are those being hospitalized, undergoing medical treatment or dental treatment, in a disciplinary status including probationary periods, until discharged from hospitalization or treatment or until disciplinary measures have been completed.

• Reduced from 120 days to 90 days is the period of military necessity which officers and enlisted personnel may be retained beyond the day they become eligible for release. However, the rule established by Alnav 252-45 (NDB, 15 Sept. 45-1169) which enables the holding of officers "in case of

extreme military necessity" remains in effect.

As conditions permit the Navy intends to further reduce the military necessity period from 90 days to 60 days.

Regulations Clarified Regarding Personnel On Demobilization Duty

Several instances have occurred where personnel who are eligible for discharge or release under the point system have been assigned duty at separation centers, receiving stations or similar activities authorized to demobilize personnel.

As pointed out by Al StaCon dated 22 September, this is contrary to the demobilization plan, except in those cases where personnel have requested in writing that they be retained in the naval service beyond the time of normal release.

COs have been directed to take immediate action, retroactive to 15 August, for the release of such personnel who were eligible for release under Alnav 196-45 (NDB, 15 Aug. 45-970) or Alnav 252-45 (NDB, 15 Sept. 45-1169).

Naval personnel in Ship's Company who become eligible for separation while in a duty status at centers authorized to demobilize personnel, may be held under the military necessity clause if such action is considered necessary by the CO. They may not, however, be held beyond this 120-day period, unless they request retention, as provided by Alnav 252-45.

As turnover of personnel must be kept to a minimum at separation activities, the directive states that only personnel who have low point scores or who desire to remain in the service should be assigned to such duty.

Demobilization Centers For Navy Nurses Listed

Navy nurses eligible for release under the point system are to be demobilized by the following Wave separation centers:

Naval Barracks (WR), 2162 Broadway, N. Y., 24, serving 1st ND and 3ND, including all of New Jersey.

Naval Training Center, Great Lakes, Ill., serving 9ND, except Kansas, Missouri, Kentucky.

Naval Barracks (WR), Balboa Park, San Francisco, 12, Calif., serving 11, 12 and 13ND.

Naval Air Technical Training Center, Memphis, Tenn., serving 6, 7 and 8ND, plus Kansas, Missouri, Kentucky, North Carolina.

Naval Barracks, West Potomac Park, Washington, D. C., serving 4 and 5ND and Potomac and Severn River Commands, excluding North Carolina.

Nurse Corps officers entering the continental U. S. are to be ordered to appropriate personnel separation units (WR) via male officer intake stations at nearest ports of entry.

This procedure was established by Alnav 282-45 (NDB, 30 Sept. 45-1287).

Further Reduction Is Made In USN Period of Enlistment

A further reduction in the enlistment period was made by the Navy Department, when it announced, effective 18 Oct 1945 and at the option of the applicant concerned, varying lengths of terms of enlistment in the regular Navy:

- Applicants 17 years of age will be enlisted for either two or three years, or not to exceed minority.

- Applicants in the age group 18 to 30 inclusive will be enlisted for two, three, four or six years at the option of the applicant.

Applications from civilians for first enlistments in the regular Navy may be made only as: apprentice seaman, hospital apprentice, stewards' mate second class, and seaman first class (RT).

Inducements for men considering the regular Navy have been augmented by these provisions of the Voluntary Recruitment Act of 1945:

- Reenlistment gratuity of \$50 in all pay grades for each year served in the current term of active duty. Previously the amount was only \$25 for men below the first three pay grades.

- Immediate payment of mustering-out pay, instead of waiting until final separation from service.

- Up to 60 days leave with transportation provided both ways.

- Permanent extension of wartime 20 percent extra allowance for sea and overseas duty.

- Family allowances extended for full period of enlistments and reenlistments contracted prior to 1 July 1946.

- Option re-opened for men in first three pay grades to receive either money allowance for quarters for dependents or family allowance.

- G.I. Bill of Rights benefits assured at end of new enlistment.

- Free postage until 31 Dec 1947.

USNs to Get Sea Duty After 2 Years Ashore

Transfer to sea duty of all regular Navy enlisted personnel who have completed a normal tour of shore duty is provided in procedure outlined in BuPers Circ. Ltr. 311-45 (NDB, 31 October).

The circular letter defines "normal tour of shore duty" as two years, and specifies that duty in ship's company at all continental shore activities and all fleet activities based on shore in the continental United States shall be included as well as all time at service schools lasting more than six months. Time in recruit training, general detail, hospitalization and instruction at service schools of less than six months is not counted.

BuPers announced that it will assign deserving fleet personnel to shore duty as they become available, although reductions in shore activities to post-war allowances are expected to provide the required personnel for reassessment by shore administrative commands.

In reporting men whose tour of shore duty has been completed, CO's have been instructed to omit men who have been found by medical survey to be qualified for shore duty only, and men assigned to shore administrative commands as members of war-depleted families. Men assigned to shore duty for humanitarian reasons, such as family hardship, will be included in the report, with recommendations as to whether such assignment and status should be continued and for how long.

Except in unusual circumstances, earned leave shall be granted prior to availability date for transfer, the circular letter states.

District commandants are directed to submit quarterly reports to BuPers, listing by activity regular Navy enlisted men who have completed a normal tour of shore duty. These reports are to be submitted on the 15th of November, February, May and August.

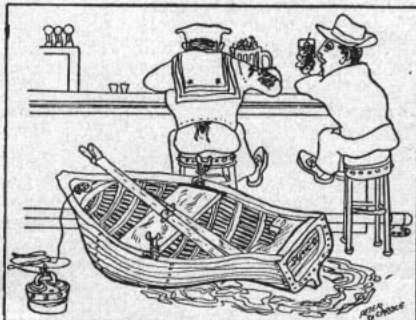
Guidance on Security Given New Civilians

Clarifying earlier reminders that release or discharge carries with it responsibility for protection of military information, security officers have requested that no technical information concerning classified or highly specialized units or equipment be disclosed by demobilized personnel. (See back cover.)

Generally, anything that has been published can be discussed. This permits accounts of combat actions including dates, places, ship damage and casualties as well as generalized references to ship speeds, ordnance, specifications—even radar.

However, strict security should be given the technical phases of research and development, classified materials and processes, techniques and tactics and future movements of United States warships if the mission is of military or international significance. High on the list of subjects to be guarded are antisubmarine measures and equipment, certain submarine gear, cryptography, intelligence, counterintelligence, war plans and, of course, the atomic bomb.

Best advice: when in doubt, don't risk revealing military information by talking.



Wardial (NATechTraCen, Corpus Christi)

Increase in Per Diem Allowance Announced

Increase from \$6 per day to \$7 per day of the maximum allowed for actual and necessary expenses when specified in orders, or for per diem in lieu of subsistence in absence of such specification, is authorized for enlisted personnel traveling by commercial or Government aircraft under competent authority on duty without troops by Alnav 347-45 (NDB, 31 October).

Other changes or additions to Art. 2503-6(a) (1) and Art. 2503-6(a) (5) of the Navy Travel Instructions covered by the Alnav include:

- Fractional parts of a day, except temporary absence from official station between 0800 and 1800 in one day, will be considered a whole day for the purpose of air travel allowance payment.

- When government quarters are furnished, the per diem allowance will be \$3; when subsistence is furnished while away from duty station, \$1 per meal will be deducted from the per diem up to \$3 per day.

- Quarters furnished or made available on the day of return to or arrival at permanent station, and meals furnished prior to departure from, return to or arrival at permanent station, will not be considered as furnished in figuring air travel per diem.

- Commuted ration or station subsistence allowances do not constitute subsistence furnished by the Government, but such allowances shall not be credited for any day on which air travel status exists.

The purpose of these new regulations is to place enlisted personnel in an air travel status on approximately the same basis as officers. Particular attention is called to the fact that these increased allowances are effective on orders issued on or after 15 October.

Additional USN Rates Open

Sixteen ratings, in addition to the 100 announced in the September 1945 ALL HANDS, p. 67, have been opened in which men are eligible for reenlistment or transfer to the regular Navy. They are:

FCS2c	SoM2c	AerM1c	CPtrrL
FCS3c	Ptr3c	PhoM3c	PTrrL1c
CRdM	ACMMT	SKD2c	Bug1c
RdM1c	AMMT1c	SKD3c	Bug2c

Whereas the original directive, BuPers Circ. Ltr. 224-45 (NDB, 31 July, 45-911), stated that recommendations for enlistments were not desired except for those ratings specifically listed as being open, the new directive revised this so that recommendations may be submitted to BuPers, via official channels, for consideration for any rating.

The directive, BuPers Circ. Ltr. 284-45 (NDB, 30 Sept, 45-1335), points out that ship's cook, third class, contained in the original listing of eligible rates, includes those men with the butcher designation of SCB3c.

New Ruling Will Extend Leave Granted to Men Reenlisting

By granting permission to combine accrued reenlistment leave with rehabilitation leave or with the grace period between discharge and reenlistment, BuPers has made a 90-day leave possible and a 60-day leave certain for enlisted personnel who reenlist or have already done so.

During the war, many USN enlisted men were not granted leave upon reenlistment or extension of their enlistments because of the emergency. Now, according to BuPers Circ. Ltr. 308-45 (NDB, 15 Oct. 45-1453), such men are to be granted the accrued reenlistment leave to combine with leave for their current reenlistment, but not to exceed 60 days of reenlistment leave.

Permission to combine rehabilitation leave up to 30 days with the reenlistment leave also was granted, making it possible for USN personnel to obtain 90 days of leave, when returned to the U. S. from overseas for reassignment. The maximum 60-day reenlistment leave may be granted upon reenlistment, provided reenlistment leave was not granted at the time of previous reenlistment.

In the case of reserves entering USN, after service overseas a 60-day leave is possible by combining the 30-day shipping-over leave with rehabilitation leave when returned to the U. S. for reassignment.

Reenlistment leave is also granted in the case of enlisted men of the regular Navy who extend their enlistments.

In all instances, men must reenlist within 30 days of date of discharge to be eligible for reenlistment leave.

Accumulated Leave May Be Granted Reserves Asking Retention on Active Duty

All reserve and temporary officers who submit requests for retention on active duty because they have submitted or contemplate submitting application for appointment in the regular Navy under Alnav 202-45 (NDB, 31 Aug, 45-1036), when made available, may be granted the balance of their accumulated leave. This announcement was made by Alnav 256-45 (NDB, 15 Sept, 45-1173) and amended by Alnav 280-45 (NDB, 30 Sept, 45-1285).

This leave is computed from the date for present continuous active duty in a warrant or commissioned-officer status at the rate of two and one-half days per month less all leave previously granted (except where orders specify sick leave or convalescent leave), not to exceed 120 days.

As personnel may not be readily spared later, it is desirable that the leave be distributed over the demobilization period. Commands authorized to write release orders may grant accumulated leave.

Officers receiving accumulated leave are to be ordered to report to the

naval district or naval air base nearest their leave address for temporary duty and for further assignment by BuPers with the balance of their accumulated leave to count as delay in reporting.

Mutual Aid Association Opens Membership Rolls To Regular Navy Officers

Membership in the Navy Mutual Aid Association has been reopened after being closed during the war, and new allotments to cover premiums may now be registered.

