

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPER-0

MARCH 1946

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GETTING ORIENTED

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MARCH 1946

NAVPERS-O

NUMBER 348

VICE ADMIRAL LOUIS E. DENFELD, USN

The Chief of Naval Personnel

REAR ADMIRAL THOMAS L. SPRAGUE, USN

The Deputy Chief of Naval Personnel

TABLE OF CONTENTS

	Page
Facing the Atomic Age	2
Navy's Postwar Fleets	6
Big Boom at Bikini	8
Looking Ahead on Rates	13
The Navy's Civilians	16
'Build' Ye	21
Duty Done—PTs Retire	24
Key to Our Security	28
Spare-Time Hobby Shops	30
Battin' the Breeze on the 7 Seas	32
Books: Battle Action Accounts	34
Tracking the Typhoons	35
THE WORD	36
Letters to the Editor	38
The Month's News	40
Decorations and Citations	56
The Bulletin Board	66
Demobilization Points Drop	66
Benefits for Reenlistments	67
Navy Now Pays 'Shore Loss' Claims	68
Voting Information	72
Alnavs, NavActs in Brief	78
All Thumbs	79
Fantail Forum	80

● FRONT COVER: Halfway point in demobilization was reached with the discharge of Eugene L. Smith, FC2c, at the Shoemaker, Calif., separation center. Smith, 1,500,000th man discharged since V-J day, is shown making his adieux.

● AT LEFT: Enjoying liberty in Shanghai, a group of men off the cruisers Denver and Cleveland hitched a ride in an ox-drawn cart for a jaunt through the old Chinese port city.

● INSIDE BACK COVER: A modern note is injected into a familiar old scene as a Coast Guard helicopter hovers over a lighthouse on the northeast coast.

CREDITS: Front cover and at left, official U. S. Navy photographs; inside back cover, official U. S. Coast Guard photograph. On pp. 40-41: left, photograph from Press Association, Inc.; upper right, official U. S. Navy photograph; lower right, official U. S. Army Signal Corps photograph.



FACING THE ATOMIC AGE



Photograph from Press Association, Inc.

USS FRANKLIN D. ROOSEVELT, one of three Midway class carriers which are the pride of the U. S. postwar fleet.

Even in This Fantastic Age of Nuclear Warfare Sea Power Remains Nation's First Line of Defense For Security Must Reckon with Present Realities

IN THIS AGE of atomic bombs and other revolutionary weapons, the Navy is still the nation's first line of defense.

Secretary of the Navy James Forrestal and Fleet Admiral Chester W. Nimitz made this point before the Senate Naval Affairs Committee last month in a frank appraisal of the Navy's future role. Squarely facing the issue by bringing up the subject themselves, they made two major points:

- Far-flung naval forces and bases offer the best defense against an atomic warfare assault on the United States.

- Until the day wars are waged without transportation of men or materials, or when such transportation can be accomplished solely by air—and neither of these events lies within the realm of “reasonable expectations”—the Navy will be needed.

In the meantime, for a “transition period” covering “the next few years”—years in which a reasonable prospect of enduring peace will be a goal rather than an accomplished fact—it would be an unwise gamble to maintain anything less than the 500,000-

man Navy envisaged in the Navy's postwar program, the Senators were told.

In the process of informing the committee of what the best professional opinion considers to be the minimum naval force requirements in the light of immediately-existing world conditions, the Secretary, the CNO, and four other high-ranking representatives of the Navy's top command presented a detailed picture of the proposed postwar Navy.

Major subjects discussed included:

Bases—the Navy plans to maintain 53 advanced bases—33 in the Pacific and 20 in the Atlantic. In the Pacific, the essentials are the main naval base at Pearl Harbor, a major operating base in the Guam-Saipan area, secondary bases in the Ryukyus and the Philippines, and the use of Manus when required, Vice Admiral Forrest P. Sherman, DCNO (Operations) told the committee. Plans cover bases at Samoa, Midway, and at Adak, Kodiak, Dutch Harbor and Attu in the Aleutians, with a submarine base at Balboa, at the Pacific end of the Panama canal.

In the Atlantic-Caribbean areas, the

main operating base would be at Roosevelt Roads in the Puerto Rico area, with secondary operating bases at Guantanamo, Trinidad, San Juan, Coco Solo, Bermuda, and Argentia in Newfoundland, and a submarine base at St. Thomas, Virgin Islands. A minimum number of the bases in the Atlantic and Pacific will be fully operational, some in a reduced operational status, some in a maintenance category, and others in a caretaker status. Air bases and air strips will be maintained at strategic points.

Ships—The Navy plans to maintain 70 to 80 percent of the wartime complements aboard the 319 major combatant ships allocated to the postwar Active Fleet. (See p. 6.) The 73 major combatant ships of the Ready Reserve will have 20 to 30 percent of their normal wartime complements, and any one ship of this fleet could join the Active Fleet one to three months after receipt of personnel. The Inactive Fleet of 651 ships would require about nine months for total reactivation, but any one ship could be put in the Active Reserve Fleets in about three months.

We entered the war with seven aircraft carriers. The postwar Navy will

BIG BOOM } See AT BIKINI } P.8

have 13 active, five in reserve and 19 inactive. At the start of the war, we had one escort carrier—a prototype. Eighty were used during the war, and the postwar plan is to have 13 active and 66 inactive. The battleship force grew from 17 to 24 during the war, and postwar there will be four active, six in reserve, and eight inactive. Cruisers went from 37 to 93; 28 will be active, 18 in reserve and 36 inactive. Destroyers went from 172 to 445; 135 will be active, 40 in reserve, and 191 inactive. Destroyer escorts went from none to 363; 36 will be active, four in reserve, 258 inactive.

Submarines—The United States entered the war with 112 submarines, built up to 259, plans to have 90 active, and 109 inactive in the postwar Fleet. Admiral Nimitz, discussing the significance of developments in atomic warfare, declared at one point the submarine "may become the most successful vehicle for carrying atomic weapons to within short distances of coastal targets and for ensuring accuracy in the use of guided missiles."

"The submarine," Admiral Nimitz said, "may be expected to have continued and increased employment in the future. At sea it is relatively immune to atomic bombing and also to radar detection."

Aviation—Vice Admiral A. W. Radford, DCNO (Air), told the committee carrier aircraft would total 2,180 planes, with 114 others allocated to cruisers and battleships. Fleet air wings will have 471 planes, 297 of them patrol land planes and 174 seaplanes and amphibians. Marine aviation will include 240 escort carrier aircraft and 726 support aircraft.

Plans also call for 181 target air-

craft, 117 transports, one squadron of eight blimps with four in reserve, 1,350 primary and intermediate trainers, 1,200 type and operational trainers, 400 special technical trainers and utility aircraft, 450 experimental aircraft, 450 for air base utility, administration and service training, 126 for Marine utility purposes, and 4,002 planes in reserve.

Marine Corps—In the Pacific, the Active Fleet will provide lift for a reinforced Marine division plus a brigade; in the Atlantic, for one reinforced division. The inactive ships will include amphibious lift for three and one-half reinforced Marine divisions.

Brig. Gen. Merritt A. Edson, senior MarCorps officer on the CNO staff, said the postwar Fleet Marine Force would require a total of 62,054 officers and men, with 14,414 others assigned to security forces, 2,826 to Marine detachments afloat, 7,917 in training at schools or recruit depots, and 21,989 to other supporting establishments or listed as non-available while on furlough, hospitalized, or in transit between duty assignments.

"Inclusion of elements of the Fleet Marine Force in the United States' contribution to the United Nations' Security Forces may be a most important mission of the Marine Corps in the future," Gen. Edson said.

Personnel—Vice Admiral Louis E. Denfeld, DCNO (Personnel), said the Navy planned to have 500,000 enlisted men and 58,000 officers. Of the latter group, 40,000 will be line officers, 12,000 officers of the staff corps, and 6,000 warrant officers. The number of enlisted men serving in unexpired enlistments in the regular Navy at the time Admiral Denfeld appeared before the committee totaled 390,000, and 25,000 Reserve officers had applied for transfer to the regulars.

Admiral Sherman, pointing out that the postwar Navy would have fewer



Photograph from Press Association, Inc.

VICE ADMIRAL Forrest P. Sherman points to proposed bases while testifying before Senate Committee.

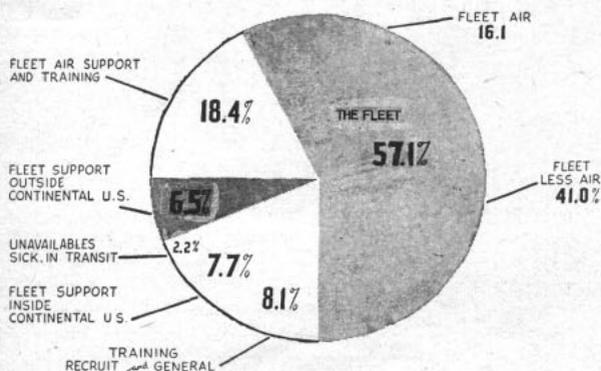
ships but more men than the prewar Navy, declared the 1941 Navy was undermanned; further, that the postwar Navy will have amphibious forces which the prewar Navy did not have, as well as supply ships and auxiliaries to support our naval forces at great distances, plus an adequate system of bases.

Admiral Nimitz said the fleets of Britain, Russia, France and Italy total 794 fighting ships—considerably less than the total available to the United States Navy alone—but added that the Okinawa campaign had proved the necessity of maintaining overwhelming sea forces.

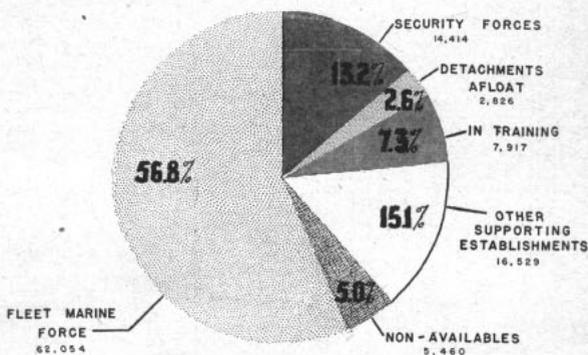
"The Okinawa campaign," he said, "illustrates the degree to which naval

HOW POSTWAR MANPOWER WILL BE DISTRIBUTED

The Navy: 558,000 Officers and Men



Marine Corps: 108,000 Officers and Men



MORE PERSONNEL than in the prewar Navy has been asked by Navy and Marine Corps in postwar establishment.

Active Fleet and Far-Flung Bases Offer Best Defense Against Atomic Bomb Attack

forces are required in amphibious operations against which there is no effective naval opposition, and during which the command of the sea is not contested by opposing naval forces. At Okinawa we employed the greatest naval forces ever assembled for a single operation. Off Okinawa our naval forces sustained and withstood an unprecedented amount of damage.

"Yet the Japanese opposition consisted almost entirely of ground and air action. The lesson of Okinawa is most significant in connection with our naval requirements in the years immediately ahead in which the British have the only fleet strong enough to contest seriously our command of the sea areas vital to us."

Certain requirements for naval forces will continue whether or not potential enemy nations retain battle fleets with which to contest command of the sea, Admiral Nimitz said. They are:

- Amphibious forces with which to transport troops to overseas positions and land them against opposition.

- Carrier air forces which are the only means of providing a highly effective mobile tactical air force at sea or in coastal areas distant from our own prepared air bases—and which can serve as a striking force for the destruction of specific targets.

- Surface fighting ships to support the amphibious forces and carrier forces and to furnish gunfire support for amphibious landings.

- Submarine forces of great power and a high degree of technological development.

- Anti-submarine and naval reconnaissance forces, surface and air, capable of effectively covering the approaches to our coasts and essential supply lines at sea and of covering and supporting our ships.

- Supply ships and auxiliaries for the logistic support of all forces overseas, including the land armies and land air forces.

"Ships are, of course, vulnerable to attack with atomic explosives," Admiral Nimitz said. "So also are shore air bases, military and naval bases, ground armies, cities, and industrial establishments.

"Ships are difficult and unprofitable targets for atomic bombing because of the degree to which they are dispersed in naval tactical dispositions, and the degree to which they are mobile in both the strategic and tactical sense. Their ability to disperse makes them wasteful targets for atomic bombs. Their ability to move makes them almost impossible targets for super rockets.

"The ability of our carrier task forces to prevent penetration by hostile aircraft may make atomic bombing very difficult . . . A nation which suddenly attacked another with atomic weapons would find it imperative to follow up its initial blow with rapid invasion and occupation, at the very least for the purpose of minimizing



STRATEGICALLY LOCATED naval bases

retaliation in kind. To prevent retaliation, the invasion would have to be swift and powerful. Such an operation will not be possible against us if we have adequate armed forces in a state of readiness.

"It is possible a nation may again admit defeat and agree to occupation prior to actual invasion of its homeland, as Japan has done, but it by no means follows that it will always do so. Japan was completely defeated strategically by naval and air action before the atomic bombs were used against her.

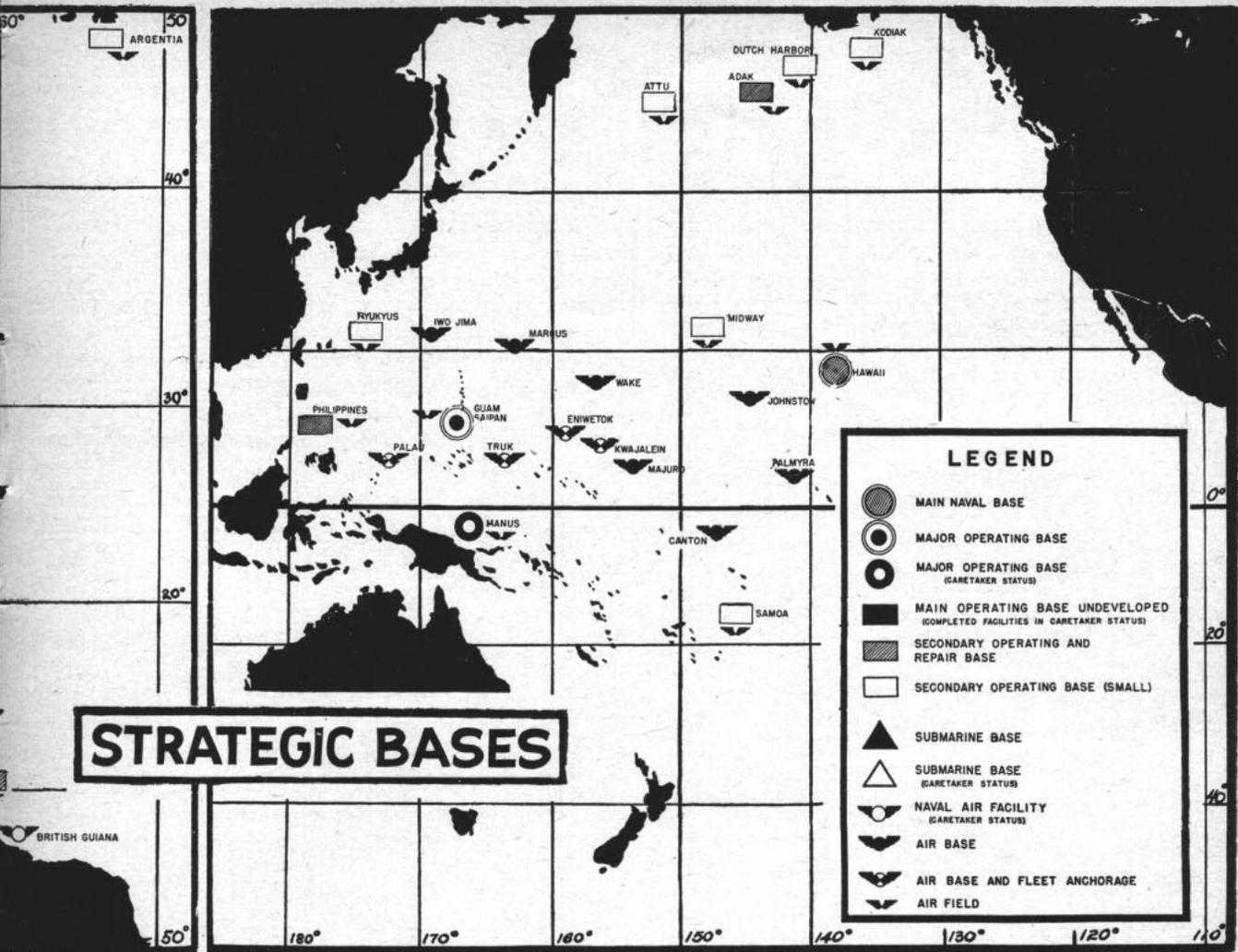
"Future warfare," Admiral Nimitz continued, "may for us resolve itself largely into a struggle for the possession of air bases—bases from which an enemy might bomb us effectively and from which we might effectively bomb an enemy. The fundamental purpose of naval operations will continue to be the defeat of our enemies at the greatest possible distance from our own shores."

Although as a military professional Admiral Nimitz devoted much of his testimony to plans for meeting the



Photograph from Press Association, Inc.

POSTWAR PLANS were laid before Senate committee by SecNav James Forrester, left, and Fleet Admiral Nimitz, shown with Sen. David I. Walsh.



STRATEGIC BASES

LEGEND

- MAIN NAVAL BASE
- MAJOR OPERATING BASE
- MAJOR OPERATING BASE (CARETAKER STATUS)
- MAIN OPERATING BASE UNDEVELOPED (COMPLETED FACILITIES IN CARETAKER STATUS)
- SECONDARY OPERATING AND REPAIR BASE
- SECONDARY OPERATING BASE (SMALL)
- SUBMARINE BASE
- SUBMARINE BASE (CARETAKER STATUS)
- NAVAL AIR FACILITY (CARETAKER STATUS)
- AIR BASE
- AIR BASE AND FLEET ANCHORAGE
- AIR FIELD

are urged as offering the best defense against any possible future atomic warfare assault on the United States.

contingencies of a possible future war, he by no means assumed the attitude that such a war was inevitable.

"During these years of transition," he said, "it is my confident hope that world conditions will improve and become stabilized; that the likelihood of wars will decrease; that through effective international organization and through alleviation of the conditions which breed wars, our military requirements may decrease."

Secretary Forrestal also envisioned the day either new weapons or favorable developments in the effectiveness of international organizations might result in a smaller Navy, but to take such a step now would be dangerous, he asserted.

"We realize that we make our presentation of present military requirements at a difficult time, both for you and ourselves," Mr. Forrestal told the committee. "The minds of our people are filled with speculations, some quite fantastic, on the new character of war, and also with hope, which everyone shares, that war itself will not again sweep the world."

"The assertion is made by some

that discovery of the principle of atomic energy and the creation of the atomic bomb is of such terrifying significance that the only way for civilization to save itself is to pass a law which outlaws the use of this weapon. But right here it is well to ask: Who passes the law and who will enforce it? The answer, of course, in both cases, is the United Nations Organization. I subscribe to the answer and to the hopes which it embraces, but the fulfillment of those hopes must remain in the realm of uncertainty until the objectives of the UNO begin to be realized in the hard and pragmatic test of action.

"Coupled with these speculations," Mr. Forrestal continued, "is the assertion that some of the discoveries in the field of nuclear physics make all naval power obsolescent. Some more extreme speculations go to the extent of asserting that none of the conventional methods of war can stand up against atomic weapons.

"Our national security however cannot accept these speculations.

"We must deal with the present realities as they exist, discarding what

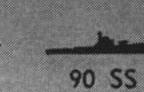
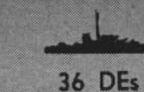
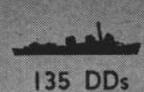
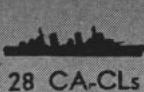
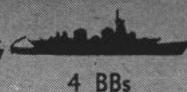
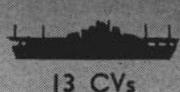
we have only when it is clear that it is no longer effective."

Mr. Forrestal stressed that the Navy is well aware of the implications arising from use of atomic power and guided missiles, and pointed out that experiments testing the effectiveness of atomic bomb attacks on a fleet will begin this spring at Bikini Atoll in the Pacific (see p. 8).

These experiments, the Secretary pledged, "will be conducted, not with a view to finding support for anticipated conclusions either for or against the thesis that navies are now obsolete, but rather to learn, as scientifically and objectively as possible and by close observation, the effects of atomic bombs on ships at sea."

In the meantime, he added, the Navy must be maintained on a pattern "cut to the conditions of the world as we see them now."

"If future wars are to be avoided, the means of waging successful war must be in the hands of those who hate war . . . I cannot help but feel that if this country, in the present state of the world, goes back to bed, we don't deserve to survive."



NAVY'S POSTWAR FLEETS

THE TWO ACTIVE fleets of the postwar Navy will consist of 319 major combatant ships, with 176 of them assigned to the Pacific and 143 to the Atlantic, according to present tentative plans outlined in SecNav's annual report to the President (see page 28). In addition to the aircraft carriers, battleships, cruisers, destroyers, destroyer escorts and submarines thus assigned, 134 auxiliary vessels will support the Active fleets.

The Ready Reserve fleets, assigned to training, will be composed of 73 major combatant ships, of which 31 will be in the Pacific and 42 in the Atlantic. Six auxiliaries—mine layers and mine sweepers—also were assigned to the Ready Reserve in the Atlantic.

The Laid-up Reserve, composed of ships which, figuratively speaking, will be put away in mothballs, will total 651 major combatant types. This will include 18 aircraft carriers, 62 escort carriers, 7 battleships, 31 cruisers, 178 destroyers, 254 destroyer escorts and 101 submarines which will be tied up with only caretakers aboard. Ready Reserve ships, on the other hand, will be kept in condition for putting to sea on short notice, with about 30 percent of the required crew on hand at all times, and will alternate on occasion with ships in the Active fleets.

Following are the tentative assignments of individual vessels earmarked for the Active and Ready Reserve fleets:

U. S. PACIFIC FLEET

Active

Carriers (9)

Princeton	Oriskany
Coral Sea	Tarawa
Antietam	Valley Forge
Kearsarge	Hancock
Boxer	

Escort Carriers (9)

Rendova	Point Cruz
Vella Gulf	Siboney
Bairoko	Cape Gloucester
Badoeng Strait	Puget Sound
Saidor	

Battleships (2)

Iowa	New Jersey
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Cruisers (20)

Columbus	Spokane
St Paul	Oakland
Bremerton	Pasadena
Fall River	Springfield
Helena	Astoria
Toledo	Wilkes Barre
Los Angeles	Topeka
Chicago	Duluth
Juneau	Atlanta
Tucson	Dayton

Destroyers (81)

Everett F. Larson	Bordelon
Goodrich	Frank Knox
Hanson	Southerland
Herbert J. Thomas	Chevalier
Vesole	Higbee
Leary	Benner
Dyess	Dennis J. Buckley
Myles C. Fox	Robert K. Huntington
Hawkins	Hyman
Turner	Purdy
Charles P. Cecil	Beatty
Furse	Bristol
Newman K. Perry	Rowan
Duncan	Gurke
Henry W. Tucker	McKean
Rogers	Henderson
Perkins	Richard B. Anderson

Barton
Walke
Laffey
O'Brien
Lowry
Allen M. Sumner
Moale
Ingraham
Mansfield
De Haven
Lyman K. Swenson
Collett
Maddox
Blue
Brush
Taussig
Samuel N. Moore
Compton
Gainard
Soley
Harlan R. Dickson
Hugh Purvis
Oxbourn
Hamner

Destroyer Escorts (16)

Spangler
George
Raby
Marsh
Currier
Osmus
Gendreau
Fieberling

Submarines (39)

Cabazon
Chub
Brill
Bugara
Cusk
Diodon
Caiman
Becuna
Bergall
Besugo
Blackfin
Plaice
Pomfret
Sterlet

William C. Lawe
Lloyd Thomas
Keppeler
Damato
Forrest Royal
Floyd B. Parks
John R. Craig
Orleck
Brinkley Bass
Stickell
Fred T. Berry
Norris
McCaffery
Harwood
Agerholm
Shelton
James E. Kyes
Hollister
Eversole
William M. Wood
Wiltsie
Theodore E. Chandler
Bausell

William C. Cole
Paul G. Baker
Damon M. Cummings
Vammen
Gillette
Henry R. Kenyon
Gunason
Major

Bumper
Carp
Capitaine
Carbonero
Boarfish
Redfish
Bonquill
Scabbardfish
Segundo
Sea Cat
Sea Devil
Sea Dog
Sea Fox
Trumpetfish

Queenfish
Razorback
Charr
Blenny
Blower
Blueback

(To be nominated)
Catfish
Entemedor
Chivo
Chopper

Amphibious Force Flagships (8)

Appalachian	Wasatch
Blue Ridge	Eldorado
Mount McKinley	Estes
Mount Olympus	Teton

AMC (Underwater Locator) (3)

AMC(U) 7	AMC(U) 9
AMC(U) 8	

High Speed Transports (6)

Gantner	Wantuck
Diachenko	Gosselin
Horace A. Bass	Begor

Landing Ships, Dock (3)

Casa Grande	Cabildo
Rushmore	

Mine Layer (1)

Terror

Light Mine Layers (4)

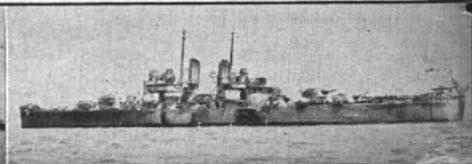
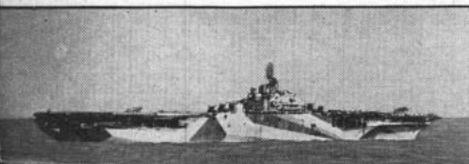
Adams	Henry A. Wiley
Tolman	Robert H. Smith

High Speed Mine Sweepers (12)

Mervine	Doran
Quick	Earle
Davison	Carmick
Thompson	Doyle
Cowie	Endicott
Knight	McCook

Attack Transports (16)

Geo. Clymer	Bollinger
Rockbridge	Cavalier
Rockingham	Bottineau
Rockwall	Bronx
Saint Croix	Bexar
Bayfield	Henrico
San Saba	Dane
Sevier	Glynn



READY RESERVE



4 CVs



1 CVL



6 BBs



18 CA-CLs



40 DDs



4 DEs

Attack Cargo Ships (9)

Rolette	Seminole
Washburn	Oglethorpe
Skagit	Ottawa
Union	Prentiss
Rankin	

Mine Sweepers (12)

Gladiator	Defense
Spear	Devastator
Vigilance	Ardent
Champion	Impeccable
Chief	Triumph
Competent	Waxwing

Active Fleet ships of the Pacific are currently assigned to the 5th and 7th Operational Fleets, engaged in enforcing surrender terms and occupational duties.

Ready Reserve (Pacific)

Carriers (2)

Lake Champlain	Shangri-La
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Battleships (3)

Indiana	Alabama
Massachusetts	

Cruisers (8)

Vicksburg	Baltimore
Miami	Boston
Oklahoma City	Canberra
Amsterdam	Quincy

Destroyers (18)

Harry E. Hubbard	Lofberg
Alfred A. Cunningham	John W. Thomason
John R. Pierce	Buck
Frank E. Evans	(10 2,100-ton DD's to be nominated)
John A. Bole	

U. S. ATLANTIC FLEET

Active

Carriers (4)

F. D. Roosevelt	Leyte
Midway	Philippine Sea

Escort Carriers (4)

Palau	Salerno Bay
Mindoro	Sicily

Battleships (2)

Missouri	Wisconsin
----------	-----------

Cruisers (8)

Providence	Houston
Little Rock	Portsmouth
Fargo	Huntington
Worcester	Roanoke

Destroyers (54)

Putman	Strong
Willard Keith	James C. Owens
Zellars	Massey
Douglas H. Fox	Stormes
Gearing	Eugene A. Greene
Gyatt	Kenneth D. Bailey
William R. Rush	Vogelgesang
Steinaker	Harold J. Ellison

Charles R. Ware
Sarsfield
Power
Cone
O'Hare
Corry
Holder
Johnston
Fiske
Perry
Brownson
Fechteler
English
Samuel Roberts
Charles S. Sperry
Ault
Waldron
Joseph P. Kennedy, Jr.
Leonard F. Mason

G. K. McKenzie
Ernest G. Small
Glennon
Stribling
Meradith
New
Rich
Noa
Warrington
Robert L. Wilson
Arnold J. Isbell
Haynsworth
Robert H. McCard
John W. Weeks
Hank
Wallace L. Lind
Borie
Rupertus
Charles H. Roan

Mine Sweepers (12)

Seer	Pursuit
Sprig	Revenge
Tanager	Token
Tercel	Requisite
Towhee	Sage
Wheatear	Tumult

Submarines (51)

Grouper	Argonaut
Finback	Flyingfish
Atule	Raton
Piper	Spikefish
Threadfin	Dogfish
Torsk	Greenfish
Quillback	Hoffbeak
Sarda	Corsair
Remora	Sirago
Clamagore	Pomodon
Cobbler	Spinax
Cochino	Amberjack
Corporal	Tusk
Cubera	Sea Owl
Medregal	Sea Poacher
Requin	Sea Robin
Irex	Sennet
Sea Leopard	Runner
Odax	Conger
Balao	Diablo
Billfish	Cutlass
Bowfin	(6 SS to be nominated)
Cabrilla	
Crevalle	

Destroyer Escorts (20)

William T. Powell	Spangenberg
Alexander J. Luke	Robert I. Paine
Reuben James	Fogg
Otter	Borum
Maloy	Foss
Scroggins	Jack W. Wilke
Durik	Coolbaugh
Darby	J. Douglas Blackwood
Harmon	Greenwood
Loeser	Jenks

High Speed Transports (6)

Burke	Schmitt
Burdo	Kleinsmith
Weiss	Carpellotti

Amphibious Force Flagships (6)

Catocin	Auburn
Pocono	Adirondack
Biscayne	Taconic

Attack Cargo Ships (6)

Montague	Vermillion
Mathews	Merrick
Winston	Marquette

Attack Transports (13)

Cambria	Pickaway
Okanogan	Pitt
New Kent	Fremont
Noble	Randall
Okaloosa	Rawlins
Chilton	Renville
Oneida	

Landing Ships, Dock (2)

Catamount	Colonial
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Auxiliary Mine Layer (1)

Monadnock

AMC (Underwater Locator) (2)

AMC(U) 10	AMC(U) 11
-----------	-----------

Light Mine Layers (4)

Shannon	Thomas F. Fraser
Harry F. Bauer	Shea

High Speed Mine Sweepers (8)

Ellyson	Hambleton
Rodman	Jeffers
Macomb	Fitch
Hobson	Gherardi

Ready Reserve (Atlantic)

Carriers (3)

Franklin	Randolph
Saipan	

Battleships (3)

Washington	South Dakota
North Carolina	

Cruisers (10)

Oregon City	Albany
Rochester	Macon
Des Moines	Montpelier
Cleveland	Columbia
Denver	Manchester

Destroyers (22)

Timmerman	Henley
Wilteck	Richard E. Kraus
Clarence K. Brownson	Cotten
Dortch	Gatling
Healy	Cogswell
Caperton	Ingersoll
Knapp	Rowe
Smalley	Stoddard
Watts	Wren
Bearss	John Hood
Jarvis	Porter

Destroyer Escorts (4)

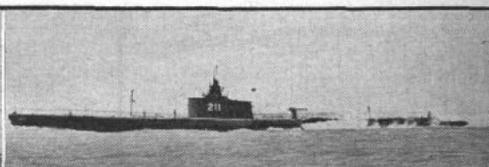
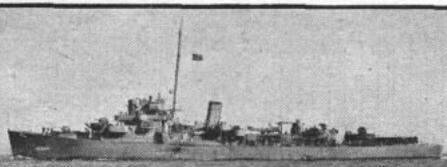
Francis M. Robinson	Solar
Muir	Sutton

Light Mine Layers (2)

Gwin	Lindsay
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Mine Sweepers (4)

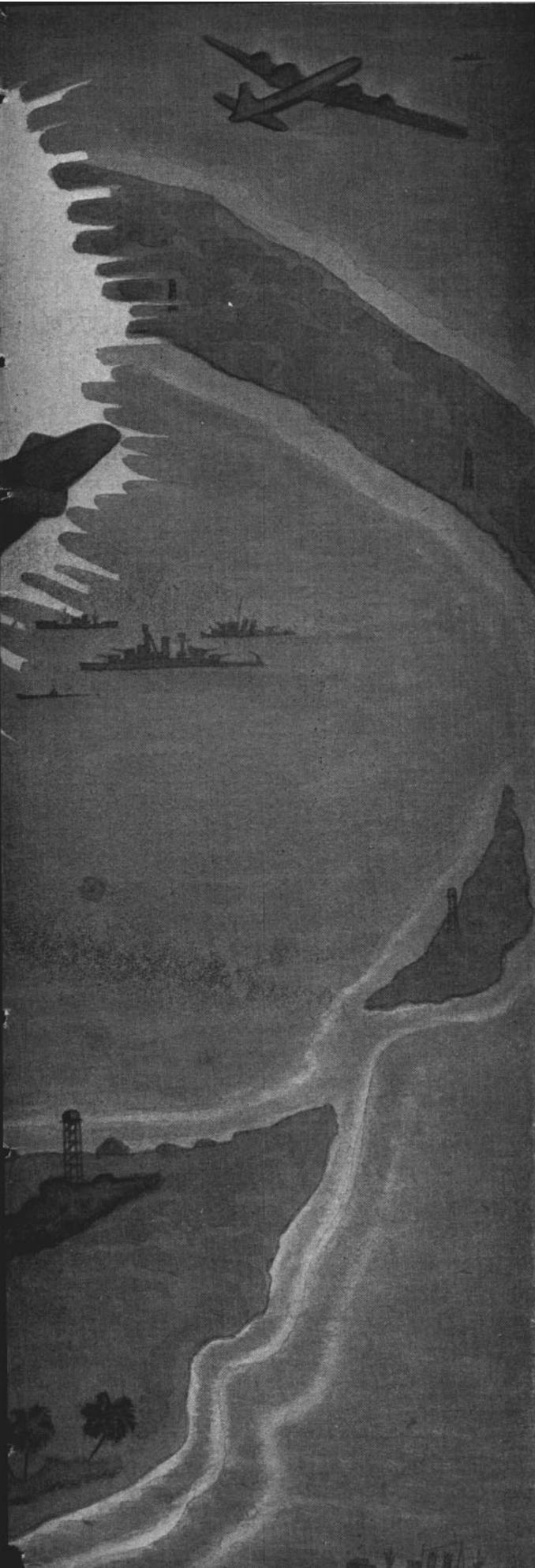
Peregrine	Pigeon
Crag	Cruse



CROSSROADS

In the lagoon of a remote Pacific atoll, sea power faces its greatest test . . . In Operation Crossroads one hundred veteran ships will try the effect of man's most terrible weapon, a test to decide future of naval tactics and design





ATOMIC BOMB TESTS:

BIG BOOM AT BIKINI

Experiment Will Determine Future Of the Navy's Weapons and Tactics

OUT IN NEW MEXICO the specially selected crew of a Superfortress as well as those of four "stand-in" B-29s daily rehearse for the all-important role in "Crossroads," a joint Army-Navy Atomic Age melodrama in three acts which seems destined to be "the greatest show on earth."

Elsewhere in the United States and the Pacific a star-studded (literally) production staff of 20,000 methodically assembles the supporting cast and the "props," and sets the vast stage for Act 1 of the atomic bomb which will take place 15 May at the isolated Bikini Atoll "theater" in the Marshall Islands.

By comparison, the magnitude of the production makes all Hollywood efforts—and the superlatives used to describe them—inadequate. Only the incalculable over-all importance of the test itself overshadows the gigantic task of setting the stage, directing the production—the unenviable job that has fallen to Vice Admiral W. H. P. Blandy, Deputy Chief of Naval Operations for Special Weapons and former Chief of the Bureau of Ordnance. Of Admiral Blandy as commander of Joint Task Force 1 (the designation given Army, Navy and civilian units assigned to the tests) it has been said: "He is not only the man of the year, but also the man of the hour. His is the awful responsibility of awful power."

To help carry the "awful responsibility" of the atomic bomb test, some of the most responsible and intelligent technicians of the Army, Navy and civilian life have been selected for Admiral Blandy's "production staff."

There's Maj. Gen. W. E. Kepner, the deputy for aviation and former commander of the 12th Tactical Air Command in the European Theater. Rear Admiral W. S. Parsons, former associate director of the Manhattan District atom bomb project, will be Admiral Blandy's deputy for technical direction. Named ground forces adviser for Task Force 1 is Maj. Gen. A. C. McAuliffe, famed commander of the 101st Airborne Division. Technical director for the task force is Dr. R. A. Sawyer of the Manhattan District project.

Then there's Capt. J. A. Snackenber, the task force chief of staff, who was Navy representative on the War Department Munitions Assignment Board, and Capt. Robert Brodie, Jr., the assistant chief of staff for personnel, who commanded units in our North African, Mediterranean and Okinawa operations. Assistant chief of staff for intelligence is Brig. Gen. T. J. Betts, former intelligence officer on Gen. Eisenhower's staff. Capt. C. H. Lyman III, assistant chief of staff for operations, during the latter part of the war served as gunnery observer on Admiral Nimitz' Pacific Fleet staff. Brig. Gen. D. H. Blakelock, former executive assistant for the chief of staff for logistics on the Joint Army-Navy Staff in the Pacific, will be Admiral Blandy's chief of staff for logistics.

But even with this array of competence, the decisions still are difficult as new plans are drawn up, revised, discarded, finally adopted. For instance:

Once it was determined to stage the test, the cast had to be selected. For the stellar role it was decided to use an atomic bomb of approximately the same potential as that used on Nagasaki which, it will be remembered, was larger than the one dropped earlier on Hiroshima and

AWESOME FLOWERING of an atomic bomb is shown in this series of photographs of the pioneer New Mexico tests. The

which destroyed 10 square miles of the city.

The choice for the all-important role of carrying the star onto the stage was easy. Most of the crews and the B-29s of the 509th Composite Air Group which carried the atomic bombs to Hiroshima and Nagasaki were still in the Army. They got the Bikini job and resumed training at Roswell Field, N. M. Among the crews assigned to the Bikini tests are Capt. Kermit Beahan, atomic bombardier of Nagasaki, and Maj. Thomas Ferebee, the Hiroshima bombardier.

Selection of the supporting cast—the “guinea pigs”—had to be made so as to represent adequately the present physical strength of a modern fleet. Selection of the target fleet was comparatively simple for, with the war over, the Navy has a surplus of all types of ships—old ones and new. Four battleships, 2 aircraft carriers, 2 cruisers, 16 destroyers, 8 submarines, 23 APAs, 2 AKs, 6 LSTs, 6 LCIs, and 25 LCTs were chosen. In order to test foreign ship construction features, three captured enemy warships—a Jap battleship, a Jap light cruiser and a German heavy cruiser were added to the “doomed” fleet of which Rear Admiral F. G. Fahrion has been named commander.

Consulting the “program notes,” it will be seen that there’s many a heroic veteran included in the supporting cast. There’s the battleship *New York* which the State of New York wishes to (and may still get to if it survives the atomic blast) enshrine. There’s the *Arkansas*, oldest battleship in the Navy and a veteran of two world wars. The battleship *Nevada* was the first of the great oil-burning super-dreadnaughts of the U. S. Navy and was the only capital ship to get underway (this despite bomb and torpedo hits) at Pearl Harbor when the Japs attacked. The peacetime fleet flagship, the battleship *Pennsylvania*, which participated in 13 successive amphibious landings, is among the target ships.

There’s the heavy cruiser *Salt Lake City* which sank or helped to sink 15 enemy ships, damaged 10 others and destroyed or helped to destroy 12 planes in World War II. The heavy cruiser *Pensacola* which fought her way from Australia early in the war back through the Pacific to Tokyo will be one of the targets.

Then, of course, there’s “*Sara*” the oldest carrier afloat. The *Saratoga* fought World War II from beginning to end, even though the Japanese “sank” her seven times in official announcements.

Another carrier in the cast is the *Independence*, the “*Mighty I*” which won fame as a night carrier.

Among the destroyers in the supporting cast are the *Ralph Talbot* with 14 operational and engagement stars to her credit; the *Mugford* which shot down or helped to down three Pearl Harbor attackers; the *Helm* which was in World War II all but two months; the *Stack*, survivor of many attacks and participant in major Pacific campaigns; the *Trippe* which twice acted as an escort for ships carrying President Roosevelt; the *Mayrant* better known as the “*Mighty May*”; the *Rhind*, veteran of rugged North Atlantic patrols; the *Flusser*, member of the USS *Lexington* task force which tried to intercept the Jap attackers of Pearl Harbor.

There’s the *Wainwright* which once served as flagship of an anti-submarine killer group; the *Smith*, proud holder of a Presidential Unit Citation; the *Lamson* which fought from Pearl Harbor to Leyte before suffering any crippling damage.

Then there’s the *Bagley* which won eight engagement stars, downed 11 Jap planes and rescued 465 survivors of the First Battle of Savo Island; the *Hughes*, participant in 25 occupations or raids in less than three years; the *Anderson* which wound up her war

career with five anti-shipping sweeps in Japan’s Okhotsk Sea before the war was over; the *Conyngham* which like the *Mugford* helped shoot down four Jap planes attacking Pearl Harbor, and the *Mustin* which fought from the Aleutians to New Guinea during World War II.

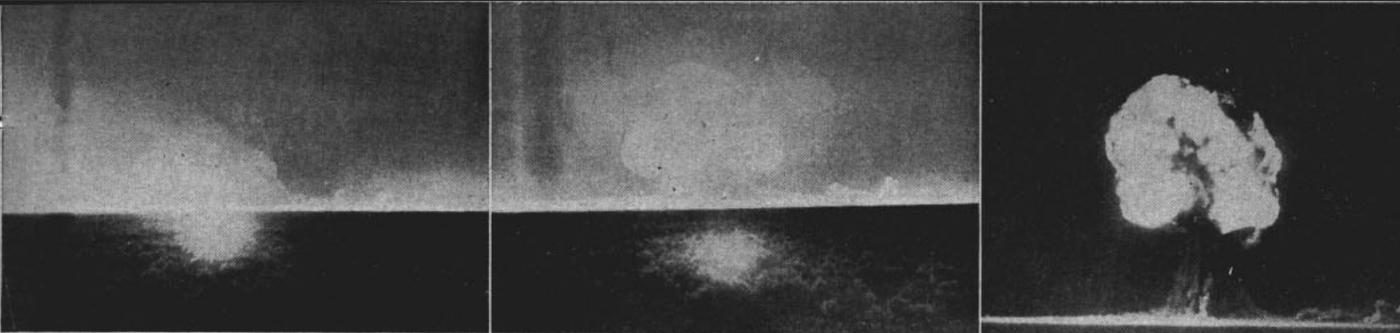
As for the submarines, there’s the *Parche* which sank and damaged 108,220 tons of Jap shipping in six patrols; the *Dentuda* which is one of the newest type subs; the *Skipjack* which sank four Jap ships on her third war patrol; the *Searaven* which rescued 32 Australian aviators early in the war, and the *Tuna*, *Pilotfish*, *Skate*, *Apogon*.

The 25 APAs and AKs are the *Artemis*, *Athene*, *Gilliam*, *Appling*, *Banner*, *Barrow*, *Bladen*, *Bracke*, *Briscoe*, *Brule*, *Burleson*, *Britte*, *Carlisle*, *Carteret*, *Catron*, *Cleburne*, *Cortland*, *Crittenden*, *Dawson*, *Fallon*, *Fergus*, *Fillmore*, *Gasconde*, *Geneva* and *Niagara*.

Among the foreign element in the cast, the German heavy cruiser *Prinz Eugen* is the best known, mostly for its running engagement with the British battlecruiser *Hood*, which it is reported by the Nazis to have sunk in 1941. The *Prinz Eugen* also made



STAGE DIRECTORS of the world's greatest show gathered to outline plans at a press conference in Washington. Left to right, standing: Brig. Gen. Thomas Power; Brig. Gen. Kenneth P. McNaughton; Capt. C. H. Lyman, USN; Brig. Gen. T. J. Betts; Brig. Gen. D. H. Blakelock; Dr. R. A. Sawyer; Capt. Robert Brodie, USN; Capt. George Lyon (MC), USN. Seated: Maj. Gen. W. E. Kepner; V. Adm. W. H. P. Blandy, USN, Commander Joint Task Force One; R. Adm. W. S. Parsons, USN; Maj. Gen. A. C. McAuliffe.



initial burst is seen as a black dot in the first picture, growing with terrific force and speed to huge mushroom at right.

headlines when it made a spectacular dash through the English Channel to Norway in the company of the German battleships *Scharnhorst* and *Gneisenau*.

As for the Japanese warships, the cruiser *Sakawa* was never operational and the battleship *Nagato* is best known as the former flagship of Admiral Yamamoto.

Ships won't be the only "guinea pigs" in the Bikini tests. Taking advantage of the opportunity offered by the test, the Joint Chiefs of Staff ordered a wide variety of Army equipment—presumably planes, tanks, guns, etc.—be placed aboard the target fleet as well as on the atoll itself. Too, it was decided to leave ammunition in limited quantities aboard the ships so as to determine the effect of atomic power on a warship's magazine.

So important is the atomic bomb test that attention has been focused on each step taken in staging it. It is only natural each new announcement of details has created a stir—and some criticisms—around the world.

For example, "arm-chair admirals" were critical because they felt the ships selected did not adequately represent latest construction features. But, the Navy pointed out, although the battleships and one of the carriers are old or middle-aged, the subs, destroyers, noncombatants and one of the carriers are youngsters as ships go. The Navy was satisfied the vessels selected represent the basic construction and compartmentation features of the Fleet today.

Still other volunteer "advisers" felt the atom tests should be extended to ground targets to ascertain how deep man will have to dig to survive in the Atomic Age. Studies of the sites of the first three atomic explosions—all ground areas—will partially answer such demands. In addition, some of the landing craft and Army equipment will be beached within the atoll to test ground equipment.

From another source came criticism to the effect the atomic explosions will not be tested on live targets. Of course, no human beings will be left aboard the target fleet but it is probable that live "test" animals will be placed aboard. This probability brought forth criticism from still another source—the animal friends. However, the task force command has assured them perhaps goats but none of the smaller, usual pet types—will be used in the tests. Other animal lovers were even more concerned over the possibility that great numbers of fish and birds will be killed by the blasts. Admiral Blandy was ready for such critics. Before public an-

nouncement of the test was made, the Department of Interior had been consulted with the result that the task force commander was able to tell such critics Bikini apparently is not spawning grounds for Pacific fish nor is it on the known seasonal track of whales. And at worst, it was pointed out, the cost in animal life would be small in comparison with the probable future saving in human life as a result of the tests.

Speaking of costs, dollar-and-cents considerations in the forthcoming tests brought forth concern in several quarters, especially on Capitol Hill in Washington where the House Naval Affairs Committee set out to ascertain the full cost of the tests. Setting the cost of the tests presents a difficult task. In the first place, the cost of the target ships must be discounted because they were destined for the scrap heap or other disposal anyway. As for manpower, nearly all military personnel engaged in the tests would be engaged in some military activity anyway. No matter what the "full cost" is set at (and it has been esti-

Congress approves) is believed certain, so important is the purpose of the tests.

The mission of Joint Task Force 1, as summed up by Admiral Blandy, "is primarily to determine the effects of the atomic bomb upon naval vessels in order to gain information of value to the national defense. The ultimate results of the tests so far as the Navy is concerned will be their translation into terms of U. S. sea power.

"Secondary purposes are to afford training for Army Air Forces personnel in attack with the atomic bomb against ships and to determine the effect of the atomic bomb upon military installations and equipment."

After the cast and staff had been selected it was necessary to decide how best to test the destructive potential of the bomb and the strength of warships. The bombs which were dropped on Hiroshima and Nagasaki had been detonated above the earth's surface—with awe-inspiring results. But, it was realized, the test must also take into consideration the devastation possible when atomic bombs are exploded on and under the surface. Thus it was decided that to gauge accurately the destructive potential of the bomb it would be necessary to have two, possibly three tests—one of a bomb exploding "several hundred feet" in the air above the target, one on the surface and tentatively one beneath the surface. In the first test the "egg-laying" B-29 will make the drop from 30,000 feet.

With the cast and staff chosen and three acts plotted it was time to consider the theater. This presented a many-sided problem, complicated not only by technical considerations but also by international implications. For the first two tests shallow water was needed so that debris could be salvaged for study. For the final—and most difficult test—deeper water (Admiral Blandy says it will need to be "several thousand feet of water") will be needed so as to minimize the effect of the ocean's bottom on the results.

Too, the area must be isolated so as to not endanger the lives of persons living nearby. Naturally, inhabitants of the "theater" had to be evacuated and this too presented a headache because there was the definite probability there would be no place to return the evacuees to when the tests are over.

Thus the lonely Pacific atoll of Bikini was selected as the best possible theater, at least for the first two tests.

Lying 4,150 miles southwest of San Francisco, Bikini is the northernmost of the Ralik (or western) Chain of



Official U. S. Navy photograph

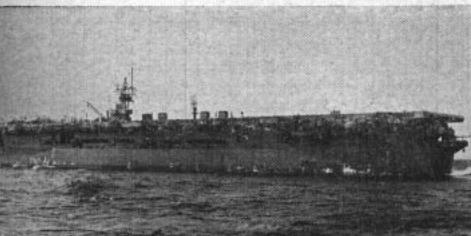
DESOLATION wrought in Hiroshima, Japan, by atomic bomb is shown.

mated at several hundred millions), information, additional security, etc., gained in the Bikini tests would seem to make the cost worthwhile and Congressional approval (which is necessary under an 1882 law which provides that no ship of the line can be sunk, converted to training or otherwise placed out of commission until

TARGETS



USS SARATOGA: Fought from first.



USS INDEPENDENCE: True to name.



USS NEW YORK: Relic if she survives.



USS NEVADA: Normandy to Okinawa.



USS ARKANSAS: The Navy's oldest ship.



USS PENNSYLVANIA: Once a flagship.

Atomic Bomb Makes Navy Obsolete? 'Fantastic Theory,' Replies Nimitz

the Marshall Islands. Captured from the Japanese during World War II, the atoll is roughly 21½ miles long by 10 wide, lying in an east-west direction. The atoll forms a nearly perfect oval of barely submerged coral dotted with more than 20 islands rising a few feet above the ocean's surface at varying intervals along the atoll's 65-mile long rim.

Enclosed within the 65-mile perimeter of the atoll is a sandy-bottomed lagoon of approximately 250 square miles over which the target fleet will be arrayed for the first two tests. Average depth of the lagoon is 100 feet, permitting easy salvage of any vessels sunk by the explosions. As for the third test, the site is still uncertain but probably will be just off the atoll where deep water is available.

Bikini atoll lies about 170 miles northwest of Kwajalein and 190 east of Eniwetok, atolls invaded by American forces a little more than two years ago. Nearest atolls to Bikini are Ailinginae and Rongelap, but only the latter is inhabited.