Eligible for membership are all regular permanently commissioned and warrant officers of the Navy, Marine Corps and Coast Guard on the active list, not over 45 years of age, midshipmen of the Navy and cadets of the Coast Guard. New premium rates are now in effect, based on the AM(5) Mortality Table, 2 3/4 per cent interest, and the benefit is \$7,500. There are four plans of protection, paid-up at ages 60, 65, 70 and 75. Following are the monthly level premiums for the various paid-up ages:

Age (nearest birthday)	paid up		paid up	
	60	65	70	75
16	\$8.34	\$8.04	\$7.84	\$7.71
17	8.60	8.28	8.06	7.93
18	8.88	8.52	8.28	8.14
19	9.14	8.77	8.51	8.36
20	9.43	9.02	8.75	8.58
21	9.72	9.28	8.99	8.81
22	10.02	9.55	9.24	9.04
23	10.35	9.84	9.50	9.29
24	10.69	10.14	9.78	9.56
25	11.06	10.46	10.06	9.83
26	11.44	10.79	10.37	10.12
27	11.85	11.15	10.69	10.41
28	12.29	11.53	11.03	10.73
29	12.76	11.92	11.39	11.07
30	13.26	12.36	11.77	11.42
31	13.81	12.81	12.18	11.79
32	14.39	13.29	12.61	12.19
33	15.03	13.82	13.06	12.61
34	15.71	14.38	13.55	13.06
35	16.45	14.98	14.07	13.53
36	17.25	15.61	14.62	14.04
37	18.13	16.31	15.21	14.58
38	19.08	17.05	15.84	15.14
39	20.12	17.84	16.51	15.74
40	21.27	18.71	17.23	16.38
41	22.53	19.64	17.99	17.06
42	23.93	20.66	18.81	17.78
43	25.48	21.76	19.69	18.54
44	27.22	22.95	20.63	19.36
45	29.19	24.27	21.65	20.23

All members detailed for extra hazardous duty and who receive extra pay for it will be charged an additional flat rate per \$1,000 of protection, based on a fair cost of the increased risk of their respective groups as may be determined annually by the board of directors. Aviation premium for 1945 is \$5.30 per month, and the submarine premium, \$2.50 per month. Extra hazardous duty rates for 1946 will be announced by Alnav later this year, and separate allotments should be registered for these rates.

Application blanks and descriptive literature have been distributed to principal ships and stations. Further information may be had by writing to Navy Mutual Aid Association, Navy Department, Washington 25, D.C.

COs Asked to Name Men For Academy Prep Course

CO's of all ships and stations have been asked to survey all enlisted men in their commands and to nominate qualified men for a course at the Naval Academy Preparatory School to prepare them for the entrance examinations to the U. S. Naval Academy (BuPers Circ. Ltr. 282-45: NDB, 30 Sept, 45-1333).

Men of outstanding caliber who have sufficient academic background are to be selected by BuPers from those nominated by COs. All enlisted personnel in the regular and reserve components of the Navy and Marine Corps are to be considered, except those who already are V-5, V-7 or V-12 officer candidates on active or inactive duty. Those chosen will be ordered to the preparatory school for a short, intensive course to prepare for the academy entrance examinations to be held 17 April 1946. No applications received after 1 Jan 1946 will be considered.

For the duration of the present emergency, the requirement of nine months' sea duty has been modified to accept nine months' active service in any ship or station prior to 1 July of the year in which entrance to the Naval Academy is desired. To be considered, men should have a General Classification Test score of 88 or above on the GCT given prior to 15 June 1943, or a score of 60 or above on the new-type test given since that time.

Other qualifications required for nomination, specified in BuPers Manual, Art. D-6102, are that they be citizens of the U. S.; be not less than 17 nor more than 21 years of age on 1 April of the year in which the examination is held; have completed at least three years of high school or the equivalent and have received credit for the satisfactory completion of one year of algebra and one year of geometry; and be able to pass the required physical examination.

Eye Requirements Changed For Academy Candidates

Minimum visual requirements, recently liberalized for enlisted personnel and reserve and temporary officers who transfer to the regular Navy, have now been liberalized for candidates to the Naval Academy and for commissions in the regular Navy as follows:

- Naval Academy candidates with a slight degree of myopia may now be considered for acceptance.

- Minimum vision required of line candidates for commissions in the regular Navy is 15/20 in each eye, correctible to 20/20; for staff corps candidates and officers assigned to engineering duty only and other specialized duty, 8/20 in each eye, correctible to 20/20.

These requirements are authorized by joint letter, BuPers-BuMed, dated 22 Oct 1945, approved by SecNav.

Visual requirements for aviation will be prescribed separately.

Eligible Veterans May Take Apprentice Training from Navy

Aimed at providing a supply of well-trained artisans with superior knowledge and skill fitting them for jobs as key employees and supervisors, the Navy Department's program of apprentice and "on-the-job" training for veterans of World War II is meeting with great success at shore establishments where such training is underway.

Prompted by numerous inquiries, the training branch of the Navy Office of Industrial Relations has detailed the procedure for entrance and listed the apprentice categories available in the program which permits veterans to get not only the prevailing wage but also subsistence or disability allowance.

Under the program, which was set up through an agreement with the Veterans Administration, an eligible veteran is entitled to one year of apprentice training. If he had not passed his 25th birthday at the time of entering service, he may receive additional training in proportion to the time spent in service. If he was over 25 when he entered service, he is still entitled to the same amount of training beyond the first year if his training was impeded, delayed or interrupted by entrance into the armed forces. However, under no condition can the apprentice training exceed 48 months.

Applications for apprenticeship training in a naval installation should be made to the U. S. Civil Service district manager in the district in

which the activity is located. Before the application can be considered a certificate of eligibility and entitlement must be presented to the activity where the applicant anticipates serving. Forms for the certificates and assistance in filling them out are available at VA offices.

Acceptance for apprentice training not only is subject to eligibility of the veteran but also to quotas based on the number of artisans employed at the activity. Information concerning quotas can be obtained at district Civil Service Boards or the Labor Board at the activity.

Upon acceptance for training, the veteran is assigned as a fourth-class apprentice. However, if he has had previous trade experience or trade training in the armed forces he may apply for an advancement examination after a period of three months.

Assignments for training under the program are war-service appointments, and as such, do not insure permanency. However, the policy of giving preference to veterans and to war-service employees assures such trainees a favored position in acquiring regular Civil Service status.

As of August 31, apprentice trades represented at the various navy yards, air stations, drydocks, supply and ordnance depots were:

Aircraft mechanic including instrument, general and motor; blacksmith, boatbuilder, boilermaker, coppersmith, electrician, electroplater, instrument maker, joiner, loftsmen, machinist, aviation metalsmith, millman, molder, painter, patternmaker, pipefitter, plumber, radio mechanic, rigger, sailmaker, sheet-metal worker, shipfitter, shipwright, toolmaker and draftsman.

Veterans in training under the program may obtain subsistence under the GI Bill of Rights or, disability pay under Public Law 16 in addition to the regular apprentice pay. However, combined payments from wages and government aid cannot exceed regular journeymen's wage rates.

Permanent USN Ranks Given 805 Reservists

Appointment of 805 former A-V (N) and NROTC Naval Reserve officers to permanent rank in the line of the regular Navy was announced last month by BuPers. Appointments are subject to acceptance by the officers and fitness for duties at sea as determined by medical examination.

Thirteen of the appointees were to the permanent rank of lieutenant (junior grade) and 792 to the permanent rank of ensign, although all officers receiving the permanent appointments will continue to serve in their present temporary rank until such time as action is taken to effect a general redistribution of rank for the entire service.

The officers are listed by name in the directive, BuPers Circ. Ltr. 305-45 of 15 Oct 1945 (NDB, 31 October).



The Dial (NTS, Chicago)

"Frankly, I'm afraid you're not mature enough to make chief."

Aviation Ground Billets To Be Filled by Aviators Or Other Line Officers

Although there continues to be a need for aviation ground personnel in the Naval Reserve, current plans for the postwar Navy provide that these needs are to be filled either by naval aviators or by other line officers.

Under tentative arrangements naval aviators are to be assigned to such duties as have been performed by administrative, education, personnel, navigation, electronics, air intercept, engineering, equipment and survival, air plot, flight deck, hangar deck, catapult, arresting gear, recognition, gunnery, communications and air combat information officers. Other line and warrant officers will fill duties in photography and aerology and in those jobs now performed by gasoline officers. An exception to this plan may be made, however, in the case of personnel working in the technical fields of airborne electronics and aeronautical engineering.

Personnel now assigned to aviation ground officer duties are to be given an equal opportunity with all others to qualify as line officers of the regular Navy, if they so desire, and aviation ground officers qualified in the duties listed above are urged to submit requests for transfer to the Regular Navy.

The reduction in aviation ground officers is to be effected over the period of time necessary to establish all aviation activities at the peacetime level. Some activities may be reduced immediately to peacetime allowances while others will continue to operate at present or reduced allowances for some time.

The announcement in BuPers Circ. Ltr. 271-45 (NDB, 30 Sept, 45-1323), advised COs to take appropriate action so that reliefs would be provided to carry on the essential work now performed by ground officers, with a view toward assigning personnel in these tasks who would be eligible to continue serving in the jobs in the peacetime Navy.

HOW DID IT START?

Crossing the Line

While the boisterous ceremonies of crossing the line are so old that their derivation is lost, it is said the custom had its origin in the propitiatory offerings the Greek and Roman mariners made to the gods of the sea—Neptune, Amphitrite and their friends—who were believed in control the elements. Gradually, the purpose of the ritual changed and it became really rugged. In the days when the Vikings, the Saxons, and the Normans sailed the seas and their ships crossed the thirtieth parallel or went through the Straits of Gibraltar, the uninitiated members were severely tested. The ceremony was of the roughest sort and designed to try the novices in the crew to see if they could endure the hardships of life at sea.

Today a backward ducking in a tank, a slight shock of electricity and a mock shave with an imaginative concoction are the minor indignities inflicted on those who cross the equator and officially graduate from Pollywogs to Shellbacks.



Appointments As EDOs In Regular Navy Open To Qualified Officers

Officers who have been performing duties relating to certain professions and specialties, and others whose education and experience is such that they feel qualified, are invited to apply for appointment as Engineering Duty Only (EDO) officers in the regular Navy. The offer is open only to those above the rank of ensign (BuPers Circ. Ltr. 303-45; NDB, 15 Oct, 45-1449).