From studies of prevailing winds and ocean currents, it has been decided that only Eniwetok and Ujelang, its neighbor to the southwest, and Rongelap are in indirect danger from the atomic bomb explosions. Therefore, arrangements are being made to evacuate temporarily those atolls during the tests. Inhabitants of Rongelap probably will be taken to neighboring Rongerik, 50 miles to the east. Residents of Eniwetok and Ujelang probably will be taken to sea aboard American ships where they will remain until danger to their atolls is passed.

Historically, Bikini as well as the rest of the Marshall Islands group was mandated to the Japanese after World War I. Previously, the Marshalls had been held by the Germans, who annexed them in 1885. The Marshalls group was taken from the Japanese by American landing forces early in 1944.

Setting the vast stage for "the greatest show on earth" presents problems in proportion. Deployment of Task Force 1 had to be arranged so as most accurately to gauge the effect of the atom bomb. To achieve this, it was decided to deploy the target fleet "in a manner calculated to give effects varying from probable destruction to negligible damage among the various ships of each type."

A major part of the stage setting job will be the multi-detailed preparations for scientific, mechanical measurement of the atomic explosions. According to Admiral Blandy, "Use will be made of all modern scientific techniques and equipment to observe, measure and record the effects of the bomb."

For example, elaborate plans are being made to photograph every conceivable phase of the tests. Batteries of special cameras atop 100-foot steel towers, arranged in a ring around the atoll, will be set up prior to the test.

Automatic and operated by remote control, the cameras will be housed in small rooms, each shielded against X-rays and other radioactive hazards. Inside the shielding (which will be of lead) will be airtight, waterproof boxes and within them the cameras.

Another phase of the elaborate plan to photograph and measure the explosions will be the sending of "drones," radio-controlled planes, over the explosion area during the tests. Both Army and Navy drones will be used. Eight F6F Hellcats controlled by a similar number of piloted Hellcats flying at a safe distance away (10-20 miles) have been selected for the Navy's drone chore.

Navy drones will be catapulted from the *Shangri-La* and will land on Roi Island. The Army's drone B-17s will take off from and return to Eniwetok.

Other photographic and measuring equipment as well as civilian and military scientists and technicians will be carried by a seaplane squadron and in B-29s and C-54s assigned to Army air groups operating from Kwajalein under the command of Brig. Gen. Roger Ramey. Among the air groups will be an Army Transport Command outfit. In all 41 Army planes, including C146s for transport duty, will participate in the tests.

The Navy will have two-man helicopters for scientific research and communication liaison between vessels and photo planes.

Still more equipment and observers will be carried on units of the supporting fleet of Task Force 1. The 50 ships of the supporting fleet (which will be grouped 15-20 miles away from the explosion center) will include Admiral Blandy's flagship, the AGC *Mount McKinley*. Other ships in the supporting fleet will be the transports *George Clymer*, *Rockridge*, *Rockingham*, *Rockwall*, *Saint Croix*, *Rolette*, *Ottawa*, *Report*, the LSTs 817 and 913. The AGC *Appalachian* will be the "press box", carrying newsmen observing the explosions. Other observers—scientific and military—will be aboard the AGCs *Blue Ridge* and *Panamint*.

Patrol duty for the Bikini tests will be handled by Destroyer Divisions 111 and 112. The *Compton*, *Gainard*, *Soley*, *Harlan R. Dickinson* and *Hugh Purvis* are included in the former; the *Hyman*, *Purdy*, *Beatty* and *Bristol* in the latter.

Repair and service unit assignments have been given the *Ajax*, *Dixie*, *Avery Islands*, *Cebu*, *Sphinx*, *Phaon*, *Sarpedon*, *Telemon*, *Fulton*, *Chowanac*, *Moctobi*, *Munsee*, *Calamus*, *Severn*, *Enoree*, *Pollux*, *Quartz* and the YFs 734, 735, 733, 752, 753, 754 and 385.

Salvage units are the *Preserver*, *Shackle*, *Current*, *Deliver*, *Clamp*, *Reclaimer*, *Palmyra*, *Chickasaw*, *Achomawi*, *Widgeon*, *Covcal*, the ATAs 180, 185, 192, the LCTs 581, 746,

(Continued on Page 55)



Official U. S. Navy photograph

BOOTS WHO PLAN to make the Navy a career will find they have to know more in the postwar organization. Advancing up the promotion ladder, more skill will be expected of them than in the quickly-expanded wartime Navy.

LOOKING AHEAD ON RATES

Scientific Personnel Study Now Underway Would Reorganize Navy's Rating Structure

THE PETTY OFFICER RATING structure is in for overhaul.

The "overhaul" is a scientific study by BuPers to determine what kind of petty officers and how many of each will be needed in the regular peacetime naval establishment. The results of the study, scheduled to be ready in September, are expected to involve changes in the names of some ratings and to mean a more accurate, specific indication of skills possessed by each man.

Just what our old friend W. T. Door, S1c, will have to know and be able to do in order to wear a crow in the postwar Navy is being determined right now by the BuPers research activity with the help of information flooding in from the Fleet and from shore stations.

Previous, changes in the rating structure—for instance the mushroom growth for war purposes—were made on the basis of opinion only, generally speaking, rather than scientifically collected and analyzed data on jobs to be done, and the right men to do them.

Every "job" that has to be done ashore or afloat is being investigated and minutely described. Almost all the "jobs" that have a close relation to one another probably will be lumped together, and skill in all the particular jobs designated as part of a rating will entitle a man to wear the crow of that branch.

Each seaman or fireman striking for a 3c rating is, under tentative

plans, on the first rung of a ladder that will lead, with diligence, skill, and service, to a warrant stripe. The crow will indicate a man is embarked on an occupational career as, say, an electrician, rather than just being a man who has a wire-fixing job.

At the present such warrant problems present themselves as whether radar men should go up the promotion ladder along with radiomen or whether there should be a new radar warrant—because one thing is sure: radar is here to stay. Similar problems in other ratings are cropping up in the policy conferences now being held in the Navy's Washington personnel headquarters.

Among the group of experts working in Bureau headquarters is a ship's clerk, an experienced ex-chief yeoman with long carrier force flag duty, who is specially assigned to seeing that each rating in the new set-up will channel into a warrant stripe as the peak of a professional naval career, that is, provided a man has not been commissioned in the meanwhile.

The ratings reorganization will call for the absorption of some rates by others, evolution of new ratings, and the modification of still others. In the interim demobilization period certain ratings have already tentatively been realigned, but the Bureau does not consider it feasible to make permanent changes in the rating picture until demobilization is complete.

Three reasons govern this decision:

- Such changes would upset the demobilization plan to which the Navy is already committed,

- Involve a complete revision of allowances for distribution, advancements in ratings, and postwar planning,

- Disrupt the personnel accounting system at a critical time, as well as demand extensive changes in record keeping and other clerical processes.

A table of tentative realignments of certain ratings, prepared by BuPers policy planners has been created on the basis of initial studies, and gives an insight into the way ratings may be handled in the postwar permanent-establishment era. It is serving now as a guide for planning and training in the demobilization period.

In issuing Circ. Ltr. 22-46, which concerns itself with the tentative rating structure, BuPers makes a point of stating that no authority is granted by the letter to effect changes of rating from present rating to proposed ratings. Authority is not granted to make advancements in rating except as may be authorized for existing ratings within the activity concerned.

The rate structure table, it is specifically noted, does not imply the transfer of personnel in the ratings affected to the permanent rating, but means that the functions of several wartime ratings—what jobs are actually done—may be combined into one general permanent-organization rating. Thus a torpedoman's mate in the

reorganized rating structure may be called upon to exercise the abilities and skills demanded of a TM, TME, and TMV of the wartime Navy.

To take another example, one new rating envisaged in the postwar Navy and specifically mentioned in policy-making circles is that of fire control technician. Men in this rating will be responsible for the now extremely complicated major repair and overhaul of fire control equipment, including electronic equipment (except fire control radar). More detailed explanation of duties will be promulgated by the Bureau later.

A new handbook put out by the Bureau ties in very closely with the entire rate structure study and development. It is the BuPers Navy Job Classification Manual. In this book personnel experts have investigated and tabulated every single job that can be done in the Navy, and have given each one a code number. This first edition will be augmented as investigations progress.

Now let's imagine there's a job aboard ship that isn't being done because there's nobody aboard qualified to do it. The skipper of the ship looks into the new Job Classification Manual and finds out what number that job has in the manual. He then asks for a man with "job classification number 056700". A specialist (I), the man who runs the punched card machine, drops a handful of cards into his machine. Presto—in a couple of minutes out pop the cards of the men who are qualified to perform Navy job number 056700. One is selected and ordered out to the ship.

At first glance there seems to be a conflict between broadening out the "functions", as BuPers calls the tasks



Official U. S. Navy photograph

SIGNALMEN like these two men sending a blinker message have long standing in the Navy's rate structure.

to be done inside a rating, and the new idea of noting certain skills a man possesses on a punch card.

When a man first gets his third class rating badge under the proposed postwar system, which of some 900-odd Navy jobs he can do will be noted. Let's say he can operate the hydraulic system on big guns. As he goes up the ladder of promotion, more and more job numbers will be added behind his name. That'll show that not

only can he work the hydraulic gear, which he learned while getting his 3c rating; he can now roam around fixing and servicing any old gun you happen to throw at him.

So at the bottom of the promotion ladder we'll find the man with a narrow specialization, but at the top of the promotion ladder time and experience will have broadened his skills.

The "specialist" classification, a wartime rating, is due to go on the chopping block, generally speaking.

When the war came along the Navy found that when it came to some strange odd jobs that had to be done around a fighting modern fleet and shore stations the ordinary seagoing sailor wasn't the man to fill the bill. For seamanship, handling boats and tackle, a cox or a bos'n's mate was tops. But who ever saw a chief bos'n's mate teaching German to a bunch of technical reserve officers, censoring cables, bent over a fine collection of FBI fingerprints, or writing terse, snappy copy as a Navy correspondent? No one ever did and probably never will.

The Navy had to have men like this, so they reached out into civil life, grabbed a handful of experts, poured them into bell bottomed trousers, and gave them a typewriter or a tommy-gun (thinking of the OSS lads) as the case happened to be, and what did the Navy have? Right, specialists.

Some of these categories have so proved themselves that they are candidates for inclusion in the peacetime rate structure. Although the names of the rates may be changed later, the male specialists (F) fire fighters, (I) punched card accounting machine operators, (Q) (CR) cryptographers,

SPECIALIST RATINGS IN THE PEACETIME NAVY

If you're in a specialist rating, give a look—you may have to step lively to keep your standing in the peacetime Navy.

Specialists in the postwar, post-demobilization Navy have been divided into three categories. Group "A" specialists don't have to worry about their rates being abolished. The type of job their rate's been doing is so essential in a modern fleet that the Navy has decided to keep it on (maybe with a different name later). Specialists who are "in":

- Specialist (F) (fire fighter)
- Specialist (I) (punched card accounting machine operator)
- Specialist (Q) (CR) (cryptographer)
- Specialist (Q) (IN) (radio intelligence)
- Specialist (Y) (control tower operator)

The functions of category "B" specialists have become important to modern sea and naval air warfare, but in a peacetime navy they don't take the full time of a man. These "Mr. Inbetween" ratings will be absorbed into others. A specialist in one of the ratings listed below can ship over to the regular Navy for his peacetime career, getting extension of family allowance benefits, on a two, three, four, or six-year hitch. But he has to realize he does so with

the understanding that such a hitch may be terminated "for the convenience of the government" on 1 Sept 1948, or he may be reclassified and appropriately reduced in rate if he has not made an effort to shift to a general service rating. Category "B" ratings are:

- Specialist (G) (aviation free gunnery instructor)
- Specialist (C) (classification interviewer)
- Specialist (P) (photographic specialist)
- Specialist (P) (LB) (laboratory)
- Specialist (P) (MP) (motion picture production)
- Specialist (P) (PG) (photogrammetry)
- Specialist (Q), (TE) (technical) ECM and other communication equipment
- Specialist (T) (LT) (link trainer operator)
- Specialist (V) (transport airman)

Most specialist functions are really just that—special. The duties done in these brackets are so very specific that the postwar Navy cannot keep a man just training pigeons, Specialist (X) (PI), when another man could be handling station radar gear and training pigeons on the side. Petty officers who are in the "C" or "out" group of specialists should take steps to get into a general service branch, for their functions are to be absorbed or given the deep six:

- Specialist (A) (physical training instructor)
- Specialist (E) (PS) (motion picture service booker)

- Specialist (E) (RW) (recreation and welfare assistant)
- Specialist (O) (inspector of naval material)
- Specialist (P) (VM) (V-mail)
- Specialist (Q) (RP) (registered publications)
- Specialist (R) (recruiter)
- Specialist (S) (shore patrol and security)
- Specialist (S) (V-10) (personnel supervisor)
- Specialist (T) (teacher)
- Specialist (W) (chaplain's assistant)
- Specialist (X) (AC) (archivist)
- Specialist (X) (AR) (artist)
- Specialist (X) (BL) (ballistics)
- Specialist (X) (CC) (cable censor)
- Specialist (X) (CG) (crystal grinder)
- Specialist (X) (CT) (cartographer)
- Specialist (X) (DI) (discharge interviewer)
- Specialist (X) (ED) (engineering draftsman)
- Specialist (X) (FP) (fingerprint expert)
- Specialist (X) (GU) (gauge man)
- Specialist (X) (ID) (intelligence duties)
- Specialist (X) (IR) (interpreter)
- Specialist (X) (JO) (journalist)
- Specialist (X) (KP) (key punch operator or supervisor)
- Specialist (X) (NC) (naval correspondent)
- Specialist (X) (OP) (ordnance projects)
- Specialist (X) (PC) (position classifier)
- Specialist (X) (PI) (pigeon trainer)
- Specialist (X) (PL) (plastics expert)
- Specialist (X) (PR) (public information)
- Specialist (X) (QM) (operations — plotting and chart work)
- Specialist (X) (RL) (research laboratory)
- Specialist (X) (RS) (radio services)
- Specialist (X) (RT) (rail transportation)
- Specialist (X) (ST) (strategic services)
- Specialist (X) (SB) (telephone switchboard operator and supervisor)
- Specialist (X) (TD) (topographic draftsman)
- Specialist (X) (TS) (air stations operations desk—time shack)
- Specialist (X) (VA) (visual aids)

TENTATIVE RE-ASSIGNMENT OF ENLISTED RATINGS

(Partial list as of 31 January 1946; functions only, does not imply necessarily a combination of personnel in the ratings affected.)

PROPOSED POST-WAR RATING		PRESENT RATINGS WHOSE FUNCTIONS WILL BE INCORPORATED
RATING TITLE	SIGNIFICANCE OF RATING	
1. Aviation Machinist's Mate.	Power plant mechanic; plane captain duties.	AMM, AMMC, AMMF, AMMP, AMMT, Sp (V).
2. Aircraft Artificer.	Structural mechanic.	AM, AMMH, Ptr V (working knowledge only. See Painter.)
3. Aviation Ordnanceman.	Ordnance and fire control equipment repair and maintenance.	AOM, AOMT, AFC (Exclusive of electronic repair).
4. Aviation Electronic Technician's Mate.	Electronic repair and maintenance and airborne radio operation.	ARM, AETM, AFC (Electronic repair only).
5. Aviation Electrician's Mate.	Electrical and instrument repair and maintenance.	AEM, AMMI.
6. Aviation Boatswain's Mate.	Flight deck operations, gasoline systems, catapults, plane handling.	ABM (AG), ABM (CP), ABM (GA), ABM (PH).
7. Torpedoman's Mate.	Torpedo repair and maintenance.	TM, TME, TMV.
8. Training Devices Technician.	Operator and repairman of synthetic training devices.	SAD, Sp (G), Sp (T) (LT), Sp (T) (Synthetic training devices instruction only). (Celestial Link, etc.)
9. Lithographer.	Photo-lithographic camera and plate making, offset press operation, etc.	Prtr L, Prtr M, Sp (P) (Photo-lithographic camera, plate making only).
10. Aircraft Controller's Mate.	Control tower operator and flight operations duties, afloat and ashore.	Sp (Y), Sp (X) (TS).
11. Fire Controlman.	Operates and performs shipboard maintenance of all fire control equipment.	FC, FCO, FCS. (Major repair and overhaul of fire-control equipment, including electronic components (except fire-control radar), will become the responsibility of personnel in the new rating of fire-control technician to be established later.)
12. Painter.	General ship and aircraft painter.	Ptr, Ptr V. (See Aircraft Artificer.)
13. Communication Technician.	Communication intelligence and security.	Sp (Q) (CR), Sp (Q) (IN).

(Q) (IN) radio intelligence, and (Y) control tower operators, are sure-fire postwar classifications.

The functions of a second group of specialists ratings will be integrated with the other general service rates (see accompanying box).

In order to assure specialists in these ratings benefit from the extension of family allowances, these men will be allowed to enlist in the regular organization for two, three, four, or six years, with the understanding they are subject to termination of such a hitch for the "convenience of the government" on 1 Sept 1948 or appropriate reclassification, including reduction in rating, unless they shift to a general service rating before that time.

The third group of specialists are those whose talents are so very specialized there can be no place for them in the regular establishment. In some cases, for instance V-mail experts, their duties have already terminated. Specialists (X), from crystal grinders, through pigeon trainers, down to air stations operations desk (time shack) are out. Bureau policy drafters believe such functions as these men performed in wartime can be absorbed in the peacetime Navy by general servicemen, or by civilian employes of the Department and men presently in these petty officer brackets should shift to a general service rating for regular Navy duty.

The question of what to do with ship's service men, to take one case, still has to be puzzled out. Will a ship's barber be able to work his way up to warrant barber, or a shoe re-

pairman work up to warrant cobbler? Should a deck man tend fountain on a major vessel having a soda fountain, and lose that much time learning to be a component seaman or can the Navy afford to have a fountain rating?

A possibility at this stage of planning might be, size of the Navy permitting, that all ship's servicemen



Official U. S. Navy photograph
SPECIALISTS (X), pigeon trainers, are among the ratings doomed to the axe under postwar rating revision.

may head for the same warrant classification, such as ship's service warrant officer, by broadening their managerial and supervisory abilities, be the man initially barber, cobbler, or laundryman.

In the final analysis, of course, the solution of the problems lies in the hands of the American people. Will Congress support a large peacetime naval establishment, or will it require a smaller streamlined Navy composed mainly of men trained to run the fighting fleets on the sea and in the air?

If the latter is the case, the Navy will have to concentrate on ratings of a broader nature. If a larger establishment is granted the Navy can afford to train men in a larger number of varied ratings.

And talking about ratings again, what about old Seabag Sam, that well-seasoned boot in whose veins runs the salt water of Great Lakes Naval Training Station? He's been griping about sitting around forever in paygrade six. Don't worry, he's getting a break under a new Navact.

SecNav has authorized commanding officers to boost Sam up where the view is better. Let's say he's a S2c or F2c. To encourage advancement, put him in a position where he can strike for a rating, and to give a more equitable distribution of men between paygrade six and five, Seabag Sam can be moved up to S1c or F1c, which is paygrade five, when he is fully qualified, without regard to vacancies in the allowance. The proviso is that he has served three months in the lower paygrade. As rates fill up time requirements in grade six will be upped.

Navy's Civilians





Official U. S. Civil Service Commission photograph

CIVILIANS SAW the job through from beginning to end. Here a naval architect examines blueprints for a ship.



Official U. S. Navy photograph

SMALL JOBS, too, were handled by civilians. A worker stencils a test cartridge case with a die and hammer.

THE NAVY'S CIVILIANS

'Home Front Sailors' Helped Build Ships, Guns and Planes That Made Victory Possible

THEY WEAR NO campaign ribbons, there are no brass bands to herald their return, no cheering throngs to welcome them. But, they also served. They were the "sailors" of the home front—the Navy's civilians.

They were the people who built the ships, passed the ammunition, typed the miles of red tape, helped keep 'em flying, supplied the materials—did a thousand necessary chores for the Navy and in so doing relieved thousands of sailors for the equally important job of fighting the enemy.

Just before V-J Day, the Navy's civilian force numbered 758,246—and the majority of them weren't in office billets. Nor were they all on stateside duty. Nearly half the total were working in the Navy's shipyards; only 19,487 were assigned to Washington departmental activities. And outside the U. S. there were 59,765 Navy civilians at work—47,224 in territories and possessions and 12,571 in foreign countries.

As the admirals and generals have pointed out, victory wouldn't have been possible without the thousands of civilian workers. The jobs the Navy civilians did *had* to be done. Without

ships, the Navy isn't a Navy. Without guns, the ships aren't weapons. Without planes, the all-important aerial striking power and defense are lost. And without a few miles of red tape, it wouldn't be possible for an organization of over three million to operate, ready the offensive, launch the attack.

To get a man and a ship into fighting trim, to get them out where the fighting takes place requires a lot of stateside doing. The great number of stateside jobs couldn't be handed entirely to military personnel—although many, especially supervisory and specialist tasks, were. There just weren't enough sailors and Waves to handle both the fighting and the "man-behind-the-man-behind-the-gun" jobs. So the Navy had to rely on civilians—and the job wasn't easy. Its own military needs, as well as those of the Army, were cutting into the manpower supply, forcing the Navy to rely more and more on civilian groups not eligible for military service. Few draft eligibles stayed very long on the Navy's civilian rolls. Thus women, men physically unfit for military service and older men, became the main source of manpower for the Navy's shore establishment. Boys and girls

too young for uniforms also helped out as much as possible, sometimes on a part time basis.

Many of these Navy civilians had more than just an employe interest in the Navy. Many of the women hired by the Navy were the wives, widows, mothers, sweethearts, sisters, aunts, even grandmothers of naval personnel or other servicemen. As for the men, many of them had brothers, sons and other relatives serving with the Fleet. Besides, working for the Navy was the nearest thing to military service many of the men could get.

Veterans, too, answered the Navy's call for help. Shortly after V-J Day more than 100,000 war veterans (many of them from World War II), widows of veterans or wives of disabled veterans were working for the Navy.

Working for the Navy was not easy for many. They had to leave homes long established, move to overcrowded cities where shortages of housing, food, transportation, cigarettes and a host of other things made living conditions even more unpleasant. Three-fourths of the Navy's civilians were concentrated in 17 major (and very crowded) seaboard areas including Boston, New York, Philadelphia, Washington, Los Angeles, San Francisco, Seattle, Portsmouth, Pensacola, Corpus Christi.

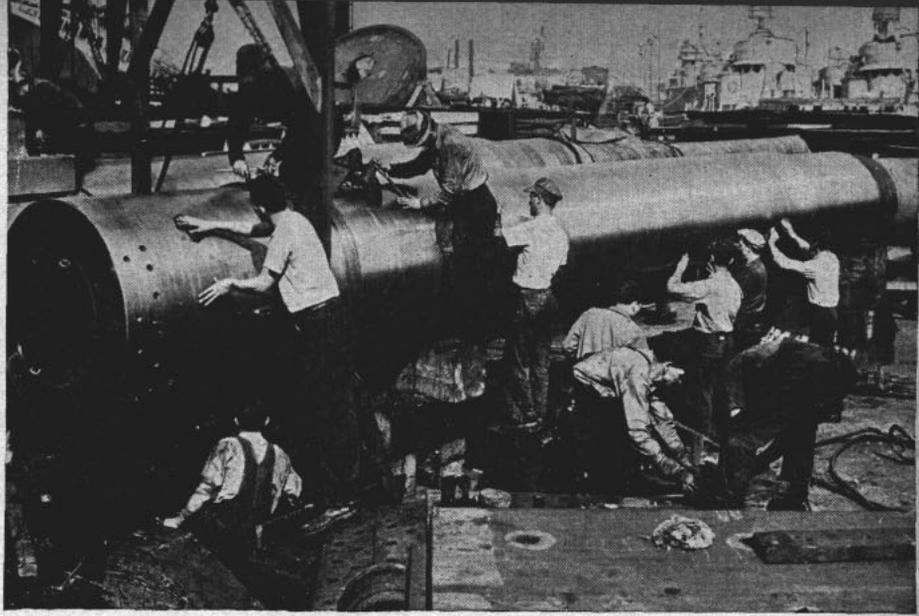
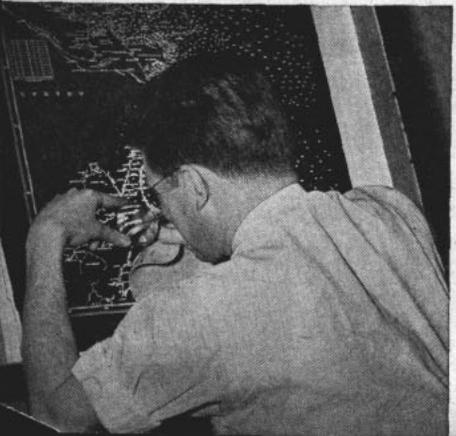
Navy's Civilians



CIVILIAN RADIO technician (above) checks electronic equipment. A workman (below) carefully assembles the twin propellor assembly on a torpedo.



WAR CHARTS were expertly re-touched by workers to eliminate flaws.



Official U. S. Navy photographs

A SIXTEEN INCH rifle barrel receives its final polish by civilian workers at New York Navy Yard before installation in the USS Iowa main battery.

What were these jobs the civilians did for the Navy during World War II? The story is best told in the record of Navy growth and production. Shortly after the war broke out, the Navy had 309,479 civilian workers, 2,789 ships and 5,260 planes. A year and a half later, there were more than twice as many civilians—653,145—and ships—5,612—and more than three times as many planes—16,691. A year later—a spectacular production year, the Navy had nine times as many ships—46,032—and twice as many planes—34,071—but had only increased the civilian worker roll 90,000, about 12 percent.

It was the thousands of civilian workers at Navy yards and naval drydocks, both in and outside the U. S., who sent hundreds of ships to sea to fight the enemy; it was the thousands of civilians that made many of these same vessels ready to fight again after they had limped home torn and burned in battle. These are the men and women who made the *Boise*, the *Blakeley*, the *San Francisco*, the *Shaw*, the *California* and others able to fight again.

The record of the Navy yards and drydocks is largely the result of civilian effort for station forces at those installations seldom were more than 6 percent military. On 31 October 1944, only 5.4 percent of the 358,723 people at Navy yards and drydocks were military personnel.

A similar record is to be found at Navy supply depots where military personnel seldom comprised more than 8 percent of the total depot force. Of 35,809 working at the depots on 31 December 1943, only 7.3 percent were military people.

At naval air stations, the percentage of military and civilian personnel was about even. On 31 March 1944 the 106,977 people working at air stations were 50.9 percent civilian. These were the people who converted and repaired the planes of the Fleet, who worked against time to rid the Navy of aerial obsolescence by fitting the planes with the latest equipment, who

maintained and serviced the planes that patrolled our coasts.

And the story is repeated at training stations, clothing depots, ammunition depots, ordnance plants, torpedo stations and all the rest of the naval shore establishment.

When evaluating the contribution of Navy civilians during World War II, no small amount of attention can be given the very important beneficial suggestions program which saved the Navy millions of dollars both in labor and materials. Of course, the authors of the suggestions were paid cash awards but the saving made the cost worthwhile. In 1944 alone, \$30,000,000 was saved through adoption of 3,418 beneficial suggestions for which \$269,000 was paid in awards.

With the war over, the number of Navy civilians is dropping rapidly, especially among the women, many of whom are quitting to make homes for returning veterans. From 719,458 on 31 August 1945 the Navy's civilian population dropped to 588,545 on 31 December 1945, a decrease of nearly 22 percent. Most of the reduction in personnel occurred at Navy yards where 29 percent of the civilian force left Navy employment between war's end and the end of 1945. During the same period, naval air stations cut back civilian totals 23 percent. To a lesser degree such cutbacks have been made in many other installations.

What the Navy thinks of its civilian employes was best summed up by Secretary of the Navy Forrestal in a victory Alnavsta dated 15 Aug. 1945:

"The shore establishment of the Navy has completed a magnificent task. In a very real sense they have been part of the fighting Navy and their contribution to the total Navy effort has been immeasurable. The faithful discharge of essential duties by the personnel of these stations and their zeal for the task resulted in meeting every demand of our operating forces. On the behalf of the Navy and the Nation I extend to all employes sincere thanks and a deserved 'Well done!'"

THE WOMEN



POWDER AND PAINT took a back seat for workers like this New York Navy Yard welder.



WOMEN such as this gun factory worker (above) proved adept at precision work. The woman (below) stitches a parachute as part of her job.



Official U. S. Civil Service Commission photograph

MANY WORKERS such as this file clerk filed and tabulated the thousands of documents necessary to naval operations that won the victory.

CIVILIAN WOMEN PLAY VITAL ROLE

When war came, America found itself faced with the dilemma of needing its manpower both for fighting jobs and production jobs. There could be no faltering in filling the former but what about the latter? As the Army and Navy dipped deeper and deeper into the dwindling manpower supply it became evident that a new manpower source was necessary. It was then America's womanpower joined the war effort, taking over where the men left off to go into service.

The extent of the Navy's dependence on womanpower is clearly indicated in the fact that the ratio of women among civilian workers jumped from one in 12 when war began to three in 12 in December

1943, and remained at that ratio throughout the war. Translated into totals, the number of women working for the Navy jumped from about 25,000 at the beginning of the war to nearly 190,000 at war's end.

While most women were in clerical jobs, more than four out of 10 Navy industrial workers were women serving as crane operators, canvas workers, chauffeurs, machine operators, welders, mechanic learners, classified laborers. And among those included in the clerical job majority, in addition to stenographers and typists, there were women in accounting, public information, statistics, procurement, supply work with professional and subprofessional civil service ratings.

CHECKING AND HANDLING ammunition became routine work for civilians such as this girl unloading a lighter at NAD, Iona Island, N. Y.



NAVY'S CIVILIANS



Official U. S. Navy photographs

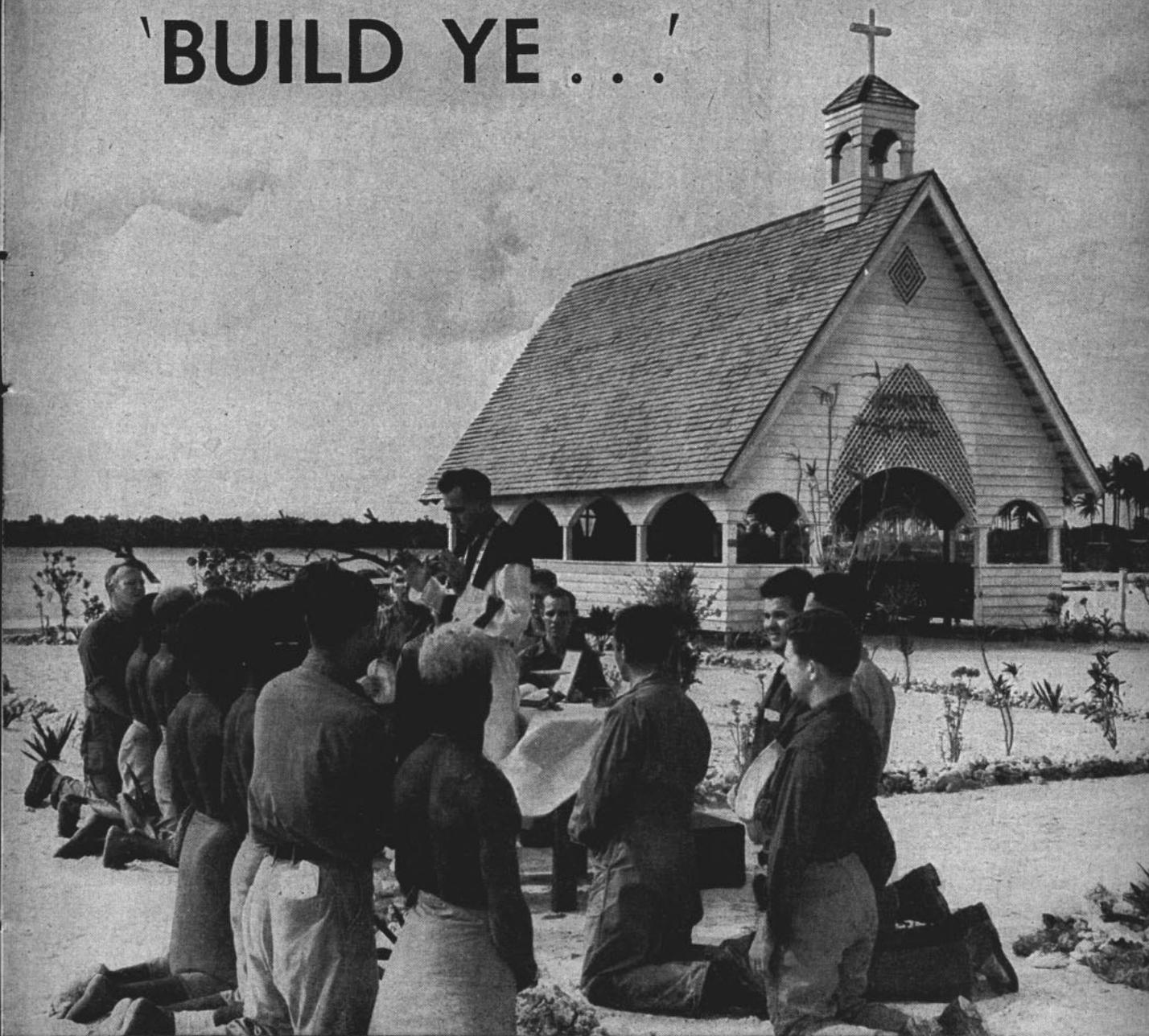
STARS ARE PLACED on a union jack at the New York Navy Yard for use on one of the ships of the fleet.

HIGH SCHOOL students repair a hatch on a navy patrol plane at the Assembly and Repair shop at NAS, Seattle.

WOMEN PASS the ammunition as twin-mount 40-mm. gun is tested at Naval Proving Grounds in Virginia.



'BUILD YE ...'



Official U. S. Navy photographs

NATIVES and American servicemen kneel side by side (above) during divine services at Navy chapel in Admiralties.

'BUILD YE the sanctuary of the Lord God.'

LIKE THEIR ANCESTORS, the traders, craftsmen and professional men who worked side by side to build their churches, the men of various Pacific bases have united to build their own places of worship. Men of all rates, from yeoman to carpenters, have contributed their time and talents to build chapels to suitably worship their God. Theirs was truly a labor of love with no compensation other than the satisfaction of having a permanent place of worship.

Immediately after invasions, chapels were non-existent. The men worshiped wherever the chaplain parked his jeep and put up his pulpit. One Sunday

the services would be held under the wing of a giant bomber, the next on the bed of a dried up creek or under swaying tropical palms. It was often a matter of guesswork where the services would be held and word was often passed via the scuttlebutt circuit.

After the fighting had moved on or the island had been secured and the pressure of military construction eased, the fighters began to seek more adequate places of worship. Often units would seek to outdo one another in the building of beautiful chapels.

With a CB unit on nearly every major island, there was a good supply of talent to aid and guide the equally eager though often less talented vol-

unteers. Often men would come for miles to work on a chapel in their "free" time after working for 12 hours on necessary military installations.

With nearly all government materials on the various bases limited to military uses and lacking government funds, the men nevertheless provided themselves with adequate and often beautiful places of worship.

Much of the materials for chapels was gathered from materials native to the island, navy scrap piles and surveyed materials. No possible source was overlooked.

Described as one of the most unique and modern chapels in the Pacific, the Chapel by the Lagoon at Ulithi in the Western Carolines has many features



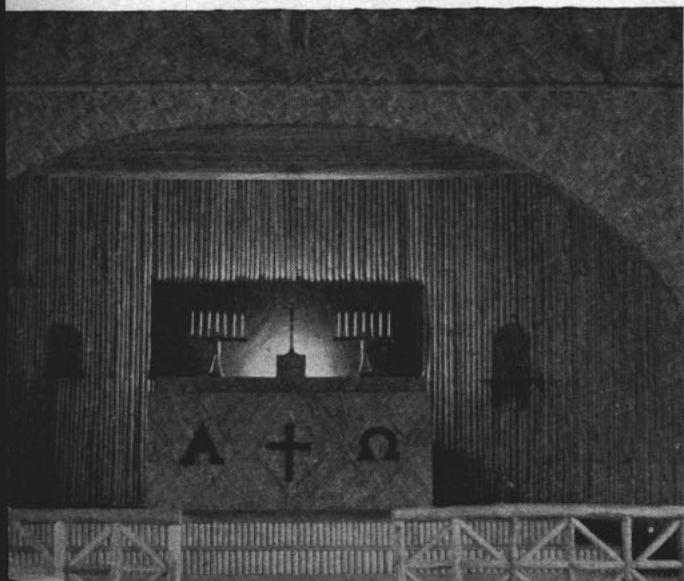
STRIKINGLY MODERN chapel in Admiralties was designed by Seabees and built entirely with volunteer aid.

not found even in base chapels in the States. This chapel, dedicated by the then Chief of Navy Chaplains, Robert D. Workman, (ChC) USN, is believed to have the only revolving altar in the Pacific theatre.

This is triangular in shape and has three altars; one for Catholics, one for Protestants and a third for Jews. The main section of the chapel seats 400 men and the altar can be revolved so that each faith may conduct services in the main section on its own altar.

This chapel is in the form of a Cross and there are two smaller sections grouped about the altar. They may be used by Bible study classes and other small groups. As each of these rooms also faces the altar, three services may be conducted simultaneously by the various faiths without interfering with each other. The chapel is complete with spacious vestry, sacristy and confessional box.

AT SUBIC BAY, the chapel and altar are of nipa and bamboo construction. The entire structure is waterproof.



USING A QUONSET hut as a starting point, a Construction Battalion on Guam built this chapel for its own use.

The Chapel by the Lagoon is set among palm trees in the middle of Asor, main island of the group. The CB unit did the planning and heavy construction work with its modern equipment while natives squatted on the ground and wove palm fronds into mats for decorative purposes. The walls inside and out are covered with these mats as well as various decorations throughout the chapel.

The outside of the chapel has a large wooden Cross with the Star of David underneath, symbolizing the religious freedom for which so many men fought and died.

Little difficulty was experienced enlisting the aid of the natives, as in many of the islands they had been converted to Christianity by the early missionaries. Their work was one of love and they were eager to replace their native churches, destroyed under Jap occupation. They also felt that their work was a means of express-

ing gratitude to the Americans for their liberation.

At many of the services, these dark skinned, scantily clad natives worshipped side by side with the white servicemen. In many instances they proved to be well versed in the Liturgy and many had a working knowledge of Old World Latin.

In the Admiralty islands, there are fifteen chapels ranging from completely modern ones with indirect lighting and comfortable pews to those built entirely of materials found on the islands. They were all built by volunteer labor—yeoman and storekeepers worked alongside carpenters and metalsmiths.

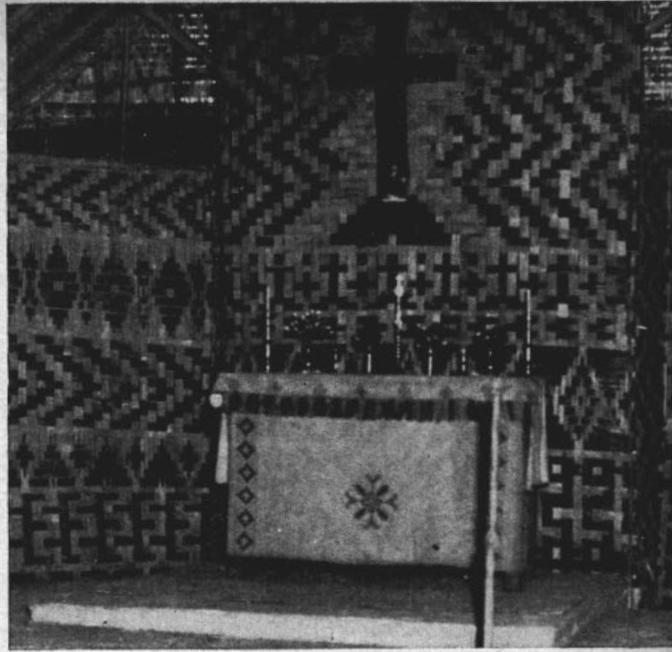
Some of the chapels built with native materials would have a prohibitive cost in the States and would be worthy of cathedrals. Some have solid teakwood altars and mahogany and oak furnishings.

On Tarawa, the fighting men could

VOLUNTEERS of all rates participate in the construction of a base chapel, one of 15 in the Admiralty Islands.

Official U. S. Navy photographs





'A CHAPEL BY CHRISTMAS' was the chaplain's battle cry to speed the completion of this chapel in the Marianas.

NATIVES OF SAVO ISLAND hand wove the mats and altar decorations for this chapel serving 34th Seabees.

not be spared, so natives, grateful for their liberation, accomplished the work under the watchful eye of the chaplain. Two unused native huts were floated across the bay and set up on a nearby airstrip. The two huts were joined together and the adjoining walls were knocked down to give free access. The weak parts were strengthened and the entire structure made water and windproof—all despite the fact not a nail or screw had been used in the entire construction.

When services were held, it was discovered that a squadron of bombers took off on a bombing mission at the same time each Sunday. The nine bombers would roar down the strip in single file and make it impossible for the chaplain to be heard. Considering that a service was impossible under the circumstances, the chaplain decided the only alternative would be to change the time. The word had

hardly gone the rounds when he received a call from the commander of the Army bombers. The fliers would appreciate it, he explained, if the services would be held "as usual." The sight of their comrades gathered together in the chapel, worshipping God, gave the fliers a sense of security as they took off on their missions.

Despite the unusual nature of the request it was granted and the chaplain soon learned to time his prayers with the take-off of the bombers. Each plane as it roared overhead seemed to echo a loud amen to his prayers.

In the majority of the chapels, the three faiths hold their services in the same building, yet there is at least one instance where each is separately located. One Marine Corps chapel at an advanced base has three quonset huts side by side, providing identical places of worship for the Protestants, Catholics and Jews. It is believed that

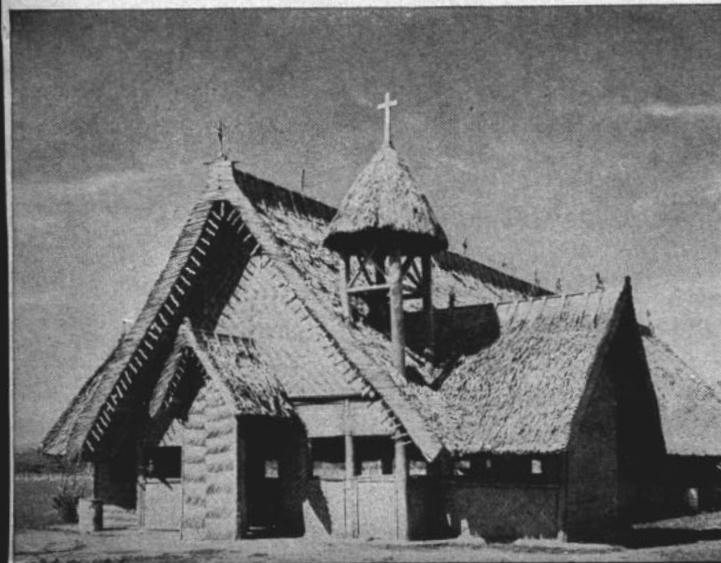
this is the first of its kind erected in the Pacific.

The "Chapel of the Island," at Jinamoc in the Philippines, is a modernized quonset hut. In their effort to provide a religious atmosphere, the Navy men stationed there have provided five plexiglass windows, hand-painted to simulate stained glass. The chapel also has a concrete floor of simulated flagstones, indirect lighting and one of the rarities of island chapels, comfortable pews. The men stationed on the island are certain that theirs is the most beautiful chapel in the Pacific.

It all proves that the veterans of invasions and foxholes did not forget the spiritual lessons learned in combat and that they were willing to spend freely of their time and ingenuity in the building of suitable places for the expression of their own religion and that of their mates.

ON GUADALCANAL, members of the 34th CB's constructed a native style chapel for Army, Navy personnel.

ON JINAMOC in the Philippines, the chapel is of modern design and boasts indirect lighting and concrete floors.



DUTY DONE—PTs RETIRE

Navy's 'Expendables' Passed War's Tests And Proved Their Worth to Future Fleet

EVEN IN PEACE, the "expendables" are still expendable.

It wasn't that the Navy wanted to expend those fast, hard-hitting little PT boats now. On the contrary, when the first plan for the postwar fleet was drawn up, the motor torpedo boat squadrons had a definite place in the Fleet. Forty-eight of them were to be kept on active duty, four were to be assigned for experimental use, four of the PTs' mother ships, the AGPs, were to be kept on active duty and five in an inactive status.

But economy dictated otherwise. Sent to all affected commands recently, a message from the Chief of Naval Operations announced that all PTs but four which are to be used for experimental purposes and all AGPs are to be disposed of.

Colorful Record

Navy spokesmen gave assurance that the PTs weren't considered obsolete or even excess. It was just that the personnel of the gallant little craft which have the credit for striking the first offensive blow for America in World War II were needed elsewhere—in and out of the Navy. Too, maintenance of a PT force in peacetime would be a costly project because of the relatively short life of the little boats, requiring almost continuous new construction to maintain the squadrons. Besides, should war ever break out again, production of the boats could be begun rapidly. The PTs just had to go.

As the doughty motor torpedo boats take their honorable discharge many hands will want to recall their spectacular record. Even the carefully

couched communique and the formal citations accompanying the awards and decorations that came later were unable to cover up the daring of the little craft. And even if they had, the Nation would have got the stories elsewhere, mainly from the thousands of words written by hundreds of correspondents and other writers who found in the PT boats one of the most colorful subjects of the war.

Bataan! Corregidor! Out of those tragic last days of the Philippines came the first of the amazing stories of the wartime deeds of the PTs. It was there that Comdr. John D. Bulkley, then a lieutenant, led his famed MTBRon3 in successful forays against the Japanese, all the while maintaining courier service between American forces, escorting merchant ships in and out of Manila Bay, rescuing ship survivors, strafing enemy shore installations, ferrying wounded and destroying war material that would have fallen into the enemy's hands.

The six boats of MTBRon3 cost the Japs a lot, far more than is shown in the scoreboard of four months of action between 10 Dec 1941, when the Japs first felt the sting of the Navy's "mosquitoes" during a raid on Cavite Navy Yard, and 8 April, when two of the squadron's PTs attacked a Jap cruiser and four destroyers in the Mindanao Sea off Cebu. Still the scoreboard, based on Comdr. Bulkley's 1942 report, is impressive:

- One cruiser damaged and beached;
- Two cruisers damaged (one almost certainly sunk) by torpedo hits;
- One 5,000-ton ship, believed to be an aircraft tender, sunk;

- One 5,000-ton ship, type unidentified, sunk;
- One tanker set afire by torpedoes;
- Two landing barges bearing troops sunk, and
- Three divebombers and one sea-plane destroyed.

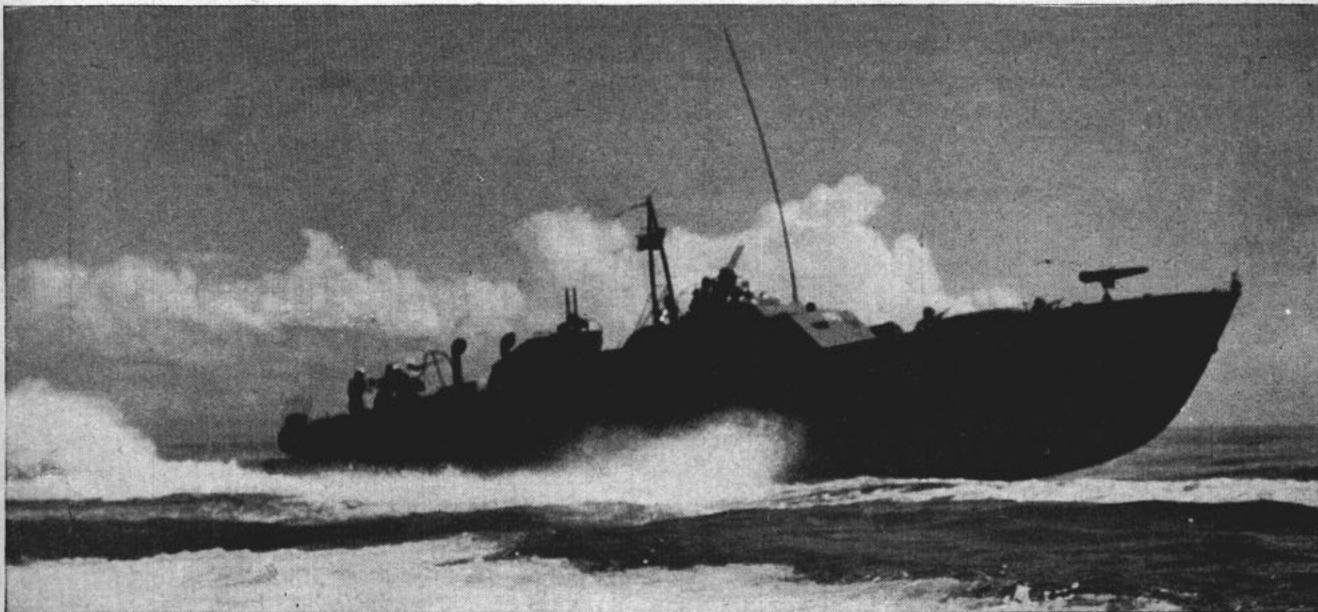
It was on 19 January that the first Jap cruiser became a PT target—at the request of the Army whose units were being blasted by two enemy ships lying in Subic Bay off Bataan. Two PTs were to carry out the attack, separating at the entrance of the bay and rendezvousing at Port Pinanga at the inner end. One PT didn't make it; Bulkley's did and his description, as recounted in the book, "They Were Expendable," gives a vivid picture of the attack.

Jap Reception Committee

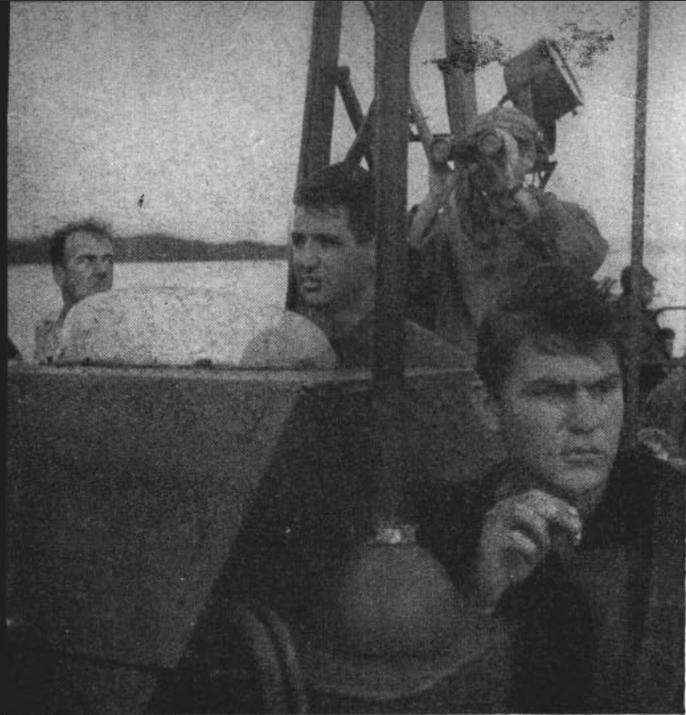
"It was darker than hell," relates Bulkley, "and the shore was lined with Jap field guns. We had got in a little way when a Jap searchlight spotted us and blinked out a dot-dash challenge. We changed course. A field piece opened up, but none of their shells fell near us.