Officers selected for appointment will not necessarily perform duties in the future under the cognizance of a particular bureau, but in order to set forth the qualifications desired the professions or specialties are listed below under the various bureaus and officers which at present have cognizance of the work performed:

- **BuAer** (applicants not required to be aviators):
 - (Aeronautical)
 - Aerodynamics
 - Aeronautical engineering
 - Industrial and Management engineering
 - Mechanical engineering
 - Metallurgy
 - Structural engineering
 - (Aircraft electronics)
 - Electrical engineering
 - Illuminating engineering
 - Mechanics
 - Physics
 - Electronic engineering
- **BuOrd**:
 - Ordnance engineering
 - Mechanical engineering
 - Electronic engineering
 - Electrical engineering
 - Chemical engineering (including explosives)
 - Metallurgical engineering
- **BuShips**:
 - Naval architecture
 - Naval engineering (mechanical)
 - Naval engineering (diesel)
 - Electronic engineering
 - Radio engineering
 - Radar engineering
 - Electrical engineering
 - Petroleum engineering
 - Metallurgical engineering
 - Chemical engineering
 - Industrial engineering
 - Materials engineering
 - Ventilation engineering
 - Illuminating engineering
 - Physics
 - Mathematics
 - Optics
- **Office of Research and Inventions**:
 - Patent attorneys
 - Mathematical physicists
 - Nuclear physicists
 - Organic chemistry
 - Physical chemistry
 - Biochemistry
 - Chemical engineering
 - Mechanical engineering
 - Electronic engineering
 - Electrical engineering
 - Radio engineering
 - Mathematics
 - Metallurgy
 - Aeronautical engineering
 - Aerodynamics
 - Meteorology
 - Psychology
 - Oceanography
 - Physiology
- **Office of Naval Intelligence**:
 - Language officers
 - Officers highly informed on foreign areas
 - Officers experienced in intelligence technique
- **Director of Naval Communications**
 - Officers who are specialists in communication intelligence and security.

Included are certain specialists whose duties have no direct relationship to engineering but for which there is no more applicable classification at present. These men are to be

designated as EDO until a more exact classification for their specialist duties is provided.

Applicants for the first five categories will be required to have a college degree or demonstrate in a test that they have the equivalent general background. Applicants under the final category will be required to have only two years of college or demonstrate its equivalent by means of a test. All applicants must have had experience in their specialty.

Applications are to be submitted in the form and manner prescribed in the basic circular letter covering transfer of temporary USN and reserve officers to the regular Navy (BuPers Circ. Ltr. 288-45), in which service, physical, and age requirements are set forth. Officers may apply after release to inactive duty or separation from the service and may accept or resign commissions as provided in the circular letter covering transfers.

BuPers points out that the EDO designation offers an opportunity for officers to follow a specialized career in the Navy, with the same equality of treatment afforded regular line officers. They will be eligible to apply for postgraduate courses in their specialties or for flight training, as appropriate, and will be counted upon to help keep the Navy's technical service the finest in the world.

EDO officers will be eligible for any shore duty assignable to other line officers and can succeed to command ashore. In pursuit of their specialty they may be assigned to sea duty, but they will not become eligible for command afloat. In promotions, they will not compete with unrestricted line officers but will be assigned "extra numbers" and be considered separately by selection boards.

Book of 100 Navy Photos Available to All Hands

Ample copies of "U. S. Navy Photographs", a 108-page publication containing 100 photographs portraying ships, planes, battles and personnel in action which have been selected by experts as being the best pictures taken by Navy photographers during the war, will soon be available for shipment to Ships' Services and Stores.

The book is being made available because of the belief that each member of the Navy will very likely desire to carry away with him a photographic record depicting the part he and others played in the defeat of Germany and Japan. It is also being made available because men and women were prevented by security reasons from privately assembling their own album.

The book will be offered for general sale at approximately \$1.00 per copy, although COs, who so desire, may purchase the books with available welfare funds and distribute them free on an equitable basis.

(For details on ordering and shipment of volume, see BuSandA ltr. dated 27 Sept 1945 (NDB, 30 Sept., 45-1339).

Some A-V(N)s Eligible For Lump Sum Payments

Officers classified as A-V(N), (A1) and (A2), who were in an aviation cadet status on or before 3 Sept 1942, or their beneficiaries, are now eligible for lump sum payment at the rate of \$500 per year for fractional parts of the first year served, in accordance with a decision by the Comptroller General on 10 Aug 1945, contained in BuPers Circ. Ltr. 298-45 (NDB, 15 Oct, 45-1445). This decision applies also to Marine Corps officers of corresponding classification.

Previously, provisions of the law authorizing lump sum payments to officers of such basic classifications (BuPers Circ. Ltr. 281-43; NDB, cum. ed., 1943, 43-1760) were interpreted to mean that payment did not accrue unless the officer concerned had at least one year of continuous commissioned active duty in the basic classifications, and the authority to prorate the lump sum for a fractional part of a year applied only in cases where the officer had a fractional part of a year's active commissioned service after the completion of one or more years of such service.

In compliance with the Comptroller General's decision, BuSandA Manual will be amended to provide that in the event of the officer's death not as a result of his own misconduct, his transfer to the retired list, or his release from active duty, other than on his own request or for disciplinary reasons, the lump sum payment shall be prorated for a fractional part of a year of commissioned active service, even if the total of such service is less than a year. For fractional parts of a year, the monthly and daily rates of \$41.667 and \$1.389, respectively, will be used in computing the amount due.

Officers or their beneficiaries who may now be entitled to lump sum payment may submit a claim as follows:

- Officers now on active duty in other classifications may submit a claim on GAO Form 2034 which can be obtained from disbursing officers.

- Officers now on inactive duty or who have been discharged, or the beneficiaries of deceased officers may submit a written claim to the General Accounting Office, Claims Division, Washington, D. C., on GAO Form 2034, or by letter. Such claims should be forwarded via the Chief of Naval Personnel.

Lump sum payments, however, are not authorized upon transfer to the regular Navy or discharge from the Naval Reserve to accept appointment in the regular Navy. (For additional mention of A-V(N) payments, see p. 39).



Santana (NavHosp, Long Beach, Calif.)
"Comfy, Sailor?"

No More Lugging: Mattresses Now Provided by Ship, Station

Enlisted men will no longer be required to lug a heavy mattress from duty station to duty station under a plan announced by Alnav 278-45 (NDB, 30 Sept. 45-1283) in which mattresses are henceforth to be provided by the ship or station for all personnel on board. Individual ownership of mattress covers will, however, be continued and their use is mandatory.

Navy-issue mattresses became Government property as of 15 October, at which time ships and stations assumed the responsibility for providing mattresses. As hammocks are no longer issued to recruits, and since they are also Government property, men will not be burdened with carrying them from ship to ship, as they likewise are to be provided, where needed.

If a man purchased a mattress with his own funds, and he wishes to keep it, he may do so by having that fact entered into his service record. Likewise, he may keep the mattress he now has until such time as he moves on to another ship or station.

Methods are now being instituted by BuShips for the sterilization of mattresses afloat and ashore, as required. Used mattresses may be reassigned without sterilization, however, provided they are not infested or have not been used by persons having a communicable disease.

The directive also abolishes the practice of issuing mattresses to recruits.

Cash Prizes Offered For Best Craftwork

Prizes amounting to \$3,300 are being offered by Popular Science Monthly in a contest to find the best in craftwork made by servicemen and women and veterans. Entries must be in by 1 Apr 1946.

Eligible to enter the contest are men and women now serving in any branch of the armed forces, men and women who have been honorably discharged from any of these services since 7 Dec 1941, and men who served in the merchant marine during the wartime months.

Each article entered must have been made personally by the contestant and may represent any type of craftsmanship or handiwork except paintings, drawings, prints, renderings or photography. All entries must be accompanied by a statement giving name, rank and permanent home address of the contestant; the materials and tools used; the approximate date when the object was completed and if a veteran, the date of discharge, or if a merchant seaman, the beginning and closing dates of his service at sea.

The first prize is \$1,000; second, \$500; third, \$200; fourth, \$125; fifth, \$100; sixth, \$75 and seventh, \$50. Fifty other awards of \$25 each will also be made.

When entries are packed for shipment they should not weigh more than 50 pounds and must be postmarked not later than 1800, 1 Apr 1946. Mail entries direct to Servicemen's Handicraft Contest Editor, *Popular Science Monthly*, 353 Fourth Avenue, New York 10, N. Y.

V-12 Medical, Dental, Theological Students May Finish Training

V-12 medical, dental and theological students who are scheduled to graduate upon completion of the current term which was begun prior to 1 Nov 1945 are to be permitted to continue their college training and upon graduation will be commissioned. Others in the pre-professional and professional stages of V-12 medical, dental and theological training are to be offered their choice of: (1) release to inactive duty upon certification of their intention of completing their professional education at their own expense, or (2) transfer from the V-12 program to general enlisted duty.

This plan, announced by V-12 Bulletin No. 327 dated 24 Sept. 1945, does not affect others in V-12.

Those students (medical, dental and theological) who choose to complete their studies begun under V-12, will be required to submit satisfactory statements that they will continue their professional training in civilian schools on inactive duty. In the case of pre-professional students, an agreement to pursue appropriate professional training after finishing the pre-requisite courses must be included in their statement.

Upon receipt of such statements, COs of V-12 units are authorized to transfer these students to the nearest separation center for release to inactive duty in the rating of apprentice seaman, Class V-12, USNR.

To enable USN and USN-I men who are now in V-12 medical, dental or theological programs to complete their professional or pre-professional education, provision is made in the directive for their discharge from the regular Navy, immediate reenlistment as AS in the reserve and then for release to inactive duty in the Naval Reserve.

V-12 students who choose to complete their studies on inactive duty are eligible for Government aid under the G. I. Bill of Rights, provided, of course, they meet the minimum service requirement of 90 days' active service in general enlisted or officer status.

Determination of eligibility for such educational benefits is made by the Veterans Administration.

Those men who desire to complete their educations, but who do not have sufficient service time to make them eligible for Government aid under the

G. I. Bill of Rights, could, of course, elect to be transferred to general service. They would, however, not be eligible for release upon completing the period of service time required to eligibility under the G. I. Bill of Rights, but would have to accumulate sufficient points for discharge under the demobilization system, details of which may be found on p. 64.

V-12 Grads to Receive Commissions as Ensigns

V-12 engineers, physics majors, aerology majors and deck students scheduled to complete V-12 training on or about 1 Nov 1945 will be commissioned as ensigns in the Naval Reserve and assigned to active duty in officer status if they meet all the requirements previously established for transfer to reserve midshipmen's training, according to Navy V-12 Bulletin 331, dated 2 Oct 1945. They will not be commissioned at V-12 units, but will report to specifically designated activities for commissioning.

The bulletin also provides that pre-Supply students who will complete their allowed V-12 training on or about 1 Nov 1945 will be transferred to the Navy Supply Corps School for approximately three months' training leading to appointments as Ensigns (SC), USNR.

V-12 Dischargees May Draw Clothing

Students in V-12 who are eligible for release under the Navy's demobilization plan are to be permitted to retain sufficient Navy clothing for travel to the separation center and to keep all items so issued upon return to civil life, V-12 Bulletin No. 333, dated 8 Oct 1945, announced.

NROTC and medical, dental and theological graduate students are to receive one each of the following: blue uniform, raincoat-overcoat, blue woolen gloves (if required), black tie, officer-style cap or blue garrison cap, black belt and all insignia.

All other apprentice seaman V-12 are to receive one each of the following items of enlisted gear: blue trousers, overcoat, raincoat (if necessary), neckerchief, dress blue jumper, blue woolen gloves (if necessary) and cap (blue or white as appropriate).