"By this time, the Japs on Grande Island realized something funny was going on. They broke out .50-caliber machine gunfire at us—we could see the tracer bullets. Then the fun started—lights and big shore batteries rambling all over the bay, feeling for us. We could hear the shells whistle over our heads. The lights and flashes really helped us because they enabled us to pick out the shore line and tell where we were.

"By 1 o'clock we were where we planned to meet [the other boat] and go in together for the attack. [It] didn't show up and there was nothing to do but go in alone. To make the sneak, we rounded Binanga Point at



CARIBBEAN coastal waters were protected against marauding Nazi subs by hard hitting PT boats such as this one.



IN THE PHILIPPINES a study in mixed emotions is presented by the crew members of this PT boat on patrol.



NEW GUINEA crews discuss the previous night's raid during this "Monday morning re-hash" at their base.

idling speed. Everything was quiet—no firing down here. Then we saw the cruiser ahead in the dark not 500 yards away. We crept up on her and had just readied two torpedoes when a searchlight came on and in dot-dash asked us who we were.

"We answered all right—with two torpedoes. Then I gave our boat hard rudder and started away; it isn't safe for an MTB to linger near a cruiser. One of our torpedoes hit home. Looking back we saw red fire rising and heard two more explosions which might have been her magazines.

"But we had no time to look at the fireworks, for we were into plenty trouble. One of our torpedoes had failed to get out of its tube and was stuck there, its propellers buzzing and compressed air hissing so you couldn't hear yourself think. A torpedo is adjusted to fire after its propeller has made a certain number of revolutions; after that, it is cocked like a rifle and even a good hard wave-slap on its nose would set it off, blowing us all to glory. Our torpedoman . . . used his head fast. He grabbed a handful of toilet paper, jumped astride the wobbling, hissing torpedo and jammed the vanes of the propeller with the toilet paper, stopping it.

"Flames on the cruiser were lighting up the bay behind us. All over Subic hell was breaking loose. With motors roaring and the boat skipping around in that rough water, I guess we made considerable commotion. Anyway, the Tokyo radio, reporting the attack next day, said the Americans had a new secret weapon—a monster that roared, flapped its wings and fired torpedoes in all directions. It was only us, but we felt flattered. We got the hell out of there, and that was all there was to it."

The last was understatement. The Jap cruiser was so badly damaged that the enemy had to beach her.

MTBRon3 is probably most famed for sneaking General Douglas MacArthur, his wife and son and 20 members of his staff off Corregidor past Jap shore batteries and on to a rendezvous with a bomber which took the general to Australia. Later MTBRon3 spirited Philippine President Manuel Quezon, his wife, two daughters, cabinet members and presidential staff off the island to safety.

For their heroism in the Philippines, men of MTBRon3 were awarded 80 War Department decorations and four decorations of the Philippine Commonwealth, as well as many Navy awards. Comdr. Bulkeley was awarded the Congressional Medal of Honor



All Official U. S. Navy photographs

FUEL for the thirsty PT boats is unloaded for use at a New Guinea base.

carrying with it a citation which declared: "The remarkable achievement of Lt. Bulkeley's Command . . . is believed to be without precedent in this type of warfare."

"Without precedent" is a phrase that often describes the action of all PTs. Although they date back to 1875 when the British Navy introduced a small torpedo-carrying boat which was later discarded because countermeasures reduced its effectiveness, the modern PT didn't really come into its own until World War II.

During the early days of the Pacific war the motor torpedo boats occupied a far more important place in the overall strategy than their weight and size seemed to merit. This probably was the result of the need for saving larger naval units for defensive operations during those hard-pressed days when America was preparing her comeback. During the latter part of the war, when great American task forces and fleets roamed the Pacific, striking at will, little attention was given the little boats but, nevertheless, they continued to carry out important and spectacular assignments in areas where the big units seldom operated.

It was at Guadalcanal that PTs proved their worth in island warfare. Arriving at Tulagi just across from Guadalcanal in October 1942, the PTs went to action immediately, surprising a Jap task force shelling Henderson Field and Marine positions. For several months thereafter the PTs were the only U. S. surface ships stationed at Guadalcanal.

The citations told how MTBRons12 and -21, "dauntlessly exchanging gunfire with heavily armored gunboats and barges, airplanes and shore emplacements," diverted hostile artillery fire to themselves in protection of Allied land forces. The citations went on to say that the PTs "have steadily destroyed the enemy's ships carrying



A PHILIPPINE squadron speeds back to its base after participating in army landings above Ormoc, Leyte, P. I.



THREE ALEUTIAN mosquito boats lie under wraps alongside a seaplane tender which acts as their 'mother ship.'

troops, food and combat supplies; they . . . captured Japanese personnel, landed in hostile territory and effected air and sea rescue missions."

Probably the most daring air-sea rescue of the war was effected by two PTs operating under the command of Lt. Murray Preston, Washington, D. C., who was awarded the Navy Cross for leading the PTs to the rescue of a flier downed in Wasili Bay of Halmahera Island back in September 1944.

When it was learned that a flier was downed in the tiny bay which is part of Kaoe Bay, Lt. Preston volunteered to lead the PTs through the narrow, heavily mined straits leading into the bay, past the numerous Jap shore batteries which lined both the bay and the straits. The flier, who was bobbing around in a liferaft, had maneuvered close enough to hold on to the anchor chain of a small, abandoned Jap ship in Wasili Bay. Jap attempts to capture him were being beaten off by American carrier planes whose pilots were flying continuous

protective "cover" for their fellow flier.

Zigzagging through the American and Japanese minefield under heavy and concentrated fire from the Jap shore batteries, the two PTs dashed into the bay, rescued the flier and safely escaped. To effect the rescue, the PTs underwent Jap shellfire for two and one-half hours.

One of the "hottest" jobs handled by the PTs was that of setting up an operating base and incidentally providing protection for our landings at Mindoro in the Philippines back in mid-December of 1944. Patrolling off the beaches after the landings, the squadrons were without air cover or the support of other surface units for three days during which Japanese planes attacked almost continuously — and with determination.

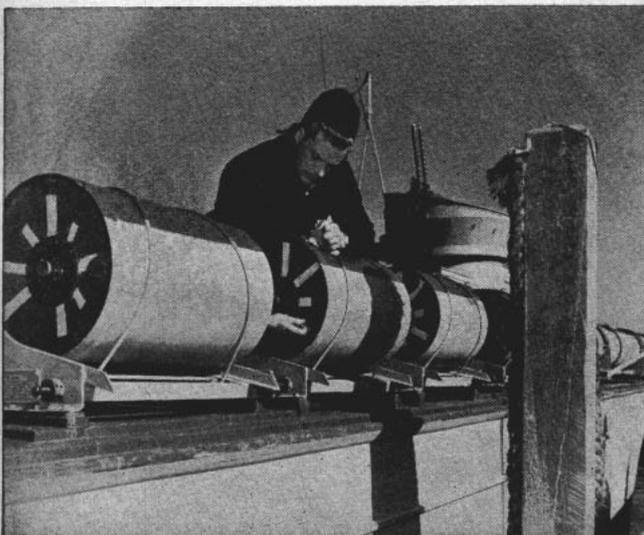
In those three days the PTs shot down (20 of them) or damaged every Jap plane that came within their vision.

For the PTs' heroic work at Mindoro, MTBRons13 and -16 and PTs

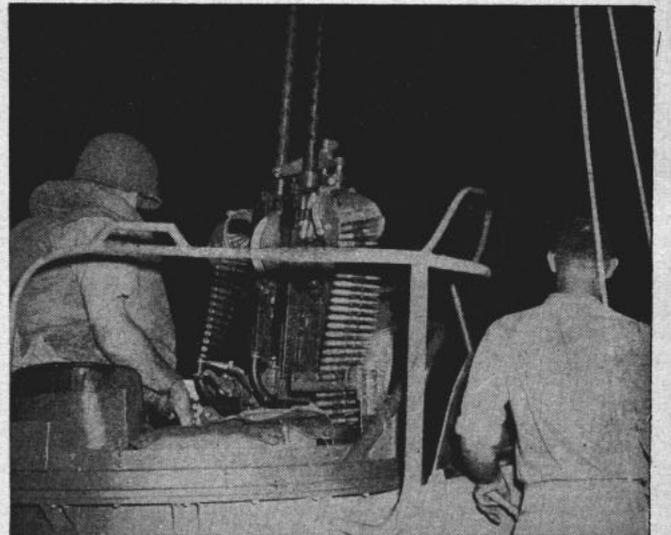
227 and 230 were commended by the Secretary of Navy for serving as the only naval force present following the retirement of the invasion convoys and thus the major obstruction to enemy counterlandings from near-by Luzon, Panay and Palawan.

In the Battle of Surigao Straits, the PTs won high praise for helping to rout a great Jap task force made up of battleships, cruisers and destroyers. The PTs—39 of them spread out over a large area in groups of three—made the first contact with the Jap force and through their torpedo attacks knocked the Jap force off balance. The enemy ships were forced to resort to star shells, searchlights, AA and secondary battery fire in beating off the PTs, thus exposing their position to larger U. S. Fleet units deployed for battle farther up the strait.

The tactics of the PTs are those of the guerrillas—dash in, hit and run. To launch their Sunday punches, they often had to get within almost



HARMLESS in appearance, these ashcans proved to be very effective against many a submerged Jap submarine.



AT AN EAST COAST BASE, crew members check their guns before going out on night shakedown maneuvers.



CAMOUFLAGED for protection against Jap aircraft, a motor torpedo boat blends with its jungle surroundings.



A NEW GUINEA squadron nests on the oily waters of an sheltered inlet under the protection of overhanging trees.

"spitting" distance of their targets. *PT 195* bore down to within 100 yards of a small Jap freighter to attack and sink the enemy ship off Cebu during the Philippine campaign. One of the PT's officers, in describing the attack, says:

"Due to torrential rains we had to close to within 100 yards but still couldn't identify the target. Suddenly machine gunfire poured toward us so we opened fire in return, starting a small fire on the freighter." The fire silhouetted the freighter, enabling the gun crew on the PT to identify their target on the boat's second run. The coup de grace was delivered and the ship was last seen buckling amidships and settling in the water.

In the Mediterranean two PTs took on two German destroyers, luring them away from the convoy they were supposed to be protecting. When the Nazi force was contacted, the two PTs moved in close, let go their torpedoes at the destroyers and turned away. The destroyers gave chase, but the little plywood boats hid in their own

smoke screen, dashing in and out to fire at the destroyers which were believed hit by the torpedoes. One of the PTs escaped without a scratch, the other was hit, wounding two of the crew. Meanwhile, the Nazi convoy had been wiped out by other Allied craft including another American PT.

The MTBRons received a lot of praise for their patrol successes during the Normandy landings. During the invasion, heavy seas swamped landing craft and forced heaving ships to put out sea anchors. Farther out, a line of PTs pitched and tossed along an imaginary line. Suddenly, radar showed a "positive contact." The little fleet converged on the point, finding several German E-boats trying to sneak in among the Allied ships and add to the havoc caused by the storm. The PTs opened up with such a heavy barrage that the E-boats turned and fled, repulsed almost without firing a shot.

What manner of vessel are these mighty midgets that can take on several hundred times their weight in

enemy warships? Well, they're sleek looking jobs, much like the speedboats and cabin cruisers seen around U. S. resorts. Capable of 40 knots or more (enough speed to outrun any war vessel afloat) from three 1,350-horsepower engines, the PTs are about 80 feet long, about 20 feet amidships and displace approximately 75 to 80 tons.

It's surprising how much of an arsenal is crammed aboard the little plywood craft. There are four torpedoes—two forward and two aft—all pointing forward.

In addition to the torpedoes, the typical motor torpedo boat mounts two twin .50-caliber machine gun mounts, a 20-mm., one .37-mm. and one .40-mm gun and carry several automatic rifles and submachine guns as well as depth charges.

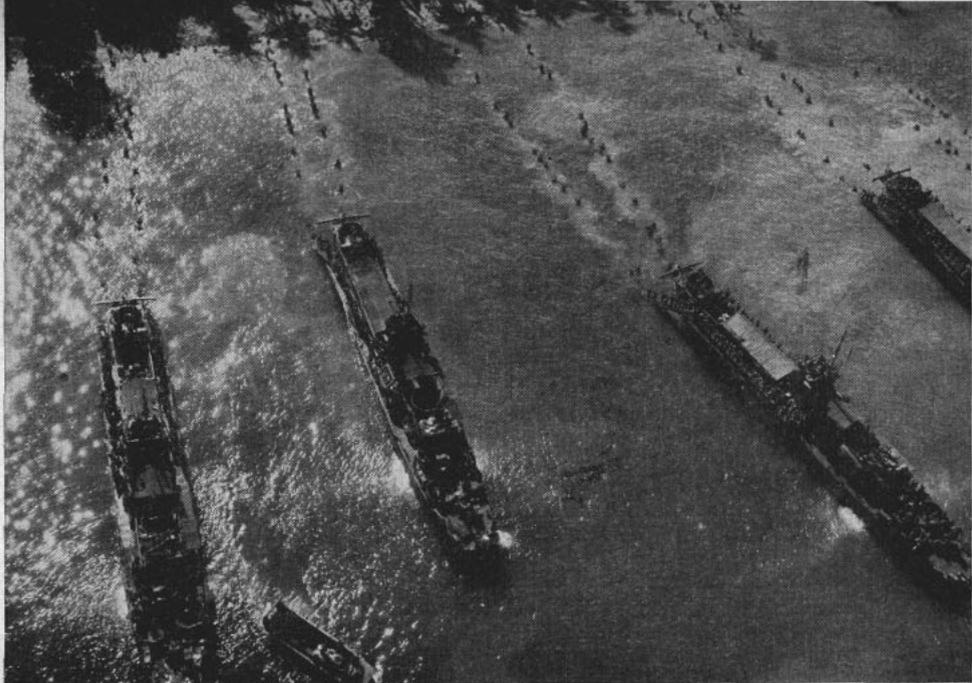
With an enviable war record—they sank and damaged hundreds of times their own weight in enemy shipping as well as carried out many less colorful missions for the Fleet—there's no doubt that MTBRons will rejoin the Navy when the need arises.



STRIPPED to the waist for coolness in the New Guinea heat, these PT crewmen shoot the breeze during chow.



ISLAND entertainment for men of a PT base in New Guinea is provided by a foot race at a native festival.



Official U. S. Army Air Forces photograph

Official U. S. Navy photograph

'B-29'S FLEW (left) from Saipan and Tinian because the Fleet beat back the Jap navy... Gen. MacArthur and Gen. Kenney maneuvered their forces to and through the Philippines (right) because the Fleet took them there.'

KEY TO OUR SECURITY

Navy's War Record Proves Its Strength Necessary to Preserve Postwar Peace

NAVAL POWER "is the key to our security and to our ability to reach out anywhere in the world to help stop aggression," Secretary of the Navy James Forrestal declared in his annual report to the President of the United States.

The report, covering the fiscal year 1 July 1944 to 30 June 1945, presented the Navy's war record aside from combat operations embraced by Fleet Admiral Ernest J. King's three annual reports, and outlined the mission of the postwar Navy.

Whatever the outcome of current discussions of proposals for unification of the nation's armed forces, Mr. Forrestal said, the record of World War II proved "we must preserve our

naval power." The Secretary made these points:

- "Gen. Eisenhower and Gen. Spaatz were able to build up their land and air forces in England because the Allied navies, destroying 600 Nazi submarines, stopped the heavy losses enroute.

- "Gen. Eisenhower and Gen. Patch reached the continent of Europe across a bridge of naval craft and under naval guns.

- Gen. MacArthur and Gen. Kenney maneuvered their land and air forces to and through the Philippines because the Fleet took them there, because naval planes covered their landings and because the Fleet broke the Jap navy.

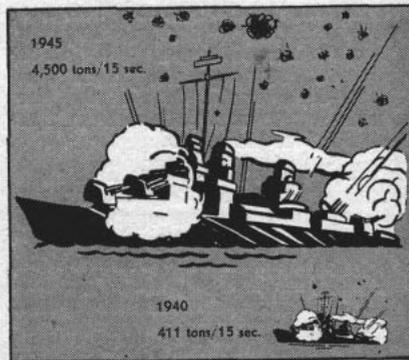
- "Gen. LeMay's B-29's flew from Saipan and Tinian because the Fleet beat back the Jap navy while ground troops destroyed the Jap garrison.

- "Gen. MacArthur could start the final pincer on Japan because his amphibious advance to the Philippines coincided with a 6,000-mile march of Navy sea-air power from Midway to Okinawa.

- "Today our occupation force in Japan would be as helpless as the garrison of Bataan in 1942 except for one fact: our seapower, having destroyed the Jap fleet and merchant marine, now controls the Pacific."

Neither seapower, air power, nor the ground forces alone won the war, Mr. Forrestal told President Truman in his report.

"The war was won and the peace is being preserved through the combined striking power of all three, each force



FIRE POWER was greatly increased.

being utilized in accord with strategic demands," the Secretary continued.

"Because the same combination will be needed to meet or to stamp out any future threat of war, we must preserve all the components in that combination," he added.

For this reason, Mr. Forrestal said, the fleets which the Navy plans to have in active duty status at the completion of demobilization are designed to supply the seapower necessary to discharge the postwar mission of the nation's armed forces—a mission which includes:

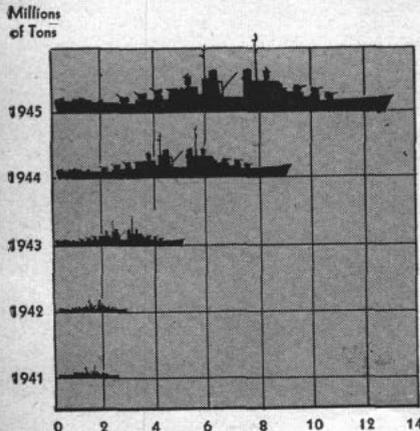
- Enforcing the terms of peace on our enemies.

- Fulfilling our military commitments under the United Nations Organization.

- Collaborating in preserving the integrity of the Western Hemisphere.

- Providing for the security of the United States.

"While the Navy's long-term planning must cover the potentialities of new weapons," the Secretary reported,



GROWTH of the fleet was striking.

'The nation, therefore, will be able, if it is willing to do so, to keep its naval strength in realistic relation to its international commitments' . . . SecNav Forrestal.

"the composition of the active fleets now must be such as to meet the problems of the immediate next two or three years with the instruments now available."

The Secretary emphasized present plans were tentative, not necessarily going any further than the end of the calendar year 1947, and may be altered by changing world conditions.

But, he said, "the United States for the first time in its history finds itself in the fortunate position of being able to vary its naval strength from time to time as world conditions may require," because of the existence of large ready and laid-up reserves.

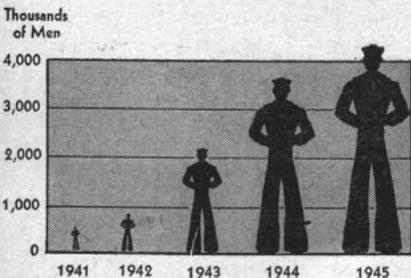
"The nation, therefore, will be able, if it is willing to do so, to keep its naval strength in realistic relation to its international commitments," Mr. Forrestal asserted.

A statistical record of the Navy's war program, forming Part III of the report, told graphically of the Navy's growth during the war period. Highlights included:

Finance. Congress appropriated \$110,800,000 for the Navy War Program, including Marine Corps and Coast Guard, in the five-year period that began 1 July 1940. In the same period, the Navy actually spent \$90,300,000,000, although commitments in the form of contracts, orders, project orders, requisitions, signed and unsigned letters of intent, bureau allotments and other obligations reached a total of \$110,300,000,000.

Personnel. Navy personnel on 30 June 1945 totaled 3,200,000 more than it did the day the Naval Expansion Act of 1940 became law. Personnel procurement in 1943-44 reached a rate of 25,000 weekly—enough to man a Navy of 1940 strength every seven weeks. Navy, Marine Corps and Coast Guard personnel reached a total exceeding 4,000,000.

Ships. On the fifth anniversary of the 1940 Naval Expansion Act, the United States had a fleet of 50,759 vessels displacing 13,500,000 tons, exclusive of small boats and rubber and plastic landing craft. The fleet of 1 July 1940 totaled only 1,099 vessels displacing 1,900,000 tons. Major com-



MANPOWER of the Navy multiplied.

MARCH 1946

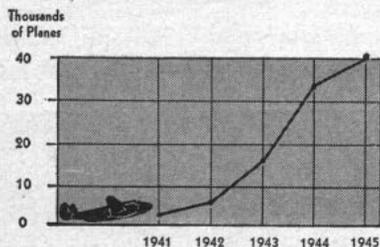


Official U. S. Army Signal Corps photograph

'REACHED Europe across a bridge of naval craft and under naval guns.'

batant ships included in these totals increased in five years from 383 ships totaling 1,300,000 tons to 1,171 ships totaling more than 4,400,000 tons. Losses during this period totaled 2,022 vessels displacing 849,000 tons.

Aeronautics. Navy accepted 80,300 planes in the five-year period, turning over 7,500 to Lend-Lease and more



AIR POWER zoomed in war period.

than 600 to the Army Air Forces. Navy and Marine aircraft destroyed more than 17,000 Japanese planes, with losses of about 2,700, through June 1945. This was a combat ratio of less than one to six. About 11,000 naval planes were deployed in the Pacific in mid-1945, naval aviation personnel including Marines, had grown to 750,000, combat losses were consistently smaller than anticipated, with 65 percent of all pilots forced down being rescued or finding their way to safety.

Ordnance. The "one-ocean Navy" of mid-1940 had a total firepower of 411 tons of projectiles in 15 seconds. Five years later, Navy firepower aggregated 4,500 tons per 15-second period—35 percent on Navy combatant ships, 37 percent on other Navy vessels, 28 percent on merchant ships.

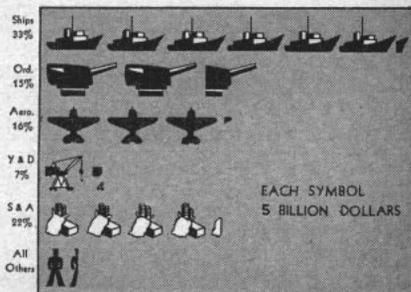
Medicine and Surgery. Naval hospital bed capacity increased from 6,000 to 130,000, the latter figure including 30,000 beds overseas. Instead

of one hospital ship, there were 12 by mid-1945. Personnel grew correspondingly.

Yards and Docks. BuDocks spent \$8,100,000,000 in the five years, with advance base expenditures rising steadily after 1942 as continental construction expenditures declined. Item: BuDocks procured enough generators to light a city like Washington, D. C.

Seabees. This was the one major new ground organization produced by World War II. It grew from nothing in January 1942, when recruiting began, to 259,000 by 30 June 1945, of which 214,000 or 83 percent were overseas. The Seabees took part in every major amphibious operation American forces launched in the Asiatic and European theaters.

Miscellany. The Navy had 753,000 civilian employees on 30 June 1945, had made commitments for \$11,193,600,000 worth of industrial and non-industrial facilities, was disposing of surplus materials at a steadily-increasing rate, had lend-leased \$7,312,100,000 worth of material to other nations up to 31 Aug 1945 with 87 percent going to the British Empire, and in June 1945 was operating 408 transport planes (NATS) which flew nearly 35,000,000 ton-miles a month.



HERE'S HOW Navy spent billions.



SPARE-TIME HOBBY

Navy's Expanded Recreational Program Emphasizes Handcraft, Boosts Morale

"Time on my hands. . ."

WHEN WAR ENDED and with it the urgency of military service, the Navy moved fast to forestall any such complaint from personnel waiting for their discharge points to accumulate, waiting for "lifts" home from staging areas, waiting for release in separation centers. The result: a greatly expanded (and still expanding) recreation program with emphasis on handcraft.

Shortly after Japan surrendered, Secretary of the Navy James Forrestal messaged all commands that the Navy wanted the recreation program enlarged, emphasized more than ever. Hobby shops, a wartime success wherever they were established, thus became the answer to a recreation director's prayer. So much so that the BuPers Special Services Division has made arrangements to help set up handcraft shops on every ship and station that wants them. Under the new program, every detail of planning—the specifications, the instructions, the plans, the lists of materials, tools, and supplies for 30 hobbies as well as on-the-spot aid in organizing a hobby shop—will be available to any Navy establishment that requests it. Funds for the ships will come from the ship or station welfare funds or,

in case financial help is needed, from the Navy's general welfare fund.

Typical of the response to SecNav's message asking expansion of the recreation program was the "90-day wonder" at NAS, Alameda, Calif.

Ninety days after the station's project officer and 75 enthusiastic enlisted men started to work, the air station had a hobby ship. And what a hobby shop! Believed to be the largest one in the world, the shop is housed in a two-story structure and two quonset huts. With tools and materials for 30 hobbies on hand, the shop can accommodate 700 hobbyists at a time. It has been estimated an outlay of \$100,000 would be necessary to duplicate the "hobby-lobby" commercially.