Mexico Travelers Warned Of Currency Restriction

Personnel making unofficial visits to Mexico are advised by BuPers Circ. Ltr. 276-45 (NDB, 30 Sept, 45-1328) that a Treasury Department regulation forbids the exportation to Mexico or importation from Mexico of U. S. currency in denominations larger than \$20.

Details governing travel to Mexico by naval personnel appear in BuPers Circ. Ltr. 178-45 (NDB, 30 June, 45-726).

Alnav Promotions Open To Inactive Officers, Also Those on Leave

Officers of the rank of lieutenant commander and below, with the exception of chief warrant officers, who have completed or may complete continuous active service in rank for certain stipulated lengths of time, may expect to be considered eligible for promotion either by Alnav or letter of promotion authority, in accordance with Alnav No. 346, of 16 Oct 1945.

Time required in rank in the various grades is as follows: Warrant officers, ensigns and lieutenants (jg), 18 months; lieutenants, 24 months; lieutenant commanders, 24 months, subject to recommendation by a selection board. Promotion of commanders and above will be handled individually by selection boards.

Prior to release for terminal leave, commanding officers of all naval activities must insure that officers under their command are given all promotions due under existing promotion authorities. If the appointment to a higher rank makes the officer ineligible for mustering pay, he may either elect to be promoted or receive the mustering out pay.

If an officer is in a terminal leave status, and has not previously refused to accept the promotion, he may request the promotion from the commanding officer of any naval activity, who is directed to honor the request, subject to the following instructions:

The officer must meet the eligibility requirements of a promotion authority, prove identity and eligibility for promotion, show terminal leave status and present his officer qualification jacket. In effecting the promotion, commanding officers should follow the procedure as prescribed by the promotion authority and BuPers Circ. Ltr. 222-43, except that the lack of a positive recommendation in the qualification jacket will not prevent promotion. A signed statement by the officer regarding service in rank will be accepted as proof, and the acceptance or refusal of the appointment, signed by the officer, will be forwarded to BuPers.

Officers of the rank of lieutenant commander or below in an inactive duty status, who have not previously refused the promotion, and who consider that they have completed the prescribed continuous active duty in rank, will be fully entitled to bear the official title of the higher rank and wear the uniform of such rank, pur-

suant to Alnav 245-45, provided the inactive duty status was started subsequent to 8 May 1945.

Reserve officers on terminal leave or in an inactive duty status should advise the promotion section of BuPers of their home address so that when and if they become eligible for promotion, BuPers may take the necessary action.

Promotion authorities to date since 1 July 1945 are as follows: Alnavs 149, 150, 185, 237, 238, 304, 305, 317 and Circ. Ltr. 220-45. Action taken in accordance with this Alnav should not impede demobilization in any way, and the provisions terminate concurrently with the temporary promotion law.

Alnav Directs Release Of All Married Nurses

Provision for the release of all married officers in the regular and reserve Nurse Corps was announced in Alnav 339-45 (NDB, 30 October) which requests such officers to submit resignations to the Surgeon General through official channels. The Alnav rescinds, as of 1 November 1945, war-time measures granting active duty to married nurses. Approximately 700 married nurses are made eligible for release by the Alnav.

Officers in the regular Nurse Corps are to remain on active duty pending action on their resignations, while those in the Naval Reserve are to be released to inactive duty after submission of their resignations.

The Alnav adds that, at present, resignations of Nurse Corps officers for the purpose of marrying will not receive favorable action.

Temporary Commissions Limited to Former POWs

The only personnel eligible at the present time for recommendation to warrant or commissioned officer ranks are former prisoners of war, BuPers Circ. Ltr. 304-45 (NDB, 15 Oct, 45-1386) announced last month. However, should the need develop for additional temporary officers during the transition period from the wartime to peacetime Navy, BuPers will request recommendations, and at that time the names and applications of individuals in the following categories will be considered without further recommendation being necessary from the CO.

- Those candidates previously notified who were placed on the eligibility list for appointment but who have not as yet been appointed.

- Those who were notified that they met minimum requirements for appointment to certain ranks, but were not placed on the eligibility list because there were at the time a sufficient number on that list to meet the number of required appointments for the next 12 months.

- Those previously notified that they were not selected but that their recommendations would be considered at a future date.

- Those whose recommendations were forwarded to BuPers prior to receipt of BuPers Circ. Ltr. 304-45, but who have not received individual notification of the action taken on such recommendations.

How to Find Out Battle Stars You Rate

It is now possible for you to definitely determine how many engagement stars you are eligible to wear on your area campaign ribbons. A 113-page book listing individual ships and units entitled to engagement stars for participation in operations and engagements was mailed by BuPers last month to all ships and stations.

The book contains all campaigns through the Western Caroline operation, except for the consolidation of the Northern Solomons. As records are received and authorization given for subsequent engagements, supplemental issues will be distributed. *The book (NavPers 15,632) is not available for distribution except for official use.*

Copies, however, have been sent to all ships and stations so that personnel may determine the number of stars to which they are entitled. COs having enlisted men's records in their custody are directed to review such records immediately and make appropriate entries of operations and engagement stars to which the individual is entitled, and to delete those which are already in the jacket, but which are not in conformance with the authorization contained in the official listing. COs are also to issue to officers in their command a statement of their operation and engagement stars, a copy of which is to be sent to BuPers, Commandant, Marine Corps or Commandant, Coast Guard, as appropriate.

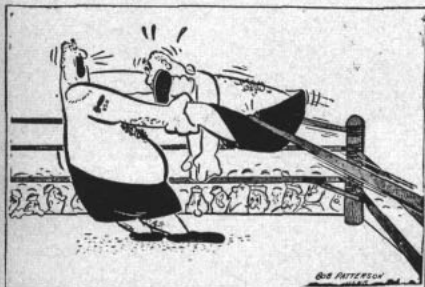
Daily Comics Offered To Ships' Newspapers

A daily page of eight of the most popular syndicated comics used by U. S. newspapers may be furnished to mimeograph and photo-offset daily newspapers at sea and overseas in a new service now being offered by the Ships' Editorial Association, (SEA) according to BuPers Circ. Ltr. 295-45 (NDB, 15 Oct. 45-1442).

If there is evidence of sufficient interest in the proposed venture, it will provide mimeograph papers with six pre-cut stencils per week, and photo-offset papers with page reproduction proofs which could be transferred photographically to offset plates. Letterpress papers may also subscribe to the photo-offset service if they wish to make their own plates, and a mat service will be undertaken if there is sufficient interest to warrant it.

Cost of the service to commands using it is estimated at \$2.00 per week, and the assessment may be paid from appropriated Welfare & Recreation funds, from Ship's Stores profits and from Welfare funds (non-appropriated).

Interested commanding officers are requested to inform BuPers of their desire for the service as soon as possible and to indicate in order of preference, the eight comic strips desired most by men in their command. An enclosure to the letter lists the available comic strips from which the eight are to be selected, and final selection will be based on a compilation of the preferences indicated.



Hoist (NTC, San Diego)

BuPers, BuSandA Outline Procedures for Release Of Officers Outside U. S.

Regulations governing the release of officers outside the continental United States and release of officers with homes of record outside the continental United States, have been set up in a joint letter from BuPers and BuSandA.

An officer eligible for release from active duty, whose home of record was within the continental United States at the time he was ordered to active duty, may request to be released outside the continental limits. If he is stationed in territories or possessions of the U. S. at the time of his eligibility for release, he must submit a written request for such release to the Chief of Naval Personnel, via the authority designated in AlNavs 198-45 and 228-45. This authority can approve or disapprove the request without prior reference to BuPers.

If the officer desires to be released in a foreign country or its possessions he must first obtain permission to remain in that country through the U. S. diplomatic or consular office. In addition he must submit a written request for release in the foreign country to BuPers via the authority designated in AlNavs 198-45 and 228-45. This authority can approve or disapprove the request without prior reference to BuPers.

Approval of an officer's request for release outside the continental limits of the U. S. carries with it the stipulation that there will be no reimbursement for travel outside the continental limits after the date of release. If the officer does not wish to assume such expense, the authority for his release will be revoked.

Advance payment of mileage will be computed from the port of entry into the U. S. nearest the place from which the officer was called to active duty, to that place or to his home of record. One of the following constructive ports of entry will be used: Boston, Mass., New York, N. Y., Norfolk, Va., Charleston, S. C., Miami, Fla., New Orleans, La., Wilmington, Calif., San Francisco, Calif., and Seattle, Washington.

Transportation of dependents of such officers will be governed by the basic policy which authorizes transportation from the last permanent duty station to the official residence. In cases where dependents have obtained transportation to a designated location at the time the officer was assigned to overseas duty, transportation will be authorized from that location to the home of record. If dependents do not desire transportation to the home of record, they may travel to other destinations. However, the measure of allowance in this case will be from the last permanent duty station, or other designated location, to the desired destination, but not to exceed the cost of travel from the last permanent duty station, or other designated location, to the home of record.

Where dependents are located at the overseas station, transportation for dependents to the port of entry in the

continental United States must be by government transportation if available. In this type of case application should be submitted to the overseas command having jurisdiction who is authorized to furnish commercial transportation when it is determined that no government transportation will be available within a reasonable time. Commercial transportation is authorized from the port of entry to the official residence of record at the time of call to active duty.

An officer on duty within the U. S. or on a ship within a U. S. port, and who is entitled to return to a home of record outside the continental U. S. upon release, will be separated at the Officer Separation Center serving nearest the duty station or port, and will request BuPers to arrange for travel. No mileage will be paid, however, until the completion of travel. If the officer does not desire to return to his home of record outside the U. S., any mileage claims will be based on travel to any one of the following constructive ports of embarkation nearest his home of record: Boston, Mass., New York, N. Y., Norfolk, Va., Charleston, S. C., Miami, Fla., New Orleans, La., Wilmington, Calif., San Francisco, Calif., and Seattle, Washington. Transportation of dependents will be the same as that given for officers released outside the continental limits insofar as applicable. However, if water transportation is involved, application must be made to BuPers for dependents within the U. S., or to the appropriate naval authorities if the dependents are overseas. Commercial land travel is authorized for dependents.

An officer on duty at a station outside the continental U. S., or on a ship not in a U. S. port, will be returned to his home of record outside the U. S. if he so desires. If he does not want to return to his home, he may be released from active duty in a possession or territory of the U. S., or in a foreign country, provided the request is approved and he waives claim to any further transportation at government expense.

In all cases, the shipment of household effects at government expense will be in accordance with the regulations in BuSandA Manual, Art. 1870.

Enlisted men and women may also be released from the service outside the continental limits of the U. S. at their own request, and in accordance with the provisions of BuPers Manual, Art. D-7018 and D-7019. As in the case of officers, they must waive transportation back to the U. S. and comply with all of the requirements necessary for their legal entry into the country. For detail see Alnav 302-45 (NDB, 30 Sept. 45-1307) and reference above.

Volunteers Desired For Publications Billets

Fully qualified editorial, art, circulation, production and photolithographic personnel, officer and enlisted, are needed for ALL HANDS magazine and Ships' Editorial Association (SEA) in Washington, for the Navy News Bureau (a wire service) in San Francisco, and *Navy News* (Guam and Philippine editions), the Pacific daily newspapers.