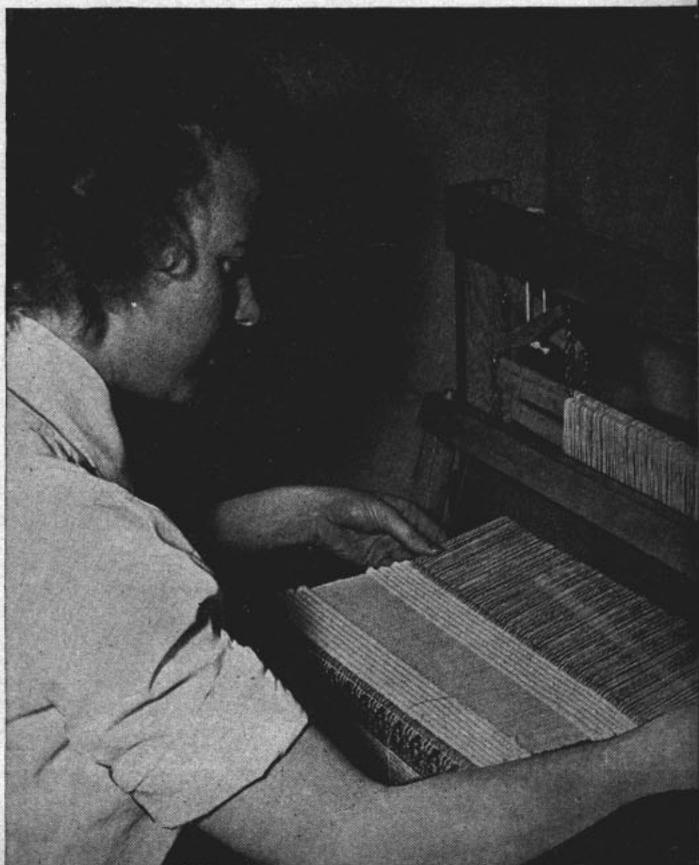
Here hobbyists build model planes, trains and cars—even engines for them. Radio fans design and construct complete receivers. Looms are available for weaving. There's a dark room for amateur cameramen. Purses, billfolds, belts and other leather items are turned out. There are facilities for printing, wood carving, glassblowing and linoleum blocking. Some of the most impressive work comes from the welding and forging shops and the ceramics setup which includes a high-temperature kiln.

Successful? The project director thinks so. "I believe this is the best

POTTERY MAKING is popular with Waves at the Alameda hobby shop.

MANY OVERSEAS hobby shops are well equipped with tools from precision lathes to stitching machines.

FUTURE HOMEMAKERS can make many useful items such as this hand-woven rug being made by a Wave.



SHOPS

investment for building morale the Navy has ever made."

Summed up another way by the station recreation officer: "This is such a big success I am sure if we had Hedy Lamarr dance in seven veils at the station theater the men still would stay in the shop."

That may be a little rash but the fact remains a steady stream of highly-prized handcraft pours from the hobby shops.

The hobby shop is not a new project but its importance is greater than ever. During the war the hobby shops followed naval forces around the Pacific, landing almost as soon as new territory was secured. Now that naval forces are pulling out of the Pacific in the "roll up" program, so are the hobby shops—after great success.

Typical of Pacific hobby shops was the one operated until recently at the Ship Repair Unit, Lombrum Point, in the Admiralty Islands. Although smaller than its Alameda counterpart, the Lombrum Point shop was just as successful.

Set up in a quonset hut, the Lombrum Point shop was divided into two sections, one for wood, leather and plexiglass work, the other for metalwork. Engine lathes, milling machines, power saws, drill presses, buffers, grinding wheels, wood lathes, stitching machine, table saw, band saw, sanding machine and a large assortment of portable tools comprised the shop's equipment. Most of the equipment came from repair shops which had been shut down with the end of the war. On the other hand, other hobby shops in the Pacific got much of their equipment from BuPers.

Overseas hobby shops, and to some extent those in the U. S., turn to the salvage heap for raw materials. Too, the hobbyists have even raided the galley for bone and tin cans. Old inertubes have been used. However, hobbyists often are able to refine their work with special materials supplied by BuPers. From these raw materials, enthusiastic handcrafters have turned out candlestick holders, picture frames, elaborate knives, ash trays, vases, watch bands, bracelets, rings, bowls, chests, flower pots, wooden shoes, clock stands, etc.

But all the products of the hobby shops aren't individual "souvenir" items. Many things needed in other recreational activities have been turned out by the men in their spare time. Game boards and tables including ping pong paddles and tables, checkers and chessmen and boards have been made for the "rec" halls. Murals have been painted for libraries, mess halls, recreational centers, even the hobby shops. Curtains, drapes, bulletin boards, lampshades from the hobby shops are to be seen everywhere.

Besides combatting boredom and monotony among active personnel, the hobby shops serve another very useful purpose—that of helping convalescent personnel recover. BuMed is now expanding its occupational therapy program through the BuPers facilities.

MARCH 1946



Official U. S. Navy photographs

HOBBY SHOP at NavPersSepCen, Lido Beach, L. I. (above) has proved popular with separatees. An Alameda hobbyist (below) checks his model plane.

HOBBYISTS print their own favorite pinup pictures in the shop's darkroom.



BATTIN' THE BREEZE ON THE 7 SEAS

Still Essential?

Once upon a time there was a hard-working storekeeper—so hard-working, in fact, his division officer was delighted when he learned storekeepers, among others, weren't going to get out of the Navy as fast as seamen first class.

The storekeeper, took the news in a somewhat more spectacular fashion. He dropped dead, or so the story goes. Just at that moment the exec came along. He gazed sorrowfully at the corpse and suggested with a regretful sigh that the body be sent back to the states.

The division officer, however, reacted differently.

"No, dammit, No," he yelled. "He's only got 36 points!"

Civil Readjustment?

It happened at a separation center. Well, it could have. Anyhow, a yeoman was interviewing a seaman dischargee, and was getting a lot of information which seemed to the yeoman to be unnecessary.

"We were married in 1940," the seaman said.

"Yes, we've already given you ten points for dependency," the yeoman said.

"We have two children," the seaman continued.

"That doesn't make any difference under the Navy point system," the yeoman replied.

"Everything was okay until she

heard about that chick in Dago," the seaman added.

"Your prowess with the babes has nothing to do with your point score," the yeoman answered.

"Say," the seaman inquired, "what's all this stuff about point scores?"

"Now, look," the yeoman declared testily, "just keep quiet and you'll be out of the Navy by tomorrow afternoon."

"But, golly," the seaman cried in bewilderment, "I don't want to get out of the Navy. I came here to get a divorce. Is this a separation center or isn't it?"

Salt Pork

Lieut. Carl H Smith, Florida Group Staff personnel officer, was quietly going mad during a holiday leave period as telegram after telegram requested leave extensions. Every reason under the sun was given—delayed trains, missed connections, a train wreck, auto accidents, snow storms, scarlet fever, measles, and marriage.

The prize, however, came from a bluejacket with a rural background. Seems he had returned to the farm and discovered pappy was ready to butcher the hogs, if the sailor could help. Trouble was, the weather was too warm—so the sailor asked whether he could have an extension until a cold snap came along.

Just Inter-Lopez

It seems that there was quite a little excitement recently at PerSepCen, Terminal Island, Calif., when word got around that seven sailors named Lopez, all of them sons of the same Senor and Senora Lopez, had arrived for discharge. A checkup revealed that there were, indeed, seven Lopezes aboard, mellifluously named Mellen-

drino, Camerino, Trinidad, Claudio, Ismail, Carlos and Jose.

However, someone finally noticed that all the Lopezes appeared to be the same age, and the truth came out. They were not septuplets, they were not the seven sons of a seventh son, they were not even brothers. They were just seven guys who had struck up a friendship aboard ship coming in from Pearl, and had grown so tired of being asked whether they were brothers that they just said they were. Adios, amigos.

Oh, Chute

Down at NAS Jacksonville, just before a session of parachute jumping, so a tale goes, crews of crash boats assigned to patrol the St. Johns river discovered a small, paintless boat containing one fisherman. "Get out of the area," they ordered. The fisherman obligingly came about—and there, across the stern of his rowboat, was the craft's name. It was "Rip Cord, Jacksonville."

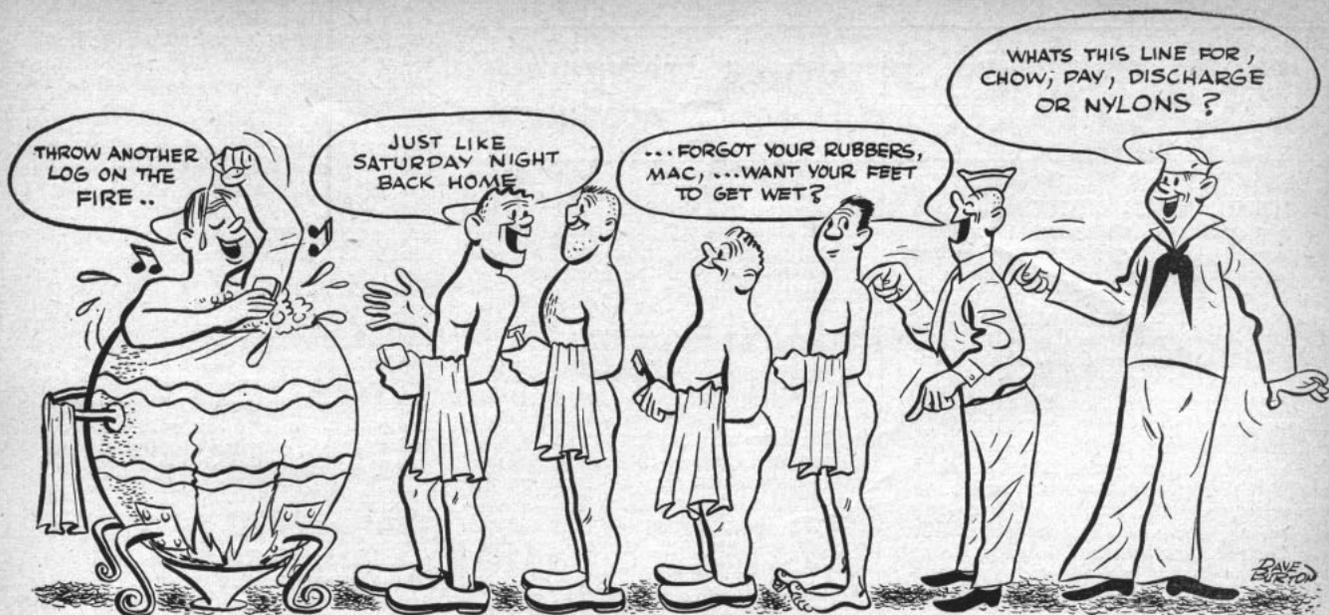
Among Our Souvenirs

Tall are the tales inspired by souvenirs collected in far flung ports and among the tallest are these which circulated aboard the USS *California* on its return to the States.

A seaman pulled from his locker a fan covered with Japanese characters and (dead) butterflies. This fan, so he explained, was given to him by an old Jap in Tokyo who wanted to show his friendliness to Americans. The butterflies represented honorable ancestors and the character inscription meant "keep cool now, because when you join us it will be plenty hot." At least that's what the old Jap said in perfect English.

A gold ring carved in the form of two dragons with ruby eyes was proudly exhibited by a CWT. The chief, whose veracity must remain unquestioned, said there were only two such rings in the entire world. He was given the ring for saving the life of a Maharajah in a distant land and





with his own eyes saw the maker of the rings slain by the Maha's sword.

Thirty dollars was the purchase price of a silver coated handmade dagger purchased by a Marine from a starving Chinese in Singapore. Vividly the Marine explained that the Chinese had slain 16 Jap invaders with this very weapon which bore the inscription TOBEM. The marine didn't know what the inscription meant but "there's one born every minute" probably would hit the mark.

Raleigh and the Queen

From Oakland to San Francisco by the Key System train isn't too great a distance, but to the tired unshaven sailor sprawled out on the leather seat it must have seemed a long way.

Under his head he had placed his peacoat to use as a cushion against the car's rough jolts.

As the train neared the halfway point across the bridge, the sailor's eyes fell upon a little blonde-haired girl directly across the aisle. The 5-year old was trying her best to get comfortable, but the leather seat was too hard and she changed positions every few minutes.

The sailor removed the peacoat from beneath his head and offered it to the little miss. She shyly lowered her eyes then raised them slowly. She looked at his unshaven face and the deep lines under his eyes and shook her head.

"No, thank you, sir," she said, "I t'ink you need it more'n me."

Hard-Boiled

Three Marine Corps paymaster sergeants discovered how to keep clean in Tientsin, China—not, however, without certain risks.

Their "bathtub" was early Chinese, presumably of the Ming dynasty. To be frank about it, it looked like a barrel. Chang Foo Hi, the sergeants' Number One Boy, would fill it with water, then build a fire in a funnel-

shaped gismo at the bottom to heat the water.

Here was the catch. If Sarge stood up in the barrel he burned his feet. If he sat down he also got burned—guess where. The resourceful sergeants solved the problem. They wore rubber slippers to protect their feet and remained standing to protect their—ah—dignity.

Fun Is Fun, But—

Six aviation marines who crash-landed behind the Chinese Communist lines near Ho-Chen recently were captured twice by Communist soldiers and twice by bandits, but escaped every time and made their way back to base 38 days after the landing. They reported that while bandits had robbed them, they hadn't been too badly treated.

About the only thing they could complain about, the marines reported, was the way the Communists kept exercising them. Seems that the Communists are very fond of basketball, and every time they felt like a game, the Americans had to take them on—and with only one substitute available at that.

'Cast Your Bread . . .'

Some of the bread baked on field equipment for the Marines in North China recently was made of flour "liberated" from the Japanese Army. The Japs had "liberated" the flour from Australian warehouses earlier in the war. The Australians, it was believed, originally purchased the flour from Uncle Sugar. We won't say a word about its being a small world; not a word.

Who Threw That?

Ens. Samuel Hardman, a bomb disposal officer from the USS *Vincennes* (CL 64), followed three rules for handling grenades during the clearing of a burned-over munitions dump on Banika in the Russells. They were: (1) Don't be afraid of them; (2) be

ready to throw them fast and far, and (3) hold your thumb over the primer so if the striker comes down it hits the thumb and not the primer.

One day, however, one of the men of the Ninth Marine Ammunition Company, a specially-trained Negro unit engaged in the ticklish job of clearing the lethal debris left by the fire, violated rule three, and the striker came down on the primer. Naturally enough, he decided it was time to forget rule one, but rule two was clearly called for by the situation. He threw it fast and he threw it far, but—oops! sorry!—right at Ensign Hardman.

Fortunately for Mr. Hardman, he had heard the striker hit the primer and saw the grenade in the air. He promptly performed a dry dive in the opposite direction, and the explosion went over him.

English Is Write

The crew of USS *Cebu* (ARG-6), making liberty in the Japanese village of Wakanoura, was somewhat startled by the signs in store windows which greeted them, in English, in this fashion:

"Welcome Allied Forces, Kimonos for Beauties, Souvenirs for Sweeties, I Write commemoration gratis service."

Pain (t)ful

Ray Kehoss, S1c, and Jim Hosey, S1c, were very happy when they were transferred from the deck to the black gang of *LST897*. "Now," they congratulated each other, "we won't have to do any more painting."

Yep, you guessed it, mate. Hosey's first job as an engineer was to paint the starboard escape trunk from the auxiliary engine room. Kehoss's first task was to paint the forward bilge control room. Don't worry, boys. Maybe they'll start making ships of stainless steel one of these days.

BOOKS: INTERESTING READING IN BATTLE ACTION ACCOUNTS

AMONG THE MANY personal chronicles of action to come out of the present war, there are several being circulated to ships and stations with popular interest for naval personnel. One of these published recently is "The Jesse James Of The Java Sea" by Carl Carmer, the story of the submarine USS *Sturgeon*. On 7 December 1941 (8 December, Manila time) the *Sturgeon*, along with several other submarines, was at Manila, and the sneak attack on Pearl Harbor sent them stalking Japanese sea lanes for enemy prey. Told largely in the words of the crew, the book records the life on board a submarine during long routine patrols broken suddenly by outbreaks of fierce action when the enemy was sighted.

Gerold Frank and James D. Horan, authors of "USS *Seawolf*," claim their book began with a chance meeting on a train with Joseph Melvin Eckberg, chief radioman of the *Seawolf's* crew. It is Eckberg's story put down by Frank and Horan. He tells of the submarine from her building in 1940 at Portsmouth, N. H., to the day late in 1942 when she came back to San Francisco after a series of record-breaking combat patrols in the Pacific.

Since the beginning of the war in the Pacific, the aircraft carrier has had its share of fame in book form with such books as "Queen Of The Flat-tops" by Stanley Johnson, "And Then There Was One" by Eugene Burns, and "Carrier War" by Oliver Jensen. One of the latest in this category is Morris Markey's "Well Done!", the story of the USS *Essex*. Markey

was a correspondent aboard the *Essex* and he chronicles the action in which this ship took part including the attack on Saipan and the first strike at Iwo Jima.

Dramatic Sketches

From his description one gets a picture of the marvel of organization and technical perfection that made a modern aircraft carrier such a powerful weapon against the enemy. Brief but dramatic sketches of some of the men of the *Essex* whom he knew—captain, pilots, mechanics, ship's crew, and others—give an added personal interest to the book.

One of the most recent and best of the combat narratives to appear is "A Ribbon And A Star," about the Third Marines at Bougainville, written by John Monks and illustrated by John Falter. The Third Marines had been painstakingly trained for this special job. Every man from the general, affectionately called "Speed", down to the youngest private knew his job and did it well.

It is the men who make the book and Marks knew them all, for he was with the outfit, took part in the fighting and got a good idea of what was going on. John Falter's illustrations are some of the finest to come out of the war.

Some years ago Eric Remarque, who is soon to have his American citizenship, became almost overnight a famous international author with the publication of his novel "All Quiet On The Western Front". This was followed by five other stories of which "The Road Back" and "Three Comrades" came nearest to equalling in popularity his first book. Remarque's most recent book, "Arch Of Triumph" (Book of the Month Club selection for February) is not a story of soldiers and war but is, nonetheless, a penetrating analysis of the mental attitude of those living precariously between two wars. The title is an ironic one. The hero and his companions in exile, who live in the neighborhood of the famous Arc de Triomphe in Paris, lead anything but triumphant lives. It is a bitter, angry story in which Remarque makes a daring protest against human injustice and "man's inhumanity to man."

Complications

The hero is a veteran of World War I and a skilled surgeon who managed to survive and to escape from the horrors of his native Germany. He is not a legitimate resident of Paris for he has no papers. In order to live and eat he performs unlicensed and otherwise unlawful operations for less competent French doctors. He is surviving in this way when he meets a young actress, Joan Madou. From then on his life becomes considerably more complicated, for she is a faithless individual who comes and goes pretty much as she pleases but in her

own peculiar way is in love with the hero.

After an entanglement with the police the hero is driven across the Swiss border for a time. Upon his return to Paris he finds his arch enemy there and the drama of his patient stalking and final success in killing the Gestapo chief is one murder scene that seems to leave the reader in sympathy with the murderer. His mistress, Joan, is shot by her jealous lover and in spite of all the hero's skill at saving other people's lives he is unable to save the life of the one person he cares for most, even though it is she who had been responsible for his betrayal. The story is a moving one and, in spite of all its bitterness, has some lighter moments and some amusing characters.

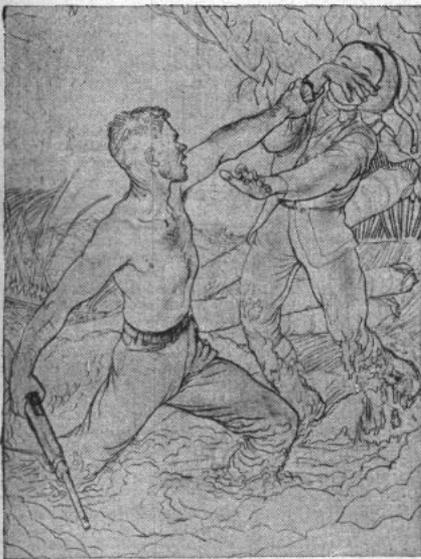
War of 1812

Quite removed in time and place from Remarque's story is the new historical novel by Neil H. Swanson, "The Perilous Fight". The author of "The Judas Tree" and "The Silent Drum" this time gives us the story of the two engagements in the War of 1812 concerned with the defense of Baltimore. It is Mr. Swanson's contention that it was not the American militia who failed in these engagements but the politicians and the general, and he feels it is time the private soldier is vindicated. His story is based largely on contemporary newspaper accounts and private letters and diaries of the men in the ranks, so that reading "The Perilous Fight" is almost like talking with the participants themselves.

According to Mr. Swanson, the whole story behind the writing of our national anthem has never been accurately told. Such names as Godly Wood, Whetstone Point and North Point have no meaning for us whatever in connection with *The Star Spangled Banner* except as they are associated with defeat, futility and cowardice. In this novel, based on fact, there is an attempt made to place the birth of the national anthem in its actual setting of events. Because the truth is concerned with the people who took part in these events, this story not only recounts the military aspects of the campaign but tells us also what it felt like to live through the summer of 1814.

It was in the summer of 1814 that British troops and ships under Gen. Ross and Admiral Cochrane defeated America's militia at Bladensburg, burned part of Washington, and made an unsuccessful attack upon Baltimore. Mr. Swanson places a share of the disaster at Bladensburg upon Gen. Winder, personally courageous but incompetent in handling men—but an almost larger share is placed on the shoulders of the President, his Secretaries of State and War, because of their personal interference with the arrangement and distribution of the troops.

In the defense of Baltimore, however, it was a different story thanks to the insistence of a committee of safety that Gen. Winder be replaced by the hero; a veteran of the revolution, business man and militia general. He succeeds in outfoxing the enemy on all sides.



A RIBBON AND A STAR is the story of the Third Marines at Bougainville. This is one of the many drawings that illustrate the book.

TRACKING THE TYPHOONS

Navy's Patrol Planes Fly into Tempests to Get Data on Weather

IN YE OLDEN DAYS—say about before World War II—weather was something you waited for, and either cursed or blessed when it arrived.

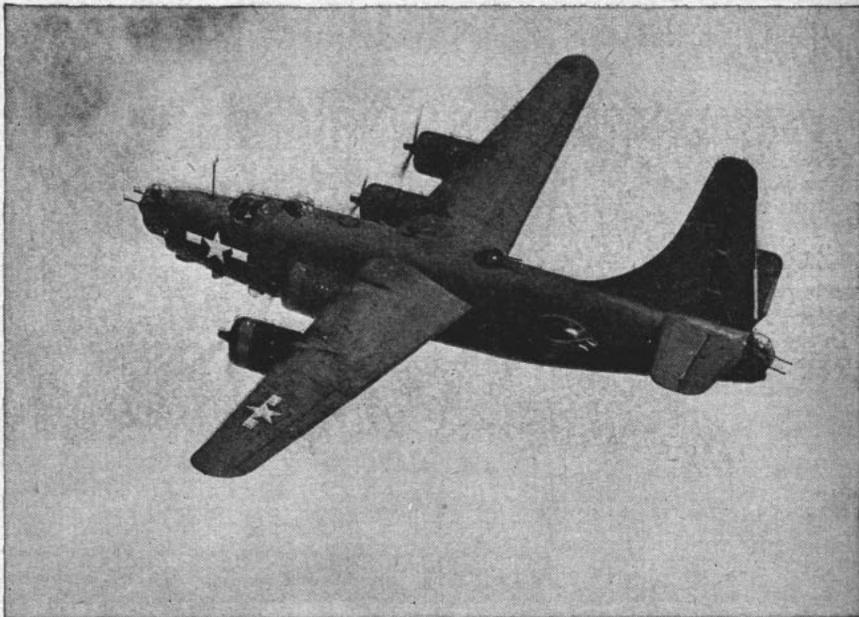
But when the Okinawa typhoon came roaring down on Task Force 38, the Navy decided to go out and find the weather first, and contrary to Mark Twain's remark, actually do something about it. Finding, fixing, and following young typhoons in the wide Pacific reaches became the duty of a hard-flying, persistent, all-out group of weather experts on strategic Pacific air bases.

The vicious Okinawa typhoon cracked down just as the Inter-Theater Meteorological conference was sitting in Manila. The conference got things moving, and kept them moving on 345 special weather flights up through 15 Nov 1945.

The weather snoopers set out on a regular schedule, flying their Catalinas, Liberators, and Privateers out into the ocean areas. One flight routine was equal to a trip from Memphis to Omaha, nearly out to Denver, down to Amarillo, and back to Memphis.

The aerologist aboard briefed the crew before setting out, telling them what sort of weather was expected, probable flight path, and reports to be radioed back to the base. The pilot of the plane, however, could determine how close to the center of the storm he could safely take his plane.

When a storm was sighted, details were flashed back to headquarters. The



DOING SOMETHING about the weather, Navy planes like this Privateer patrol Pacific stretches in an effort to gain forewarning of "things to come."

ocean-wide network of weather communications immediately spread the word. Convoys were warned, aircraft were notified, and operations which might be affected by the disturbance were delayed, changed, or hurried into execution. At one time 350 ships were involved, and 23 separate orders had to be issued to change course.

The dangerous flights were carried out by experienced pilots and crews

regularly engaged in reconnaissance against the enemy, and the "low level technique" was used, so that surface conditions could be reported.

Mechanical discrepancies which might not have been of consequence in ordinary flying became of vital importance when the flight was carried on at the fringe of a whirling typhoon. Rain stripped the paint from the leading edges of the wings, and engine temperatures were oftentimes below safe operating levels.

On one occasion control cables stretched, and in two instances the pilots were so fatigued from the long fight with the elements that they could not be sent up again for over a week.

The importance of the weather recon work has been recognized. Two squadrons of 12 planes each, specially equipped and with specially trained crews are now being organized for Pacific weather duty. Another squadron will fly the Atlantic.