By Alnav 355-45, volunteers are invited to submit requests through official channels for this duty.



WHEN THE USS GAMBIER BAY CROSSED THE EQUATOR elaborate "Crossing the Line" ceremonies were held and ship's photographers took some 30 photographs and sent them to the United States for printing. Before the pictures could be returned, the Gambier Bay was sunk in the Battle for Leyte Gulf. About 400 sets of the pictures are on hand and survivors may obtain them without charge by writing to BuPers (Merchandise Services Section), Navy Department, Washington 25, D. C.

Alnav Lists Eligibles For Exchange Relief

As announced by Alnav 311-45 (NDB, 15 Oct, 45-1393) entitlement to exchange relief has been limited to the following personnel by Executive Order 9449, effective 1 Oct 1945:

Members of naval missions, naval attaches, naval observers, naval liaison officers, port directors, and officers, enlisted personnel and civilian employees attached to such offices;

Personnel in a travel status when their travel orders specifically say they are entitled to exchange relief;

Those on duty ashore where either government quarters or messing facilities are not available, and

Those on duty ashore, whose dependents (as defined in Sect. 4 of the Pay Readjustment Act of 1942, as amended) reside with them.

Exchange relief is the additional reimbursement which is allowed for losses due to the appreciation of a foreign currency in relation to the U. S. dollar, details for which may be found in BuSandA Memo, Art. 2140-0.

Except for those mentioned above, no person in the Navy, Marine Corps, or Coast Guard is entitled to exchange relief when on duty where both government quarters and messing facilities are available. "Quarters" is defined by the Alnav to include both billets and tents, and "messing facilities" to include officers' messes, general messes and contract messes. Quarters are considered as being available in any case where personnel are not required to procure quarters at their own expense.

Applications Requested For Tabulating Course

In view of the definite need throughout the Navy for operators of electric tabulating equipment, Alnav 322-45 (NDB, 15 Oct. 44-1404) asks for immediate applications for a course of instruction in the operation of these machines.

Applications are desired from line officers with background in personnel administration or communications, Supply Corps officers and pay clerks experienced in stock control and inventory systems, disbursing and general supply, and Civil Engineering Corps officers, particularly those experienced in stock control and inventory systems.

Eligible to apply are officers and warrant officers of the regular Navy and Naval Reserve officers and warrants who have applied for transfer to the regular Navy and who are of the rank of Lieutenant or below and under 36 years of age. Instruction will include a two week familiarization period at a Navy Tabulating Installation, a four week intensive factory course in methods, procedures, scheduling of work load, etc., and additional training in a Tabulating Installation before assignment to duty in this field.

When forwarding applications commanding officers should indicate whether the applicant is recommended for this training and if relief is needed.



Medal of Freedom Design Announced

The design for the Medal of Freedom, which was authorized by presidential Executive Order 9586 of 6 July 1945, has been announced and is illustrated above. The rules governing the award of the medal by the Secretary of the Navy were announced to the service in SecNav ltr. dated 29 Sept 1945 (NDB, 30 Sept, 45-1271).

This new medal, which is not to be confused with the Victory Medal for World War II (still unannounced), may be awarded to any person who, on or after 7 Dec 1941, performed a meritorious act or service which has aided the U. S. in the prosecution of the war, and for which the award of another U. S. medal would be inappropriate.

It may not be awarded to members of the U. S. or Government of the Philippine armed forces for acts performed while they were members of those forces, nor to citizens of the U. S. or habitual residents of the U. S. for meritorious acts performed within the continental limits of the U. S., excluding Alaska.

It may, however, be awarded to U. S. or foreign citizens for acts performed outside the U. S. or to members of armed forces of friendly nations to whom the award of the new medal would be more appropriate than other existing awards. The ribbon is red with four white stripes.

(Complete details on precedence, presentation and subsequent award are contained in the SecNav letter.)

Instructor Qualifications

New qualifications for recruit and service school instructors were approved recently by SecNav and may be found in BuPers Circ. Ltr. 285-45 (NDB, 30 Sept. 45-1336), which has been issued to cancel and supersede Arts. D-5304, D-7032 and D-7033 in BuPers Manual.

Applications Invited For Photographic Pilots

Officers with experience and technical knowledge gained during the war in aerial photographic reconnaissance supporting combat operations are invited to apply for regular Navy commissions, to receive additional training as necessary and to serve as aerial photographic pilots for the purpose of research and development of aerial photography, photogrammetry and aerial navigation cartography, Alnav 335-45 (NDB, 15 Oct. 45-1417) states.

Nonpilot applicants must be less than 27 years of age and their applications endorsed by medical examiners as to physical qualifications for flight training. Scores on aviation aptitude tests also must be given with the applications. Most qualified applicants are now in the naval reserve and to be eligible must request transfer to the regular Navy. Enlisted personnel are not eligible.

Nonpilot graduates of photographic school or photographic interpretation school will be sent to flight training and photographic operational training. Other nonpilots with hydrographic or cartographic experience will be sent to photographic school or photographic interpretation school—as well.

In addition, applications for aviation photographic duty are desired from photographic squadron pilots and carrier photographic pilots. They will be sent to photographic school or photographic interpretation school and to photographic operational training as necessary.

All applications should be submitted through official channels to BuPers via CNO (Att: Op 32).

USN Yeomen, SK Rates Open to Specialists (I)

Envisioning the fleet's need for personnel experienced in the operation of electrical tabulating machines, BuPers has offered Specialists (I) the opportunity to enlist or reenlist in the regular Navy for duty utilizing their special training.

Inasmuch as there is no provision for specialist ratings in the postwar Navy, Specialists (I) are being encouraged to qualify for storekeeper and yeoman ratings which will be given electrical tabulating machine operators.

Authority for transfer of Specialists (I) to rates of equal pay grade for the purpose of enlistment or reenlistment in the regular Navy has been granted in BuPers Circ. Ltr. 306-45 (NDB, 15 Oct., 45-1451).

Physical Exams Scheduled For USN, USMC Officers

Boards of medical officers will convene during January 1946 to conduct physical examination of Navy and Marine Corps officers of the regular service on the active list who will have attained the age of 50 during 1946, and those over 50 years of age, to determine their physical fitness to perform all duties at sea or in the field.

Details were announced last month by BuPers Circ. Ltr. 293-45 (NDB, 15 Oct. 45-1440).

Safety Measures Urged To Hold Down Accidents During Demobilization

Stressing the importance of "surviving the peace," the Safety Branch, Shore Establishments Division of the Navy warns those who survived the war that, with large numbers of men moving as a result of the demobilization program, personnel must be alert to avoid accidents.

Auto accidents and accidents occurring on roads have been found to be by far the greatest hazard, accounting for 25% of all accidents, according to figures from February through May this year at the Navy Training and Distribution Center and Frontier Base, Treasure Island, Calif., considered typical of large naval bases.

Safety measures urged for preventing this type of accident include:

- Proper maintenance of vehicles.
- Maintenance up to a safe standard of all roads, bridges, and intersections.
- Alertness on the part of drivers, passengers and pedestrians.

The safety experts also call attention to the fact that a substantial number of the 591 accidents analyzed at Treasure Island occurred in activities other than those associated with duty during normal duty hours. Of the 591 counted, 107 took place during athletics, 72 in commissary duties, 55 in barracks, 14 in other scheduled activities, 10 during physical training and only seven aboard ship.

It is also significant that of the 591 accidents, 231 were wounds, 88 fractures, and 145 sprains—the kind of accidents that do most to disable men.

The Safety Branch points out that 98% of all accidents are preventable.

Most Pacific bases have officers specifically assigned to safety duties, and their help is available toward the objective of sending home the most men with the least accidents.

CincPac Stresses Serious Results of Missing Ship

Failure to realize the serious consequences of liberty-breaking and missing ship in Pacific Coast ports has resulted in naval personnel being subjected to more and more general courts-martial during recent months, states Pacific Fleet Letter 36L-45.

Stating that more than 80% of cases from the Fleet concerned personnel missing their vessels and that nearly all offenses were committed while ships were in Pacific Coast Area ports, CincPac requested COs to take steps to impress upon enlisted personnel the almost inevitable result of misbehavior.

Exhaustive interviewing of offenders indicates that the average enlisted man appearing before a GCM failed to know that:

- The chance of avoiding detection for a prolonged period is extremely remote.
- An absentee's allotments (and government allowances for dependents) are automatically stopped. They can-

not be renewed unless and until the offender again attains a pay status by restoration to duty upon completion of punishment.

• A sentence of bad-conduct discharge for a previous offense, which may have been held in abeyance, is not automatically carried out if a new offense is committed. Instead, the man usually faces trial by general court-martial with attendant confinement, reduction

to apprentice seaman, loss of pay and dishonorable or bad-conduct discharge. • Upon conviction of desertion, a dishonorable discharge and *loss of citizenship* are mandatory. Confinement at hard labor for several years is almost always a part of the sentence. • The many benefits provided in the so-called GI Bill of Rights are available only to men discharged under other than dishonorable conditions.

A Wave's Angle On GI Insurance

Many Waves getting out of the service are asking, "What's the best thing for me to do with my GI insurance? Keep it, convert it, or what?" Last month's ALL HANDS article on insurance, p. 28, printed the general answer for most naval personnel. A Wave who thinks there may be some special angles for Waves to consider has submitted the following, which has been endorsed by the BuPers' Insurance Section.—Ed.

Almost every woman, including Waves, believes that sooner or later she'll find a man to love, honor and cherish her—and pay the bills. Statistics prove it.

The husbands carry insurance for the protection of their wives and families and for savings. Wives approve the idea, reap the benefits, but, in the main, have not carried insurance policies so much themselves.

The war introduced a new trend. When women went on Navy rosters, they also went on National Service Life Insurance rolls—with more than 80,000 applications for more than \$445,000,000 of insurance protection. The ladies of the Navy were quick to recognize a good thing—complete protection at minimum rates.

Will they let it go when they put aside their garrison hats for dizzy feathered creations? Probably not if they knew the facts. Here are some angles worth considering.

For instance, after you've had your National Service Life Insurance for one year, it can be converted to ordinary life, 30-payment life or 20-payment life.

Suppose you are married or will be soon. If you have children, you'll want to save for their college education or other advanced training. Why not do it with a converted National Service Life Insurance policy, say a 20-pay or 30-pay contract? You'll have a life insurance policy protecting your family against unhappy eventuality. For example, in 20 years, when the children are almost grown up, the cash value of a 20-payment life policy in most cases will equal or slightly exceed the amount of the premiums you paid. Any dividends paid would mean a further reduction in the actual cost to you of the protection. At that time the need for protection with probably be less but the cash will prove mighty handy to help

Johnny with that engineering course or Mary's whirl at the fashion school. So it would amount to having had a life insurance policy at the same time that you were building a savings account.

Suppose you're a career girl with an eye to the main chance in business. Perhaps there's a possibility of investing in a small real estate venture. Or maybe you get an opportunity to buy an interest in that organization for which you've been working. Nice to have the cash available? You'd have it if you'd converted your NSI policy. Policyholders of NSI can borrow up to 94% of the cash value of their policies at any given time at a loan interest rate of 5%.

Suppose you get on the binnacle list. Let's hope it doesn't happen—but you *may* find yourself continuously and totally disabled for six months or longer. Some savings may have to be liquidated to pay for your care and treatment. Are you afraid you might have to let your policy lapse because you wouldn't be able to maintain the premium payments? No need to fear. Your NSI policy has a disability clause. Upon application by you, the government will, after six months of total disability incurred before age 60 and while the insurance is in force under premium-paying conditions, pay your premiums for you as long as you're laid up (and refund the premiums you paid from the beginning of your disability until your claim is approved, too!). When you get well you start paying again but you do not have to repay any premiums.

There's a psychological factor, too, that applies to all of us, wed and unwed, living alone and liking it or living alone and hoping. An insurance policy is not as accessible as a piggy bank. Sure, you've resolved to deposit about \$15 a month; but who'll be the wiser if you skip it just one time—or another, or another? You can't treat an insurance policy that cavalierly. Each month you'll be reminded that a premium is due. The goal is set. Twenty or 30 annual payments and the game is yours. No whim or alibi is worth a lapsed insurance policy.

So it's a double-feature—protection on your life for your dependents, and a rainy-day nest egg for you if you need it.



Spindrift (Navy Pre-Flight School, Iowa City, Iowa)
 "Boo! Hoo! Hoo! I wanna put my bib on backwards like daddy!"

Competitive Examinations 8-9 May for Appointment As Coast Guard Cadets

Competitive examinations leading to appointments as cadets at the U. S. Coast Guard Academy will be conducted on 8 and 9 May, 1946, according to BuPers Circ. Ltr. 259-45, and successful candidates will receive a 4-year course leading to a Bachelor of Science degree in engineering and a commission in the Regular Coast Guard.

The appointments to cadetships, offered to young men standing highest in nation-wide competitive examinations, are determined by averaging a candidate's grades in mathematics and English together with his adaptability grade. The latter is assigned by the selection board on the basis of a personal interview and the records submitted with his application.

Military personnel, as well as civilians, are eligible for nomination to the Coast Guard Academy provided they qualify in all respects for appointment. No waiver of the requirements will be granted.

The following are basic requirements:

Be not less than 17 years of age nor more than 22 years of age on 1 May 1946.

Be at least a high school graduate.
 Be unmarried.

Have the following credits, either in high school or college:

Algebra	2	English	3
Plane Geometry		Physics	1
Trigonometry	1/2	Chemistry	1
Other Optional Credits	6 1/2		

Be at least 5' 6" in height, with vision of 20/20 uncorrected in each eye and otherwise in good physical condition.

Basically scientific in character, the courses are intended for professional training of young men who are candidates for commissions and careers in Coast Guard service.

The May examinations will be given only within the continental limits of

the U. S., and only those enlisted personnel of the Army, Navy and Marine Corps whose units or stations are in the United States during the time required to take the examination will be able to participate. However arrangements will be made for qualified Coast Guard enlisted personnel to take the examinations regardless of where they may be stationed. COs are authorized, at their own discretion, to grant requests for leave to those men whose applications have been accepted by the Commandant, U. S. Coast Guard. In addition, upon written request, successful candidates may be discharged by BuPers to accept cadetships.

Correspondence relating to Coast Guard Academy appointments should be forwarded via official channels to the Commandant, U. S. Coast Guard, Washington, D. C., and postmarked no later than 1 April 1946. Descriptive literature concerning the Academy, a fully accredited educational institution operating under scholastic and military standards similar to those of the U. S. Naval and Military Academies, may be obtained from the Commandant.

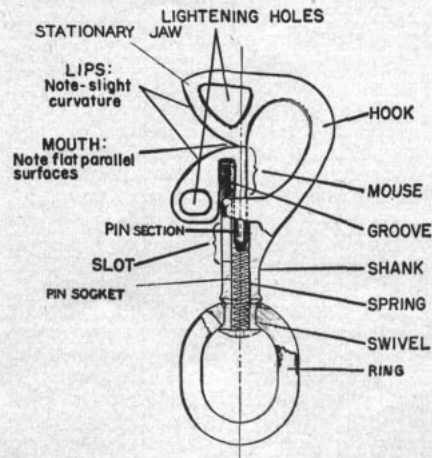
New Snap Hook Adopted For Use on Signal Flags

A new signal flag hook known as the quick-acting snap hook which will facilitate the bending on of signal flags has been adopted by the Navy. The hook was developed by Gerald E. Foreman, CQM, USN, while on duty with Commander Fleet Operational Training Command, U. S. Pacific Fleet, Chief Foreman is now stationed at the NTC, Bainbridge, Md.



G. E. Foreman

The new hook is superior to the old standard hook in both speed and ease of operation since only one motion is required to snap the hook to the flag ring. The snap lock of the hook engages the ring solely through the pressure of the ring against the dovetailed lips of the hook, thus eliminating manual operation by the thumb. See diagram below.



Mainsheet (NTC, Bainbridge, Md.)
 "I'll raise you a fin!"

Offer \$5,000 for Best Book Combatting Intolerance

Supplemented by a recent grant in memory of an ensign who lost his life in the Battle of the Coral Sea, the Julian Messner Award for the best book combatting intolerance in America now offers an outright prize of \$5,000, with an additional \$1,500 in advance royalties.

The Ensign Lionel Judah Tachna Memorial Foundation, established in December 1942, created a scholarship at the University of Michigan, alma mater of Ensign Tachna who was lost when the destroyer USS *Sims* was attacked and sunk by the enemy in May 1942.

The Messner award will be made to the author of the book, whether fiction, non-fiction or graphic and dealing with any or all phases of intolerance, which in the discretion of the contest judges, Clifton Fadiman, Carl Van Doren and Lewis Gannett, seems most likely to contribute to the abolition or diminution of intolerance in America. The contest closes 30 March 1946. Entry blanks may be obtained from Julian Messner, Inc., 8 West 40th Street, New York 18, N. Y.

Navy Will Replace Blues Men Had to Leave Behind

Because many ships left the States "stripped for battle" some men were not permitted to take their blues along when they left for sea or overseas duty. Many men ordered to the tropics similarly were told officially not to bring their winter uniforms.

When such personnel return to the States, they are to be issued *without charge* and under authority of Alnav 284-45 (NDB, 30 Sept, 45-1289), one dress blue jumper, one pair blue trousers and one overcoat.

To be eligible to receive the clothing, an enlisted man will be required to sign a sworn statement that these items were once (but are no longer) in his possession because he was prevented by higher naval authority from taking or having such items with him at the time he departed from the U. S.

New Personnel Allowances Reflect Changing Demands

Indicating that the Navy means business in its demobilization program, BuPers Circ. Ltr. 287-45 (NDB 15 Oct, 45-1435) establishes a post-war manpower pattern and specifies new personnel allowances for various classes of activities, based on a percentage of strength authorized during the war.

Effective immediately, the directive provides for large reductions under the wartime complements of officers and enlisted men for all activities except a few directly connected with the demobilization and reconversion programs. COs are directed to determine the classification of their activities in the personnel allowance reduction table, "bearing in mind that the national interest requires an immediate reduction of the naval forces."

Future requests for increase or decrease in personnel allowances of any activity will be authorized only in line with the postwar Navy's projected strength and make-up. The five classes established by the directive for determining the percentage of personnel to be allowed in terms of the 1 Aug 1945 peak follow:

- Class I—100% of present war allowance, or in excess: Demobilization centers and intake stations; activities concerned with demobilization procedures such as field disbursing branches; receiving stations; personnel distribution and transportation activities including NATS; reserve fleet berthing areas shore-based; projects or activities to be hereafter specially designated by CNO, CominCh, SecNav; occupation forces in enemy theatres; hospitals; and naval prisons, disciplinary barracks and retraining commands.

- Class II—Approximately 70% of present war allowance: Staffs, ships in commission or in service, or plane squadrons while in an operating status unless reduced below that percent-

age by proper authority; activities in direct support of the fleet—NSDs, NOBs, NADs, NAs; projects or activities considered of special importance by cognizant material bureaus.

- Class III—Approximately 65% of present war allowance: New construction until fully commissioned; activities of shore establishments engaged in routine functions of a continuing nature; training staffs in all training activities.

- Class IV—Approximately 50% of present war allowance: Activities whose functions are declining or relatively unimportant during this period.

- Class V—Less than 50% of present war allowance: Activities being in caretaker or laid-up status, in reserve, in process of being disestablished, with functions specifically limited or suspended, or with personnel not available.

Personnel distribution to overseas bases not covered in the above class designations remains under the direction of CNO.

Combat Correspondents Eligible for Press Club

All accredited combat correspondents who have written for Army, Navy or Marine publications from the various theaters of war are eligible for membership in the Overseas Press Club of America.

Twelve consecutive months overseas or an aggregate of 24 months qualify a correspondent for active membership. Associate members need three consecutive months or an aggregate of twelve months duty abroad.

Correspondents interested in joining the club should write the Executive Secretary, Overseas Press Club of America, Lotos Club, 110. West 57th Street, New York City, N. Y.

Financial Aid Offered To Promising Writers

Houghton Mifflin Company is again offering Literary Fellowships to promising writers, including men and women in the service, who need financial assistance to complete book projects. Applications will be received between 1 Nov 1945 and 1 Jan 1946, and awards will be made as soon as possible after that date.

The Fellowships of \$1,500 each are payable in monthly installments of \$125, with \$500 of the total to be considered an advance against the royalty. The royalty rate will be 10% of the retail price on the first 2500 copies, 12½% on the next 2500, and 15% thereafter.

Application blanks can be secured by writing to the Houghton Mifflin Company, 2 Park street, Boston 7, Mass. Contestants should submit with their applications a detailed synopsis or description of their project, samples of proposed treatment, examples of past work and letters from at least two responsible persons, plus photograph of contestant if available.

Manuals Revised For Four Ratings

Four new advancements in rating courses to replace those now in use will be ready for distribution before the first of the year, BuPers announced last month. Those to be issued to all ships having the ratings in their complement as well as to cognizant training activities are: Y2c (NavPers 10403), QM2c and 3c (NavPers 10023), StM (NavPers 10511) and Cox (NavPers 10007). Although progress tests and examinations have not been completed as yet for these rating courses, suggested questions are included in the new manuals for optional use of the educational officer.

Ruling on Officers' Mess

Retired USN officers, reserve officers placed on the honorary retired list *with pay* and those retired because of disability incurred in line of duty may be extended, at the discretion of the CO, the privileges of a membership in a commissioned officers' "open" mess. As members they enjoy the same status as do naval officers on active duty (BuPers Circ. Ltr. 274-45 (NDB, 30 Sept, 45-1326).

Reserve officers on inactive duty or those placed on the honorary retired list *without pay* are, however, not eligible for membership in either an "open" or "closed" commissioned officers' mess.