Where man cannot fly—the vortex of a typhoon—"ghost" planes will soon roar. The Navy, in collaboration with the Army Air Forces' weather experts and the U. S. Weather Bureau, will fly pilotless Hellcat planes into the center of violent weather disturbances. Automatic equipment will record the violence of the storm and the reactions of the plane's controls will be photographed by built-in cameras focused on the instrument panel.

From the edge of the storm a "mother" plane will control the drone Hellcat.

The techniques of storm observation and reporting applied to peacetime surface and aircraft navigation in hurricane areas is considered one of the outstanding wartime contribution of naval aerology.



Official U. S. Navy photographs

WRECKED PLANES, such as these on the flight deck of the USS Hornet, showed necessity for more complete advance knowledge of weather conditions.

THE WORD

Frank, Authentic Advance Information On Policy—Straight from Headquarters

• **NEW UNIFORM** try-out by Navy doesn't mean you can throw away your bell bottoms by tomorrow afternoon. The question—"when do we get 'em?"—raised among enlisted men by the announcement of the tests is answered in SecNav's annual report made public 7 February.

Here is what Mr. Forrestal said: "In the interest of economy, no change in the uniform will be made until the stocks of existing uniforms have been completely exhausted. Of course, procurement of the present uniforms has ceased and the supply is limited to those already on hand. This supply, we estimate, will be exhausted within about 18 months. This interval during which the last of the old uniforms will be used allows the Navy time to complete design of a new uniform and to procure it."

The Secretary disclosed officers' uniforms also were being considered for possible changes, but this work "is not being pushed as aggressively as changes in the uniforms for enlisted men." It has proceeded far enough, however, "so that we are fairly sure that the old fore-and-aft hats, frock coats and epaulettes of the Navy dress uniforms will not return," Mr. Forrestal said.

• **QUICKER RELIEF** for yeomen, storekeepers, cooks, and bakers is promised by recent stepping up of training schedules. On 11 February the 16-week course for yeomen at San Diego began taking in 110 men every two weeks compared with 60 formerly. The 16-week course for storekeepers at Great Lakes was increased at the same time from an input of 37 men every two weeks to 75 men. An additional school has been authorized at Pearl Harbor which will train 200 USN seamen a month as yeoman strikers. This is a two-month course

to provide quick relief for the critical shortage of yeomen in the Pacific. In addition to the regular 16-week course for cooks and bakers at San Diego now handling 50 USN men a month, special eight-week courses for reservists were started in December at San Diego and Norfolk, each training 25 USNR men a month.

Among other training programs recently enlarged is the basic engineering school at Great Lakes, increased from 40 men a week to 65 a week, mainly to supply additional candidates for refrigeration training.

• **ACCENT ON YOUTH**—Numbers of reserve and temporary commissioned officers are finding this applies to transfers to the regular Navy in commissioned rank. There is a reason for it.

The preamble of legislation authorizing transfer of officers to the regular Navy and public statements of SecNav guarantee to transferred officers equality of opportunity. Vice Admiral Louis E. Denfeld, USN, Chief of Naval Personnel, has stated it thus: "We intend to have one Navy. Our determination is to assure those reserve and temporary USN officers who transfer to the regular Navy absolute equality of treatment in assignments, promotions and in the development of their careers."

In order to carry out these commitments, SecNav decided transferred officers should be approximately the same age as the present regular officers with the same rank and date of rank. Maximum ages for transfer of Reserve and Temporary USN commissioned officers to the Line were determined by a formula which assures such officers will be, in general, not more than five years older than regular Navy officers of the same rank and date of rank. In the case of staff officers—supply, civil engineer, medical, dental and chaplain corps—and EDO officers, the formula allows for the average length of education or training required for such specialties, in most cases two years.

No waivers are granted on age requirements. If a waiver were granted to an officer one day or one month over age, an officer two days or two months over age should be entitled to the same treatment, and so on. Regardless of where the age line is drawn some will just miss getting under the wire. The policy of not granting waivers is believed to be necessary to assure all officers equal treatment.

The Navy will undoubtedly lose some excellent officers by strict adherence to the age tables but this would also be true regardless of where the line is

drawn with respect to age. It is believed that all officers should be treated alike in regard to age eligibility in order to insure equality of treatment. To carry out this policy it is considered essential that no age waivers be granted. In addition, absolute equality of treatment could not be assured if a greater age differential were allowed because older officers would be competing for assignments and promotions with other officers who are considerably younger. For example, suppose a reserve lieutenant some 10 years older than a regular officer of the same rank and date of rank were permitted to transfer to the regular Navy. It is possible that he would be promoted to lieutenant commander when his promotion became due. However, he would almost certainly fail of promotion to commander even though he and the regular had equally fine records. Why? Simply because the regular is 10 years younger and has that many more years of service to give. This could be called discrimination on account of age and the Navy is pledged to no discrimination of any sort—now, or fifteen years from now.

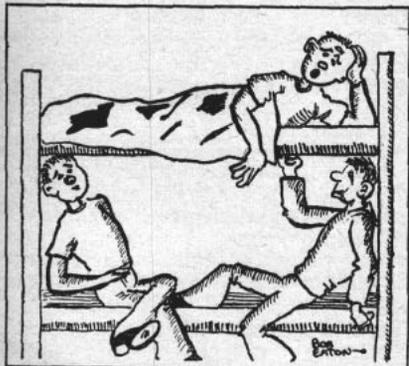
And why did the Navy give you a commission in the first place if you were already past the age at which you could transfer? That was because the war caused an immediate need for large numbers of officers to fill specialized billets for which they could be trained in a few months. Some departure from the policy of a homogeneous officer corps was necessary to satisfy these demands. In addition, wartime promotions were relatively easy, there were plenty of good billets and little competition within a group of officers.

Information on requirements for transfer of officers to the regular Navy is contained in revised BuPers Circ Ltr 288-45 (NDB, 15 Nov. 1945).

• **NEED FOR DENTAL WORK** will not delay your discharge, but if you want to have your molars remodeled at Navy expense you'd better have the work completed before you start for the discharge center. Once you're out your right to Navy dental care ceases. The only answer to protests that many dental facilities are booked up solid for weeks ahead is that you can stay in the Navy long enough to have the work finished if you like. If separation from naval service before completion of needed dental care would be detrimental to your health, you will not be discharged immediately but will be transferred to an activity where the work can be performed.

If you desire treatment after discharge, you should submit a claim for disability at the separation center, although the claim may be filed any time after discharge. This claim will be adjudicated by a Veterans' Administration board, which will determine the extent and type of treatment to which you are entitled from information indicated on your dental chart and your final dental examination.

Of course, you can have the work performed by a private dentist, but this will give hope only to those who have not tried to get private appointments lately.



The Daily Separator (PersSepCen, Norman, Okla.)

"Know what? That civilian life is going to be a little tough at first, but I think that we'll get used to it after awhile."

● **SERVICE INSURANCE**, already about the best and lowest cost protection ever offered, will be an even better deal if legislation now in the mill is enacted.

Two features of National Service Life Insurance which have been the subject of some criticism are being considered for change. One is the provision for payment of benefits in installments, with no option for lump-sum payments. The other is the limitation on types of beneficiaries that may be designated. Both of these features were considered necessary during wartime in the interests of the government, the serviceman, and those dependent upon him. Since V-J day these restrictive features are no longer essential, and identical bills have been introduced in House and Senate to change them.

The proposed legislation would permit payment of proceeds of such insurance in a lump sum and would eliminate restrictions as to beneficiaries. Certain other improvements in the Act would also be made which would, if enacted, provide complete life insurance coverage to servicemen. The pending legislation has the endorsement of both services and the Veterans' Administration.

Reminder: National Service Life Insurance will be available to every man and woman on active duty in the post-war Navy.

● **POSTWAR POLICY** on promotion and retirement of regular officers of the Navy and Marine Corps is being formulated by a 22-man board headed by Rear Admiral Francis S. Low, USN. The board also will report to the Chief of Naval Personnel a plan for adjustment of the lineal positions of regular officers of the two services. Since the vast majority of officers now serving in the Navy hold present rank under temporary appointment, the plan would be effective on the termination of all temporary appointments.

Of the 22 men comprising the board, 14 are regular Navy officers, three are regular Marine Corps officers and five are Naval Reserve officers. The report of the board is expected to be made by 1 April.

● **VETERANS DISCHARGED** for purposes of reenlistment in the regular Navy have asked if they are now eligible to obtain various benefits under GI legislation, without waiting for expiration of their enlistment. For example: "Can I get a government-guaranteed GI loan to buy a home now, or must I wait until my hitch is up?"

General rules are difficult to apply to these cases. First requirement for GI rights is that the veteran be discharged under conditions other than dishonorable. The fact that a veteran reenters the service does not bar him from obtaining benefits for which he is otherwise eligible. The Navy takes the position that any veteran who believes he may be eligible for GI benefits should be encouraged to file his claim with the Veterans' Administration—the only agency that can make

final determination as to eligibility. Each case will be decided on its merits.

● **"BEST OPPORTUNITY** for rapid advancement of any rating in the Navy."

That's what many Navy men will tell you about the rating of ETM—electronic technician's mate. That mouthful of syllables covers the old rating of radio technician, the man responsible for maintenance and repair of almost every type of electronic gear used in the Navy—and that means almost every type used anywhere. It includes radio, radar, loran, sonar, direction finders, aircraft homing devices, amplifiers, and other types of gear, much of it secret and exclusive property of the Navy.

The shortage of ETM's and AETM's is one of the more pressing problems of the Navy during demobilization and it will continue for some time. In round figures, about 95 per cent of the men trained for the work during the war were reservists, many of whom were enlisted for the specific purpose. Out of the remaining number, many have received warrants and commissions. The result is that the Navy now has approximately 10 per cent of the regular Navy ETM's it needs to man the postwar fleet. Some general service ratings have become somewhat top-heavy during the war as experienced regulars moved upward into the higher ratings. Not so with ETM's. In this specialty there is plenty of room at the top.

USN men of any class in the following ratings are now eligible for assignment to ETM training: AEM, EM, ARM, RM, SoM, and RdM. In addition, any rated man who has previously passed the ETM selection test and who has a GCT or MKE score of 55 or better may be assigned, provided he has two years of obligated service from the time he enters school. Three hundred men a month are being assigned to ETM school from recruit training, and 150 men a month from among rated personnel.

Civilians desiring to enlist in the regular Navy for ETM training and



North Islander (NAS, San Diego)

duties may take the ETM selection test—designed to measure aptitude for work in electronics—and if they pass they are assigned to ETM school upon completion of recruit training.

Preparation for the ETM or AETM rating involves about a year of schooling which covers the entire field of electronic theory and application, with plenty of practical work on all types of electronic gear. Navy training in this field is equal to the best available and offers an opportunity to work on equipment which has reached its peak of development in the Navy, equipment which is still secret and in many cases is not duplicated in any private institution. Training covers all the latest developments in radio, including frequency modulation, television, and radio teletypewriters. It takes the student into the insides of the various types of radar; into the brand-new field of loran, which promises to revolutionize navigation of ships and aircraft; and into all types of radio gear, both voice and keyed, from lowest to highest frequencies. The graduate ETM is able to take a schematic drawing or wiring diagram of practically any piece of equipment operating on the electronic principle and to repair it, even to rebuild it, even though he never saw the gear before. Reason: Thorough training in fundamentals.

Needless to say, only those of exceptional aptitude can master the intensive schooling this specialty requires. That is why standards for entrance in the course are higher than for most rates. That is why the ETM selection test was a prerequisite in wartime. Trainees are being accepted now from certain ratings even though they have not passed the ETM selection test, but proof of special aptitude for the work is still required.

Once trained and rated, the ETM can progress through the rating levels about as fast as his ability and performance justify. There's plenty of room at the top and the field is wide open. It hardly needs to be added that the Navy-trained electronic technician has an inside track in a field of unlimited opportunity whenever he goes back into civilian life.

And not only that, but he'll be mighty handy around the house.

Advance Information

"THE WORD," new feature in ALL HANDS, offers readers frank and authoritative answers to questions on matters of special Navy interest. It's the advance information on policy.

Readers are invited to join the editors of ALL HANDS in submitting questions concerning future Navy policies and recommended legislation. The men who have the answers will be asked these questions. Indicated policies are subject to change, it must be noted, and should not be the basis of official action.

Address your letters to ALL HANDS, Bureau of Naval Personnel, Navy Department, Washington 25, D. C.

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.

Demobilization

SIR: When I enlisted in the Naval Reserve a year ago at the age of 17, I was instructed to place "minority" in the space on the form labelled "Enlistment". Will I have to stay in the Navy until I am 21, or will I be demobilized under the point system by the 1 Sept 1946 deadline which the Navy has publicized?—P.E.D., AS (NROTC), USNR.

• The Navy's goal is to release from active duty by 1 Sept 1946 all personnel except: (1) Regular Navy officers, (2) regular Navy men on unexpired enlistments, (3) naval aviators or aviation trainees who agreed to complete training and remain on active duty a specified length of time, (4) others who have stated their desire to remain on active duty beyond the 1 September demobilization wind-up. Unless you're in one of these four categories, you're due to get out on points.—Ed.

Discharge of Strikers

SIR: Having graduated from a Class A storekeeper school, I am now classified as S1c(SK). Does this bind me, as a seaman, to the higher point rate of discharge now in effect for storekeepers, yeomen, etc.?—B.W.K., S1c, USNR.

• The fourth paragraph of *Alnav 6-16 (NDB, 15 January)* was published in order to clarify the position of strikers. All personnel in pay grades 5, 6 and 7 are to be discharged as "general enlisted personnel" whether they are strikers or not. Such personnel may be retained up to 90 days past discharge date, however, if military necessity is established by commanding officers.—Ed.

No Credit for V-1

SIR: I was in Class V-1 Reserve (hold group for officer candidate material) before being transferred to V-12. I understand that I get point credit toward discharge for the time in V-12, but (1) how about discharge credit for the V-1 status? (2) How about longevity credit?—H.C.K., LT(Jg), USNR.

• (1) Toward discharge, V-1 time does not count; V-12 time counts from 1 Sept 1939 if orders read "for active duty". (2) Time in both V-1 and V-12 count toward longevity.—Ed.

Ready Reserve

SIR: When I was discharged from the Navy last October, no plans had been set forth for the postwar Naval Reserve. After reading the article in the November issue of ALL HANDS (p. 17) on the establishment of a Reserve, I inquired at 1st Naval District headquarters, only to learn no enlistments were being accepted at that time. A month later I visited the recruiting office in Boston, where I was informed that one must enlist within 90 days of discharge in order to retain his rate.

I would like to join the Ready Reserve, providing I could do so at my old rating, but am unable to do so under existing circumstances through no fault of my own. Is there any provision being made for cases like mine?—R.S.B., ex-CY, USNR.

• The 90-day limitation has been removed—see p. 68.—Ed.

About Free Shoes

SIR: Why is it that shorebased units can get the Navy issue of free work shoes and units afloat cannot? For you sure can use up a pair of shoes faster working on ship than on shore.—L.A.W., Y2c, USNR.

• Only free shoes in the Navy are those issued as special clothing from allowance authorized for units whose personnel are performing special duties under conditions

which require protection (reinforced toe-caps) or excessive wear, such as Sea-bees, amphibious outfits and ammunition handlers. These units may be either afloat or ashore.—Ed.

Lose a Woman?

SIR: At the receiving station at Treasure Island, San Francisco, Calif., a sailor asked me to hold two large pictures for him so they wouldn't get crushed. In the mixup, he boarded one bus and I got on another, and I have never seen him since. Maybe you can help me return these much-treasured pictures to him.—E.P., Bosn.



• The sailor who's missing a "Fran" (above)—and another photo of the young lady with a GM2c—may have them by advising ALL HANDS of his present address. To make certain the right man gets the girl, be sure to describe the pictures.—Ed.

Credit for NROTC

SIR: I returned from overseas to enter the Navy's college program. Under the impression that fleet duty and NROTC time are cumulative toward the three years necessary for a fogey, I figure my longevity is due this date. The disbursing officer claims the time I have spent in NROTC—from 1 Nov 1945 to date—does not count. Who is right?—Z.J.B., AS (NROTC), USNR.

• You are. NROTC time as such is not creditable for longevity; however, time spent as AS—USNR, while undergoing NROTC training is creditable.—Ed.

Flying Club

SIR: Our V-5 unit here has formed a flying club. We have heard that planes can be procured, before being declared surplus, by the signature of our executive office for our use. If this is possible, what are the proper steps to be taken?—K.D.B., AS(V-5), USNR.

• There is no way equipment may be obtained officially for such unofficial use as activities of your flying club would constitute. Some small planes have been declared as surplus and information on obtaining them privately may be obtained by writing Richard H. Depew, Jr., Chief of Airplane Sales Section, Aircraft Division, War Assets Corporation, 425-2nd St. N.W., Washington, D. C.—Ed.

'Mother Feels Pretty Proud'

SIR: It seems to me that this letter might be quoted in ALL HANDS . . . I cannot help but feel that when we are getting men into the service with the attitude this fellow has, things will go all right in the Navy.—J.P.B., Capt., USNR.

"SIR: Tomorrow sometimes, I will be a regular Navy man . . . My mother feels pretty proud that I made the right choice about going back into the Navy as a career, and she feels pretty proud that I am a chief, because she remembers how hard I used to work and study to attain my rates . . ."

"Recently I have talked to a lot of young fellows . . . all they do is gripe, saying the Navy is a lousy life, etc., you know the talk, Captain. Well, I admit there were some times I did have to take a lot of guff which rubbed me the wrong way . . . but it is the same way in civilian life . . . In the peacetime Navy, I figure it will be better because the men and officers will be serving because they want to and not because they have to, which I think makes a big difference . . ."
—E. H. U., CY, USNR."

About Leave

SIR: My regular Navy enlistment expires in June 1946. May I be granted 30 days delay in orders, to be counted as annual leave, during May and report to the separation center nearest my home for discharge? Or if I get 30 days leave which expires a few days before my enlistment expires, must I return to my present station before being ordered for separation?—J. D. H., CSKD, USN.

• Since orders to SepOens are not written until a man is eligible for discharge, no delay in orders will be authorized because it would delay discharge. However, BuPers Circ. Ltr. 337-45 (NDB, 15 November) provides that men on leave when they become eligible for separation may report to the nearest naval installation where the CO will verify eligibility by telegraph, and accounts and records will be air-mailed for processing.—Ed.

Classes Aboard Ship

SIR: What aid is the Navy giving men at sea to take full advantage of the GI Bill of Rights after they are discharged? Why can't regular classes be held underway, which would shorten the period of schooling necessary to complete education or prepare for a job upon discharge from service? Personally, I feel classes aboard my ship would be well attended, so our educational officer's work would not be considered in vain.—D.N.B., MM3c, USN.

• If no classes are now being held aboard your ship, your educational services officer may obtain information (NavPers 16410, "Course—Materials Available for Use in Off-Duty Classes") and materials from Educational Services representatives of naval districts, large shore stations or direct from BuPers. In addition, self-teaching and correspondence courses may be obtained from the U. S. Armed Forces Institute. High school or college credit may be granted by educational institutions for either class or individual study when appropriate USAFI examinations are taken to determine satisfactory completion. General Educational Development test results (See ALL HANDS, February 1946, p. 76), when certified by USAFI to schools, may result in the granting of substantial credit and in many cases even high school diplomas. For more information, consult your ESO, or write to the nearest USAFI branch or to USAFI, Madison 3, Wis.—Ed.

Victory Ribbon Stars

SIR: I noted in your January issue your reply to an inquiry regarding stars on the Victory Ribbon (World War II). Is there any star or other gadget that is to be worn on the World War I Victory Ribbon if the wearer saw action?—C.L.C., CSP(R), USNR.

• A bronze star may be worn on the ribbon bar in lieu of any one of 26 "service clasps" authorized for the ribbon of the Victory Medal (World War Service Medal); a silver star may be worn for each SecNav citation received for performance of duty during World War I not justifying a Medal of Honor, DSM or Navy Cross; and a bronze Maltese cross may be worn on the ribbon by MarCorps and Medical Corps personnel attached to the AEF any time between 6 April 1917 and 11 Nov 1918 who are not entitled to any battle clasp provided by War Department General Order No. 83 of 30 June 1919. Full listing of authorizations are in Sec. A-1037, BuPers Manual.—Ed.

SIR: Will servicemen receive medals for theater ribbons when material becomes available?—J.C.F., F2c, USN.

• Yes. Medals are now being designed. Distribution to personnel who have earned them is authorized by BuPers Otrc.Ltr. 4-46 (NDB, 15 January). See ALL HANDS, February 1946, p. 69.—Ed.

SIR: Where can I get complete information concerning materials used for military decorations? I am particularly interested in the symbolism and "story behind" the design of such awards.—A.H.S., S2c, USNR.

• Best source known to BuPers is an article published in The National Geographic for October 1943 entitled "The Heraldry of Heroism". The piece also was printed in a volume, "The Insignia and Decorations of The U. S. Armed Forces," published by the National Geographic Society. Available in almost every public library, these two publications may be found on some of the larger ships.—Ed.

Requests for Duty

SIR: (1) Do requests submitted to BuPers by officers and enlisted personnel via chain of command become part of their permanent record? My own case involves a request for shore duty, which I was notified was not considered "in the best interests of the naval service during the demobilization period." (2) Is it possible my request will be acted upon later?—C. F. S., Lt. (jg), USN.

• (1) Copies of all requests and resulting actions handled through official channels are placed in the permanent file "jackets" of officers and EM concerned. (2) Once disposed of, such cases seldom receive further attention unless reactivated by personnel affected or personnel are made available by their command for other assignment. Best bet is to submit another request when circumstances which caused rejection no longer exist—in your case, when demobilization is completed.—Ed.

Family Allowances

SIR: (1) Will family allowances continue after 1 July 1946 for men whose present enlistments extend past that date? (2) Will a man be able to reenlist after 1 July 1946 and draw family allowance after that date?—S. Z., CY, USN.

• (1) The Voluntary Recytment Act of 1945 assures Navy men they will receive family allowances (or first three pay grades may elect MAQ instead) for duration of any enlistment or reenlistment entered before 1 July 1946. (2) Enlistments or reenlistments after 1 July 1946 will provide family allowance only until six months after formal declaration of the war's end—unless Congress extends the 1 July 1946 deadline.—Ed.

Picture Books

SIR: Where are the Navy picture books ALL HANDS said last November (p. 69) were about ready to go on sale? I've looked in every ships service and private bookstore I've come across since then, and haven't found a copy.—R.M.A., EM3c, USN.

• BuSanda reports demand at SepCens has taken a large share of copies so far received from publisher. Distribution to ship's stores and ship's service stores is now catching up with demand, however, and after Navy contact is completed—probably in April—the books of the 100 best official Navy photographs of the war will begin appearing on counters of civilian bookstores. You might check with your ship's store or ship's service store officer to see if any of the books have been ordered by the store from the NSA at Bayonne, N. J., or Oakland, Calif., where they are stocked.—Ed.

Medals and Awards

SIR: Before enlisting in the Navy I was an aerial engineer with the 8th AAF in England. I served three years with the Air Forces and was then discharged on points. During my Army career I was awarded the Distinguished Flying Cross, the Air Medal with eight Oak Leaf clusters, the Purple Heart with one Oak Leaf cluster, the Army Good Conduct Medal, the ETO ribbon with four battle stars, the American Theater ribbon and the Victory Medal. (1) Can I wear these decorations when I finish boot training. (2) Does my army time count toward a Navy hash-mark?—E.T.C., S1c, USN.

• (1) All your decorations may be worn on your Navy dress blues. (2) No—only Navy time counts toward a Navy hash-mark.—Ed.

Stripes

SIR: Since the new uniform proposed for enlisted men would have no white stripes on the cuffs of the dress jumper, how would you tell a S1c or a F1c from the lower grades of non-rated men? Would watch stripes be worn on the new jumper?—H.J.M., S1c, USN.

• The Naval Uniform Board has proposed that non-rated men wear diagonal stripes on their sleeves, such as those now worn by non-rated Waves, to indicate

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order. Men who see these notices are asked to pass the word to former shipmates who will be interested.

• Takanis Bay (CVE89). Address Commanding Officer, USS Takanis Bay (CVE89), c/o ComTacGroup, 19th Fleet, U. S. Naval Station, Tacoma 2, Wash. Five dollars per copy with order, to be distributed postpaid in two months.

• Columbia (CL56). Address Senior Member, "War Record" Committee, USS Columbia (CL56), FPO, New York. Advise number of copies desired (first copy free; additional copies at cost of printing, estimated less than \$2) but send no money.

• Stevenson (DD645). Address Year-book Committee, c/o R. S. Mather, 6054 Kimbark Ave., Chicago 37, Ill. First copy no charge; additional copies \$5 each, money with order. Former ship's company requested to submit photographs of interest, portrait-size pictures and short biographical sketches of themselves for use in the book to be distributed during the coming summer. Material and money orders to be sent to above address.

their status. However, the board further proposed that these stripes be worn on both sleeves. In the case of firemen, the stripes would be red, whether the man was wearing his blues, whites, or grays. Seamen would wear white stripes on their blues, and blue stripes on their whites and grays. No watch stripes would be worn.—Ed.

Broken in Rate

SIR: It took me eight years and five months to make chief in this Navy. Four months later it was taken from me for an offense that shouldn't have rated an exec's mast, but this CO said he was going to make an example of me and he did. However, I didn't write to complain—I want to know how long I must serve at my present rate to be eligible for chief again. Some say that since I was busted by word of mouth by the CO that rated me, all I have to do is six months. Is this right?—R. C. H., SKV1c, USN.