Letters of Appreciation To Be Given NR Officers

Recognizing the indispensable part played by Naval Reserve officers in the successful prosecution of the war, the Secretary of the Navy announced in a letter to all ships and stations dated 21 Sept. 1945 (NDB, 30 Sept. 45-1269) that all reserve officers when released to inactive duty or upon resignation are to be tendered a suitable expression of appreciation of the Navy for the services which they personally rendered.

COs are to give careful consideration to the individual merits of the reserve officers under their command so that each may be appropriately recognized, and in all cases will address a letter of appreciation to the officers. Likewise, COs are also to make recommendations for appropriate awards, in deserving cases, in accordance with the instructions set forth in the directive issued by SecNav on 18 Dec 1944 (NDB, July-Dec. 44-1421).

WHAT'S IN A NAME?

Graveyard Watch

The nickname for the midwatch, those bleak hours from 2400 to 0400, is the graveyard watch to the men of the Navy. Authorities say this came about because of the many accidents that happened at night. This is not the original name however, for old time seamen who sailed called these



hours the grave eye watch because their eyes felt sticky from sleep. In the process of being much used the 'grave eye' was the victim of many slips between the tongue and the ear and became the 'graveyard.' As a result the watch lost its name with the dinner table flavor and assumed the tombstone touch.

ANSWERS TO QUIZ ON PAGE 37

1. (c).
2. (b).
3. (a) (3), (b) (4), (c) (5), (d) (1), (e) (2).
4. (b).
5. (a) (2) and (4), (b) (3), (c) (1), (d) (3).
6. (c) 12 Apr 1945, (e) 28 Apr 1945, (b) 8 May 1945, (a) 7 Aug 1945, (d) 14 Aug 1945.
7. (a) (2), (b) (5), (c) (4), (d) (3), (e) (1).
8. (a) and (d).

Special Designation Given to Qualified Radar Air Observers

Designations as Naval Aviation Observer (Radar) have been given to 401 officers of the regular Navy and Naval Reserve under the provisions of BuPers circ. ltr. 280-45 (NDB 30 Sept. 45-1331).

These officers, and others who subsequently qualify, may wear the new silver and gold winged-insignia illustrated above, which was announced last month by BuPers Circ. Ltr. 313-45 (NDB, 31 Oct.). It may not, however, be worn when other aviation breast insignia is worn.

Eligible for consideration for such a designation, in accordance with qualifications listed in the directive, are:

- Commissioned or warrant officers who now are or have been under orders to duty involving flying while serving as operational radar officer and who have successfully completed a course of instruction in operational radar at one of the following recognized airborne radar schools: Airborne Radar Training Unit, Fleet Air Wing 14, San Diego, Calif., Radar Training Detachment, NAS, Cape May, N. J., Operational Radar Officers' Training School, Naval Air Operational Training Command, Jacksonville, Fla., Special Projects School for Air, San Clemente Island, Calif., VF(N) Operational Training Unit No. One, NAS, Vero Beach, Fla., Airborne Early Warning Unit, San Clemente Island, Calif., Fleet Airborne Electronics Training Unit, Atlantic, NAS, Cape May, N. J.

- Commissioned and warrant officers who, subsequent to the date of this letter, graduate from one of the following operational airborne radar training schools, or such other schools as may be designated by the Chief of Naval Personnel: Fleet Airborne Electronics Training Unit, Pacific, NAS, San Diego, Calif., Fleet Airborne Electronics Training Unit, Atlantic, NAS, Cape May, N. J., VF(N) Operational Training Unit, NAS, Vero Beach, Fla., and VT(N) Operational Training Unit, NAS, Vero Beach, Fla.

All officers who consider themselves eligible for designation as naval aviation observers (radar) may submit a request for such designation to the Chief of Naval Personnel, via the Chief of Naval Operations (Op-32). However, only those officers serving in an operational radar billet at the time of application will be designated. Officers desiring a change of duty in order to qualify for designation must so specify in their request. The designation will not be issued until the change of duty is approved.

Officers who have been under orders to duty involving flying as technical observers while serving as radar operators or radar instructors and who have not been graduated from one of the schools listed above, may request orders for such training in order to meet qualifications.

The designation naval aviation ob-



server (radar) does not automatically entitle an officer to flight orders in his present billet, nor does it necessarily mean that he will be reassigned immediately to a flying billet. Requests for assignment to a billet requiring regular flights will be considered, but since not all operational radar billets require flying, no assurance can be given that all requests will be granted.

The proper forms to be used in requesting the designation or additional training to meet qualifications are enclosures with the circular letter.

Alnavs Describe Handling of Dischargees' Baggage

Officers and enlisted personnel transferred to discharge centers are instructed by Alnav 316-45 and 333-45 (NDB, 15 Oct. 45-1398 and 1415) that they are permitted to bring with them only such gear as they personally can conveniently carry, and which they keep in their possession at all times. They are to have and keep with them such gear as will be needed prior to separation, including the uniforms they will wear home upon release or discharge, unless, of course, they are returning from overseas and are eligible to receive the clothing provided for by Alnav 284-45 (NDB, 30 Sept. 45-1289) reported on p. 75.

Under both directives, excess baggage may be shipped at Government expense to the individual's home from the last duty station, provided the total weight thus shipped does not exceed 150 pounds.

The provisions of the Alnavs apply to all naval personnel regardless of pay grades.

Language Training Offered

Officers and enlisted men with special linguistic ability or with two years of college with high scholastic standing are invited by BuPers Circ. Ltr. 301-45 (NDB, 15 Oct. 45-1448) to apply for training in the Naval School of Oriental Languages, University of Colorado at Boulder, and at Oklahoma A & M College at Stillwater. Training varies between six and 18 months in Russian, Chinese and Japanese for eventual assignment to the Pacific area. Qualification forms may be found with the directive.



The Bluejacket (NATechTraCen, Memphis)
"Been here long, mate?"

Mail Courses Available To Inactive NR Officers

Reserve officers on inactive duty who desire them may obtain correspondence courses in the following subject: international law, naval engineering and electricity, diesel engineering, navigation, ordnance and gunnery, military law, seamanship, communications and Navy regulations and customs.

Requests for information and required references may be forwarded to the following Naval Reserve Education Centers, serving the naval districts indicated:

- NDs 1, 3, 4, 5, 10 and District of Columbia: NREC, 90 Church St, New York 7, N. Y.
- ND 9: NREC, Great Lakes, Ill.
- NDs 6, 7, 8 and 15: NREC, Room 126, Custom House, New Orleans 16, La.
- NDs 11, 12, 13, 14, 16 and 17: NREC, 105 Market St, San Francisco 5, Calif.

Aviation Course Books Are Now Available

The following aviation course books may now be purchased from the Superintendent of Documents, Government Printing Office, Washington 25, D. C., by personnel interested in accumulating a library of their own:

Introduction to Planes.....	40¢
Mathematics	60¢
Blueprint Reading & Layout Work..	30¢
Hand Tools	30¢
Fundamentals of Electricity	45¢
Advance Work in Aircraft Radio.....	50¢
Aircraft Electrical Systems.....	35¢
Advanced Work in Aircraft Electricity	40¢
Aircraft Metals	30¢
Aircraft Welding	25¢
Aircraft Metal Work.....	50¢
Airplane Structures	30¢
Aircraft Hydraulic Equipment.....	35¢
Aircraft Instruments	40¢
Aircraft Engines	35¢
Aircraft Fuel Systems.....	60¢
Aircraft Propellers	40¢
Aircraft Armament	25¢
Aircraft Fire Control.....	30¢
Aerology Vol. I.....	60¢
Aerology Vol. II.....	45¢
Photography Vol. I.....	60¢
Photography Vol. II.....	55¢

Members of Same Family May Serve Together Now

Members of the same family may now serve together on the same ship or activity under a policy announced last month in BuPers Circ. Ltr. 281-45 (NDB, 30 Sept. 45-1332). Because of the risk of life involved, this practice was discontinued during the war.

The directive provides that recruits who have brothers serving in the fleet, except aboard submarines, may be transferred by the Naval Training Center to that ship or to such other duty as the fleet commander may assign. The Navy, however, can give no assurance that the members of the same family can be kept together indefinitely.

The directive may not be used as authority alone to bring members of the same family together except in the case of a recruit. Current directives will govern all other cases of transfers.

MONTH'S ALNAVS IN BRIEF

No. 267—States that U. S. Public Health Service is greatly concerned over increase in the number of Psittacine birds (parrot family) discovered on ships entering U. S. General Order 199 forbids, because of their dangerous character, the carrying of such birds on naval craft; directs COs to remove such birds immediately.

No. 268—Deals with forwarding to BuPers of old service record and new shipping articles for men reenlisting or enlisting in USN.

No. 269—States that third copy of NavPers 553 (notice of separation) is to be mailed to U. S. Naval Unit, Nevada, Iowa, instead of to Veterans' Administration, New York City.

No. 270—Deals with entitlement to dependents' transportation.

No. 271—Deals with medical qualifications for transfer of officers from reserve to regular USN and USMC.

No. 272—Revises information to be contained in submission of NavPers Form 625 (enlisted personnel report).

No. 273—States that newly commissioned ensigns, all with low discharge points, now being ordered to operating ships are to be given intensive shipboard training to qualify them to relieve higher point officers for demobilization; provides that until fully qualified for duties of rank and classification those received on board after 1 August 1945 to be considered in training status, and are not to be counted in complying with directives which authorize or direct reductions in allowance nor will they be made available for transfer under such directives.

No. 274—Contains administrative details on civil readjustment program.

No. 275—Deals with eligibility for shipment of household effects. For details see ALL HANDS, Oct 1945, p. 36.

No. 276—Revises information to be contained in submission of NavPers Form 353 (roster of officers.)

No. 277—Lists security measures to be taken on Navy Day.

No. 278—Announces that individually owned Navy mattresses become U. S. property on 15 Oct. See p. 70.

No. 279—Modifies age qualification for reserve officers of Nurse Corps transferring to regular Nurse Corps to allow those who began active service before their 38th birthday to request transfer.

No. 280—Deals with accumulated leave for officers requesting transfer to regular Navy. See p. 67.

No. 281—Deals with plasma, human dried (stock No. S1-3530 and S1-3531) and serum albumin (stock No. S1-1945).

No. 282—Sets up procedure for releasing nurses under demobilization plan. See p. 65.

No. 283—Deals with transfer of reserves to USN as reported in ALL HANDS, October 1945, p. 70.

No. 284—Deals with issuing of clothing to enlisted personnel on return to States. See p. 75.

No. 285—States that it is direct responsibility of CO at separatee's last duty station to make sure that his or her records have been completely

processed, as provided for in BuPers Circ. Ltr. 153-45 (NDB, 31 May, 45-577), before arrival at Separation Center; directs Receiving Stations and Separation Centers to report by dispatch future violations.

No. 286—Cancels, on receipt of BuPers Circ. Ltr. 224-45, Alnav 40-45 on reenlistment of RTs and ARTs in USN and Alnav 88-45 on reenlistment allowance.

No. 287—Gives details on civil readjustment program. See p. 12.

No. 288—States that WSA desires no money orders be issued or cables authorized for merchant seamen desiring to transfer funds unless port representative of WSA authorizes transactions and that Navy postal officers, mail clerks and assistant mail clerks are to be informed accordingly.

No. 289—Lowers to 36 points required for demobilization of naval aviators. See Alnav 323-45 below.

No. 290—Says that term "military necessity" is being loosely interpreted by many commands and that officers responsible are to make sure that all personnel eligible for release under point system are sent to separation centers as soon as practicable and are not held on active duty for sake of convenience; states that in rapidly shrinking Navy, reliefs for officers can not and will not be furnished in majority of cases.

No. 291—Revises general instructions and policy on recommendations for awards to personnel for meritorious or distinguished service rendered on shore duty while in U. S.

No. 292—Calls attention to administrative provision of Section 44, Naval Courts and Boards.

No. 293—Extended to 15 October applications for course in communications announced by Alnav 172-45 (NDB, 31 July, 45-871).

No. 294—States that all COs detaching flying personnel for separation are to provide them with flight certificates, if eligible, covering period up to and including date of detachment.

No. 295—Deals with administrative details for demobilization.

No. 296—Gives details on Civil Readjustment program.

No. 297—Authorizes, as of 27 Oct 1945, the postmarking of stamps with name of ship or station.

No. 298—Deals with hardship, release of enlisted personnel. See p. 65.

No. 299—Deals with release of USN personnel holding temporary USN appointments as warrant or commissioned officers. See p. 64.

No. 300—Requests applications for flight training to begin early in 1946 from reserve aviation ground officers, who submit requests for transfer to USN, and who are less than 27 years of age and currently qualified for the specialty designators X, N, or T as described in NDB, Conf. Ed., 15 Mar 1945, 45-20; states that applications are to be submitted to BuPers via official channels, and via CNO OP-32, with endorsement by medical examiner as to physical qualifications for

flight training and giving scores on aviation aptitude tests.

No. 301—Says that instances have been brought to attention of Navy Department of COs not forwarding bona fide applications for release based on hardship, and asks that spirit and letter of directives regarding release for hardship be complied with and that right of any officer or man under Navy Regs to have his communication to BuPers be protected.

No. 302—Deals with release of enlisted personnel outside U. S. See p. 72.

No. 303—Extended to 15 Oct date of applications for postgraduate course in aerological engineering.

No. 304—Announces appointment to next higher rank for temporary service, to rank from 1 Oct 1945, of those lieutenants (junior grade) and ensigns, line and staff corps, on active list of regular Navy whose date of rank is between 16-31 March 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 the same period.

No. 305—Announces appointment to next higher rank for temporary service, to rank from 1 Oct 1945, of those warrant officers on active list of regular Navy whose dates of rank are within the period 16-31 March 1944 inclusive, and those warrant officers of Naval Reserve whose dates of commencement of continuous active duty are within the same period.

No. 306—Amends point system. See p. 64.

No. 307—Deals with establishment of personnel accounting offices.

No. 308—Amends allowance list for vessels.

No. 309—Corrects Alnav 294-45.

No. 310—Deals with overcrowding of separation centers.

No. 311—Deals with entitlement to exchange relief. See p. 73.

No. 312—Clarifies rules on sending of personnel to proper separation center.

No. 313—Contains information on civil readjustment program.

No. 314—Announces to personnel of reserve and regular Navy who are terminating service that there will be a postwar Naval Reserve organization in which they may serve. See p. 17.

No. 315—Contains administrative details for Navy, Marine Corps and Coast Guard in reporting, redistribution and disposal of Government-owned property within U. S.

No. 316—Deals with shipment of personal effects from outside U. S. See p. 77.

No. 317—Announces appointment to lieutenant commander for temporary service, to rank from 3 Oct 1945, of those lieutenants, line and staff corps, on active list of regular Navy whose date of rank is 1 Oct 1943 or earlier, and those lieutenants, line and staff corps, of Naval Reserve and Women's Reserve whose date of commencement of continuous active duty as lieutenants is 1 Oct 1943 or earlier.

No. 318—Gives details on civil readjustment program.

No. 320—Directs activities, except

separation centers, to immediately ship by air to BuPers (Att: P-1135A) excess of following items: honorable service lapel pin and button, honorable discharge buttons for USN and USNR.

No. 321—Gives details on civil readjustment program.

No. 322—Calls for applications for course in operation of electric tabulating equipment. See p. 73.

No. 323—Concerns change in point requirements for aviators. See p. 64.

No. 324—States that disbursing officers making payments to individuals to be separated from service within 60 days or less are, if individual is indebted to Government, to withhold sufficient pay to reduce indebtedness to minimum prior to separation; that enlisted personnel otherwise entitled to discharge are not to be retained in service pending liquidation of indebtedness unless fraud is involved, and that individual is to be notified in writing that further attempts to collect indebtedness to Government will be made.

No. 325—Says that in order to provide adequate rank where essential during the demobilization period, COs are authorized to recommend any officer not above rank of lieutenant commander for spot promotion to higher rank who agrees to remain on active duty for a period of 180 days subsequent to date he is eligible for release, and that in their recommendations COs are to certify in manner similar to that applicable under demobilization directives that retention of officer concerned is necessary to the efficient op-

eration of the command; authorizes handling by dispatch outside U. S.

No. 326—Concerns issuance of cash lend-lease to certain countries.

No. 327—Gives details on civil readjustment program.

No. 328—Directs activities beyond continental limits of U. S. to send all unclaimed and unidentified baggage of Navy and Coast Guard personnel to supply officers' Personal Effects Distribution Center, Farragut, Idaho, and for Marine Corps personnel in O-in-C, Marine Unit, same address, and gives details for sending and marking of baggage of deceased personnel.

No. 329—States that effective 3 Oct 1945 Navy mail clerks or others authorized to handle Naval Communication Service funds need not be bonded unless CNO-DNC desires, and that bonds now in effect will not be terminated until end of premium year unless communication duties cease prior.

No. 330—Lower points for male medical corps officers. See p. 64.

No. 331—Deals with material distribution policy.

No. 332—Gives administrative details on dispatch report for personnel to be separated.

No. 333—Deals with shipment of baggage of personnel to be demobilized. See p. 77.

No. 334—Says that officers released to inactive duty are to be furnished at least 25 copies of orders at time of detachment from duty station.

No. 335—Calls for applications for photographic school. See p. 73.

No. 336—Extends expiration date for certain immune serum globulin.

No. 337—Cancels requisitions for certain items on vessel allowance list.

No. 338—Establishes basis for transfer of reserves and temporary USN officers to regular Navy. See p. 16.

No. 339—Deals with submission of resignation by nurses. See p. 71.

No. 340—Gives details on civil readjustment program.

No. 341—Calls attention of certain commands to necessity for requiring proper liquidation of and accountability for Ships Service Officers Mess and Welfare Funds.

No. 342—States that under Public Law 186 approved 24 Sept 1945 regular and reserve enlisted personnel in Navy, Marine Corps, Coast Guard who are discharged or released for reason of under age of authorized enlistment are entitled to pay and allowances to date of discharge or release, transportation in kind and subsistence to their home, and otherwise proper mustering out pay.

No. 343—States that vessels arriving in U. S. for decommissioning and overseas bases being decommissioned which have postage stamps and stamp paper in stock are to turn them in to supply officer at nearest continental supply activity and receive receipt invoice.

No. 344—Establishes 3 Sept 1945 as terminal date for eligibility for the Philippine Liberation ribbon.

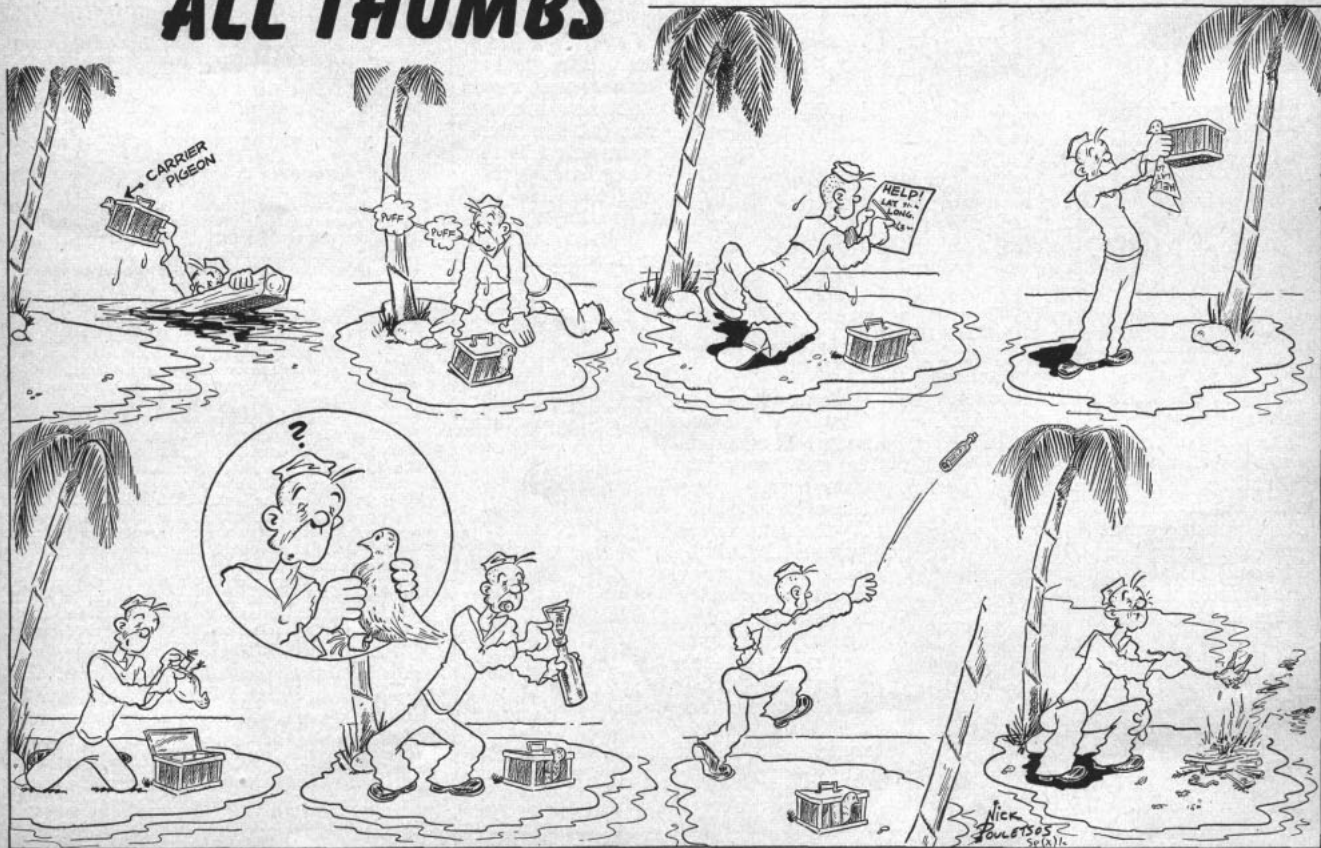
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ALL THUMBS

BIRD IN THE HAND



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BIRD IN THE HAND





WINGS OVER FUJI



**YOUR
DISCHARGE
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OF NOT REVEALING
MILITARY SECRETS**

WEIGEL