• No. Men who have been broken in rate because of misconduct, or by deck, summary or general court martial sentence, cannot count previous service toward fulfillment of service and sea duty requirements for advancement (Para. 3 of Enc. (A) to BuPers Circ.Ltr. 297-44; NDB, July-December 1944; as amended by Alnav 114-45; NDB, January-June 1945). That means you must fill requirements for advancement just as if you had never made chief before.—Ed.

Always Welcome

SIR: Does ALL HANDS accept for publication good articles or pictures of interest to naval personnel regardless of who submits them?—J. S. R., Sp(P)1c, USNR.

• Good articles and pictures always welcome from anyone, with usual right to edit and revise before publication reserved by ALL HANDS. Articles should deal colorfully with factual topics, with sources indicated so that facts may be verified. Pictures should be limited to those of general interest, suitable for picture-story treatment or for illustrating articles. Negatives are desired for all prints except when 8x10 glossies of good quality can be furnished; explanatory material should be provided for each picture. Negatives will be returned if return is requested but manuscripts cannot be sent back. It is not possible to pay for articles and photographs but credit will be given for all which are published.—Ed.

Embalming

SIR: (1) Does the Navy have a permanent rate for embalmers in peacetime? (2) What training in embalming does the Navy provide?—M.L.W., S2c, USNR.

• (1) No. (2) A limited number of hospital corpsmen are trained in civilian embalming schools during peacetime.—Ed.

Seeks Sea Duty

SIR: I have been in the Navy for 17 months, and recently signed over for two years with the expectation of being sent to sea. Now I have been told that I must be attached to this shore station for two years before I can go to sea, which means 10 more months here. (1) Is this true? (2) If not, how can I make application for sea duty?—M.D.M., S1c, USNR.

• (1) Not as a general policy. BuPers Ltr. of 26 March 1945 to commandants of naval districts and river commands and chiefs of naval air training commands states: "It is desired that wherever practicable enlisted men who have served a minimum of three months on shore duty be given the opportunity for transfer to sea upon their request. . . ." If COs find the number of men aboard in applicable rating (including Class A school graduates and stewards branch, in the case of unrated men) is 80 percent or more of allowance, requests for sea duty should be granted by COs. If number aboard in rating is less than 80 percent of allowance, such requests are to be forwarded to administrative commands and BuPers so relief may be provided. However, a man's skill or experience in his billet, or the inability to provide a replacement, may make it necessary that his request for sea duty be disapproved. (2) Requests should be submitted in writing by the man concerned via chain of command, stating all pertinent facts.—Ed.

Maximum Height

SIR: We would appreciate further information on maximum height for enlisted personnel, and the type of discharge awarded to Donald Holler, S2c, 6 ft. 6½ in. tall (ALL HANDS, January 1946, p. 47). We received no satisfaction to our request for full information from medical officers at our base dispensary. We feel if Holler is eligible for discharge under these conditions, certainly there are others in the same category.—W.P.D., SM2c, USNR (6 ft. 5½ in.), and A.G.S., Mus3c, USNR (6 ft. 4½ in.).

SIR: . . . The personnel officer of our activity informed me he had nothing which would permit him to authorize such a discharge. . . —R.D.R., SKT3c, USNR (6 ft. 5½ in.).

• BuPers says individuals who are experiencing abnormal growth, who are unable to obtain suitable clothing or who feel they are handicapped in performing duties assigned should report the matter via chain of command to their COs for consideration. Although 6 ft. 4 in. is the maximum height for enlistment, there is no set policy on maximum height a man may attain after enlistment before he is considered not qualified for further retention in the Navy. Each case is considered on its own merits when reported and may result in (1) retention, (2) discharge for military reasons (convenience of the Government), or (3) discharge for medical reasons.—Ed.

CPOs and Verdigris

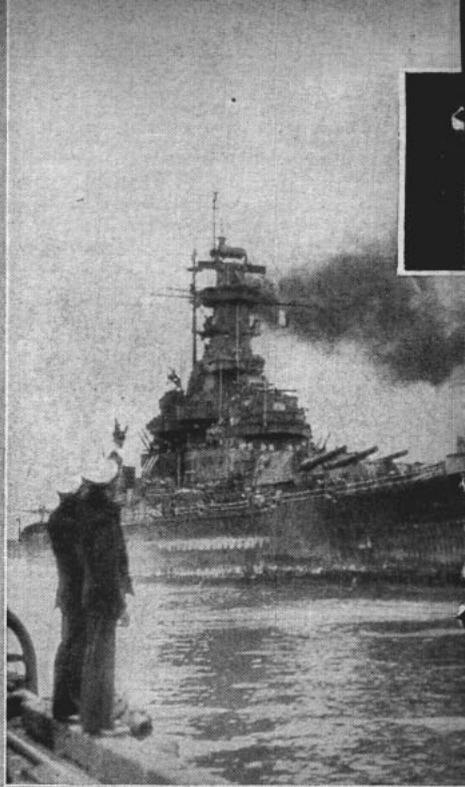
SIR: The present brass CPO cap device is a constance source of disgust and expense to men who wear them. Once they are manually polished, they lose their luster forever. When exposed to salt air or saltwater spray, verdigris is sure to cover them.

I suggest the present metal device be replaced identically with one of yellow or gold-colored thread, embroidered into the cap cover. Such a device would be permanent and would not need to be removed before each laundering, with greater initial expense its only drawback. How about support from the Fleet for such a change?—J. S., CWT, USN.

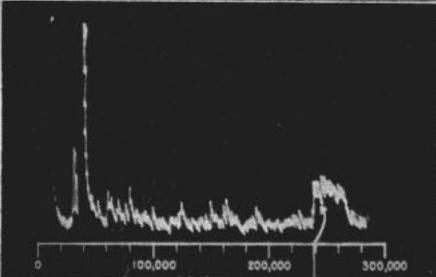
• Oldtimers in the CPO ranks, weary of anchor-polishing, may find they can arrange swaps with the newer chiefs who must hang their gear over the side for the brass to acquire that aged-in-the-briny appearance. To date no official study has been given to changing the CPO cap device.—Ed.



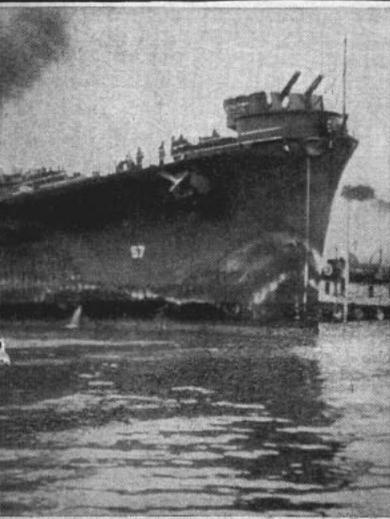
Proposed stripes



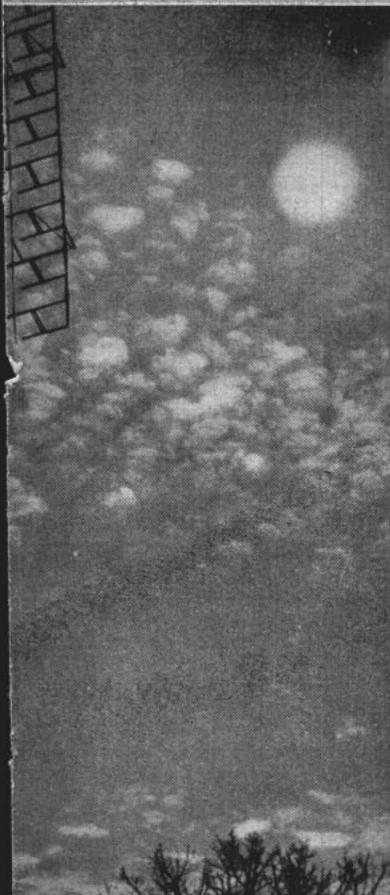
CONTOUR MAPPING might be a good waterproof silk survival charts by Ac—
—but not Miss Keyes—were part of a
Top right: "Battleship X", the veteran
Philadelphia home port. Lower right: E
established by Army experimenters. I
screen—range 238,000 miles. Impulse



THE MONTH'S NEWS



name for the novel use made of press Evelyn Keyes, left. Charts viators' standard emergency kit. USS South Dakota, arrives at her radar contact with the moon was set shows lunar "pip" on radar took 2 1/2 seconds out and back.



NAVY DEMOBILIZATION HALF WAY COMPLETED, AHEAD OF SCHEDULE

PERIOD 21 JANUARY THROUGH 20 FEBRUARY

1,500,000th Dischargee

The Navy's 1,500,000th dischargee since V-J day, lanky, 20-year-old Eugene L. Smith, FC2c, USNR, Watsonville, Calif. (see cover), was honored 24 January in special ceremonies which featured a nationwide radio address by Vice Admiral Louis E. Denfeld, USN, Chief of Naval Personnel.

Smith, who enlisted 14 Dec 1942, received his discharge at the separation center at Shoemaker, Calif. While in service he was rangefinder operator on the main batteries of the USS *New Jersey* from 23 May 1943 to 1 Jan 1946. He wears three ribbons with 12 stars—the Asiatic-Pacific Theater with 10 combat stars, the Philippine Liberation with two stars, the American Theater, the Victory and Good Conduct medals.

Admiral Denfeld congratulated Smith: "I know your family is proud of you and will be happy to have you back. And I want you to know that the Navy is proud of you, for you are a symbol and representative of more than 3,000,000 citizen sailors of America who did the grandest job with the greatest fleet in the most terrible war in the history of the world.

"The Navy is proud of that figure 1,500,000, too. It means we have kept our word, and even bettered it a little. It represents a rate of demobilization that many people thought we couldn't attain. In less than five months we have returned almost half of our Reserves to their homes."

Battle Royal

A battle royal surrounding a Senate committee hearing on the nomination of Edwin W. Pauley for Under Secretary of Navy (ALL HANDS, February 1946, p. 43) reached a sharp climax last month with the resigna-

tion of Harold L. Ickes as Secretary of the Interior.

President Truman has requested approval by the Senate Naval Affairs Committee of Mr. Pauley, California oil man and former treasurer of the Democratic National Committee. Senator Charles W. Tobey (R., N. H.) is leader of the opposition against Mr. Pauley's confirmation.

Resignation of Mr. Ickes from the President's Cabinet followed his testimony before the Senate committee that Mr. Pauley tried to head off a government suit to establish Federal title to tidewater oil lands with promises of political campaign contributions from oil men. Mr. Pauley's contention, as recounted by Mr. Ickes, was that such a Federal suit would cost the Democratic Party \$300,000 in campaign contributions.

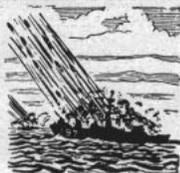
Mr. Pauley denied this, saying "Mr. Ickes is mistaken—he got the wrong impression of any conversations we had about raising money."

The National Citizens Political Action Committee, through Dr. Frank Kingdon, chairman of its steering committee, urged President Truman to withdraw his nomination of Mr. Pauley. The President later reaffirmed his confidence in Mr. Pauley and urged nomination approval.

With tempers rising in the committee, Senator Tobey accused Mr. Pauley repeatedly of "contradictions" in his testimony and, at one point, declared his entire testimony was "a tissue of deceit." During the hearing, Mr. Pauley assured the committee that if the Supreme Court upholds Federal title to tidewater oil lands he would support any Navy move to include them in Navy oil reserves.

A suit for Federal title to submerged coastal oil lands was filed in 1945. A bill now is pending in Congress to confirm title to such lands in the respective states affected.

LAST APRIL



U. S. forces were knocking on the Mikado's door as they landed on Okinawa after 10 days of fleet bombardment and carrier planes sank last large Nip battleship, 2 light cruisers, 3 destroyers off Kyushu, while other aircraft went after plane plants in Japan.

APRIL 1946

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



Acme photo

DISPLAYED FOR ALL to see, the more than 3,500,000 words taken by the Pearl Harbor Investigation Committee makes an imposing bundle. The comely bundle in middle is Miss Ada Jackson, government employee.

Conflicting Evidence

Hearings before the joint Congressional Committee investigating Pearl Harbor were completed late last month and the committee started sifting through a mountain of controversial testimony in preparation of a report to Congress.

Congress extended the time for the committee to report to 1 June. Hearings may be resumed at any time until June but the drafting of the report will be the major work of the committee during the extension period.

Highlight of the testimony was conflicting evidence concerning the value of a "winds execute" message reportedly received by the U.S. which indicated a fixed Japanese intention to attack this country.

Capt. L. F. Safford, USN, former chief of naval communications intelligence, testified a "winds execute" message was received that portended war by Japan against the U.S. but peace with Russia. It was testified by Capt. A. D. Kramer, USN, then head of the translation and dissemination group of naval intelligence, that while he originally regarded the "winds" message as genuine, applying only to England and indicating a break in relations, that he now believed it was only one of several "false" tips which were in fact weather messages and nothing more.

Both officers said the intercepted message was forwarded to Capt. Safford's commanding officer, Rear Admiral Leigh Noyes, USN. Substance of the "winds" message, it was said, was telephoned to the Navy Department, War Department and the late President Roosevelt's naval aide.

Capt. Kramer denied he had been "beset and beleaguered" or held incommunicado at Bethesda Naval Hos-

pital in an attempt to make him change his Pearl Harbor testimony.

Evidence included the disclosure by Capt. Kramer that a secret memorandum on the Japanese attack had been prepared by him in 1944 on the request of Admiral W. F. Halsey, USN. The memorandum was prepared following a request originated by Rear Admiral Husband E. Kimmel, USN, who was CincPac when the Japanese struck, Capt. Kramer testified.

Other high points:

- Henry C. Clausen, former lieutenant colonel, USA, said the Navy in the South Pacific was "short changing" the Army during the war on information received from decoded Japanese messages. Earlier, Mr. Clausen told of the War Department advising its Hawaiian garrison on 5 Nov 1941 of reports that Japan's Black Dragon society expected war with the U.S. in the following December or February.

- Admiral R. E. Ingersoll, assistant CNO in 1941, testified a Japanese order to diplomatic and consular officials to burn their codes was a tipoff on war. The Navy Department sent this information to all fleet commanders, including Admiral Kimmel, he said.

- Vice Admiral P. N. L. Bellinger, USN, Commander Naval Base Defense Air Force at Pearl Harbor in 1941, testified he had no knowledge of any "war warnings" from the Navy and War Departments immediately preceding the Japanese attack.

Since the hearings opened 15 Nov 1945 the committee of 10 (two Republicans and three Democrats from each house of Congress) heard testimony by many men prominent in the Government and in the Army and Navy.

The testimony exceeded 3,500,000 words and was included in more than 11,000 pages. It will fill more than 50 volumes.

Intelligence Director

Key operating post in the National Intelligence Authority created by President Truman to coordinate and direct all federal intelligence activities overseas was assigned by the President to Rear Admiral Sidney W. Souers, USNR, of St. Louis. The admiral's title in his new post is Director of Central Intelligence.



Admiral Souers

The President designated Fleet Admiral William D. Leahy, USN, as his personal representative on the four-man NIA. This is a policy group, the other three members of which will be the Secretaries of State, War and Navy.

Admiral Souers, 53, a Missouri businessman, joined the Naval Reserve as a lieutenant commander 29 Apr 1929. Last November he was promoted to deputy chief of naval intelligence with the rank of rear admiral after having been brought to Washington from his post as intelligence officer at San Juan, P. R., in July 1944 to become assistant director of naval intelligence,

Legislation

Listed below are items of legislation in Congress of interest to naval personnel:

Postwar Navy—(HR 4421)—Bill would provide for postwar Navy strength of enlisted and officer personnel; enlisted strength set at 500,000, enlisted Marine Corps 100,000; officers in both services eight percent of number of enlisted men; bill has passed House, is pending in Senate Naval Affairs Committee.

Navy Nurses—(HR 4706)—House bill authorizes President to appoint members of Navy Nurse Corps as commissioned officers in Naval Reserve.

Civil Service—(Public Law 295)—Act approved by President 12 Feb 1946 provides Civil Service employes who served at least two years in legislative branch and left to enter military or naval service get credit on their seniority for time in Army or Navy.

Shotguns—(S 1551)—Bill would permit sale of Government-owned shotguns to officers of Navy, Marine Corps, Coast Guard; passed by Senate 20 Dec 1945, now pending before House.

Enterprise—(HR 4157)—Bill before House Naval Affairs Committee proposes to preserve CV *Enterprise* as national memorial in tribute to men of Navy in World War II.

POW Promotions—(S 1805)—Bill before Senate Naval Affairs Committee provides for promotion of personnel of Navy, Marine Corps, Coast Guard, and their respective reserve components, captured or interned by enemy; bill includes prisoners of war now deceased; pay rises incident to promotion to be retroactive to effective date of promotion.

War Brides — (S 1827) — Bill would provide transportation to inland destinations in U.S. for dependents of naval personnel of all pay grades; bill intended to authorize transportation at Government expense of "war brides" and children from overseas to any place in U.S. designated by dependent or servicemen concerned.

Retirement—(S 1405)—Bill provides for retirement of regular Navy officers, particularly in higher ranks, whose services can be dispensed with feasibly; purpose is to provide incentive for younger, more vigorous officers to be appointed to key billets in Navy; bill would also allow reserve officers, upon being released to inactive duty, to hold highest rank attained while on active duty; passed by Congress, is awaiting approval of President.

Fleet Reserve—(S 1438)—Bill reinstates "16-year Fleet Reserve" for personnel now serving in regular Navy or who enlist within 120 days after bill's enactment; in general, bill liberalizes retirement and retirement pay provisions applicable to Fleet Reserve; also would revive reenlistment allowances suspended during war; passed Senate in October 1945, and House, with amendments in December; now pending in Senate Military Affairs Committee.

German Experts in U.S.

Thirteen German scientists and engineers have arrived at the Naval Ordnance Laboratory, White Oak, Md., and have begun work assisting in the installation of a supersonic wind tunnel for the Navy. The men are experts in the field of aerodynamics and were associated in the development of Nazi V-weapons in Germany. Their names were not revealed because of possible retaliation against their families. They were admitted to this country as disarmed enemy aliens, not as prisoners of war.

Equipment for the wind tunnel, shipped from Germany, has arrived at the laboratory. Much of the gear, including one of the world's largest interferometers, which measures air density by optical means, has never been duplicated outside Germany. The wind tunnel is one of several allocated to the United States and her Allies from among scientific equipment found in Germany.

It is generally believed that by bringing this equipment and the men who were responsible for it to this country, the Navy will save several years that would be required to develop the techniques already established by the Germans.

Research in supersonic aerodynamics is a necessary part of development programs in guided missiles. In this connection, Rear Admiral Luis de Florez, USNR, Assistant Chief of the Office of Research and Inventions, said the Navy should have unstinted financial support for its research plans. He said the Russians "are setting up 400 technical schools and staffing them with all the German scientists they can get. The United States, Admiral de Florez said, could take a lesson from Russia by also "robbing the brains of Europe," for it would be "extremely valuable to learn the other fellow's ideas and methods."



Photograph from Press Association, Inc.

CONGRESSIONAL MEDAL of Honor winner, Sgt. William G. Harrell who lost both arms at Iwo Jima with his fiancée before their marriage.

Eight Miles Up

Development of the first two-stage turbo-supercharger in the world for use in Corsairs makes possible efficient operation at altitudes above 40,000 feet, 10,000 feet higher than the normal service ceiling for these Navy fighter planes.

The supercharger used in conjunction with the R-2800-C Pratt & Whitney engine was developed under a BuAer contract by the Turbo Engineering Corp. of Trenton, N. J. It differs from previous models in that air coming into it passes through two stages of compression rather than one. Since the R-2800-C engine also incorporates one engine-driven supercharger in addition to the turbo, this results in the air being subjected to three actual stages of compression, making possible operation in extremely rarified atmosphere.

Ensign Shakedown

It's "sailing . . . sailing . . ." for some 2,500 brand-new V-12 ensigns.

Manning their ship stem to stern with all the rates of a regular ship's company from swabbie to quartermaster, the "boot ensigns" are scheduled for a three-month shakedown cruise to take the place of previous fleet experience or the midshipman schooling required of V-12 students before commissioning during the war.

All V-12 engineers, physics majors and NROTC trainees who are scheduled to complete their V-12 training on or about 1 March but after 15 February and have received no other specific assignment, have been ordered to report for the training cruise in uniform of their new commissions.

However, during the period aboard ship and under instruction, they will revert to trainee status and will be uniformed as apprentice seamen or in the khaki issue of NROTC trainees, according to their status before commissioning. COs have reviewed the records of the men in their commands to determine their qualifications for temporary petty officer ratings during the cruise.

The cruise is scheduled to start approximately 1 April, and will end on or before 30 June. Except for those who are considering transfer to the regular Navy and will ask to be retained on active duty in the Naval Reserve, the "crew" will resume status as ensigns and go on inactive duty when they disembark from their trip to sea.

General of the Army Henry H. Arnold turned over his command as chief of the Army Air Forces to Gen. Carl Spaatz in Washington last month. Gen. Arnold stepped down after being head of the AAF for seven years.

Gen. Spaatz has been named Acting Commanding General of the AAF, pending Congressional approval.



Photograph from Press Association, Inc.

DIRECT HIT by units of the British fleet silhouettes the Nazi battleship Bismarck, during the night action in which it was sunk, 27 May 1941. The picture, which has just become available, was taken by a Nazi yeoman aboard the Prinz Eugen.

FROM GI TO GIP IN 1 EASY LESSON

A bunch of sharpie veterans—but sharp like a meatball—figure they've slipped old Uncle Sugar a hot one. They estimate that from here on out life's strictly for free.

The scene is Greenwich Village, right up in little old N. Y., and the characters are a bunch of would-be longhairs who've got \$300 in their pockets for mustering out. After this runs out they plan to prove they are unemployed writers by showing a manuscript that no one will buy.

Robert C. Ruark, a former Navy man, has uncovered these junior Bohemians. One ex-military type is quoted as saying "Under the GI bill, I'm entitled to 52 weeks at \$20 a week if I can't get a job. Okay, I can't get a job. Who wants to hire a playwright?"

After this sugar ration pays off, this character will go in for education—four years at 65 rocks a month. "When this runs out I figure I can always get tuberculosis and spend the rest of my life taking it easy in a veterans' hospital."

With prices what they are in Greenwich garrets these poor man's O. Henrys plan on existing and enjoying it. Ruark chronicles the comment of another of the members of the veterans' sweat and strain corporation: "Personally, I am a poet. That is because it is easier to display a manuscript of a poem than of a play or novel. It doesn't weigh so much, or take so long to write."



Greenwich Village garrets house a new type of Bohemian—ex-GI.

The Veterans' Administration takes a dim view of such hanky-panky, but says that it makes no over-all ruling on unemployment compensations.

"As a rule we follow the decisions of the state unemployment compensation boards," said a VA spokesman, "but the state enforcement of the rules is such that a man has to really prove that he is a full-time writer engaged in the writing profession as a gainful mode of employment."

"Most requests for compensation are legitimate, but every now and then a phony slips in the works."

Ship Transfer Planned

Legislation authorizing President Truman to transfer surplus U. S. destroyer escorts and other light naval craft to China was approved last month by the House Naval Affairs Committee. At the Navy's request the committee modified a ban against transfer of heavier warships, including battleships, cruisers, submarines and aircraft carriers. The proposed bill as amended would permit transfer of the larger craft provided Congress specifically approves.

Chairman Carl Vinson (D., Ga.) said he had been advised by Fleet Admiral Chester W. Nimitz, CNO, that the government does not now contemplate giving battleships and the heavier vessels to China but it might desire to do so later. Navy witnesses told the committee gifts of destroyer escorts and landing craft would enable China to help defend Far Eastern waters and relieve the U. S. of its troop and material carrying chores.

Democracy in Services

The belief there will be no justification for complaints of a lack of democracy in the armed forces, with competent leadership, better understanding of the problems of life in the services, and a thorough training for that life, was expressed in a radio address by Admiral William H. Standley,

USN (Ret), former CNO and former Ambassador to Russia.

The Admiral emphasized many things that have caused criticism were results of hasty mobilization and overnight expansion. "This meant commissioning many inexperienced men; it meant rapid promotions for others already in service. Likewise, our hasty mobilization meant interrupting the peacetime pursuits of millions of men—introducing them to a life for which they were little prepared. That such a vast majority of those who served, both officers and enlisted men, acquitted themselves so nobly and honorably is a tribute to the men and to the system under which they served," he said.

To make possible interchangeability of medical equipment between the two services and to unify purchases of medical supplies, an Army-Navy Medical Procurement Agency is now in operation in New York City. Rear Admiral K. C. Melhorn (MC), USN, is director of the project, and Col. M. E. Griffin, USA, is officer in charge of procurement.

As a result of standardization, about 85 percent of the 3,000 items regularly stocked by the Army have been found adaptable to Navy use. In some cases Navy specifications will be changed to conform to the Army's and vice versa.

USN (Ret.)

Here, for those who knew them and served aboard them, is a list of the veteran warships of the Fleet, arranged in accordance with present plans for their disposal. With those ships which did not survive the war, these were the fighters that formed our battle line in the '20's and '30's and the early days of World War II. They take their long combat records into retirement as follows:

Atom Bomb Test

BB's *Arkansas*, *New York*, *Nevada*, *Pennsylvania*.
CA's *Pensacola*, *Salt Lake City*.
CV *Saratoga*.
CVL *Independence*.

Inactive Reserve

BB's *Colorado*, *Maryland*, *West Virginia* at Bremerton.
BB's *Tennessee*, *California* at Philadelphia.
BB *New Mexico* at Boston.
BB *Idaho* at Norfolk.
CV *Essex* at Bremerton.
CA's (all at Philadelphia) *Chester*, *Louisville*, *Augusta*, *New Orleans*, *Portland*, *Minneapolis*, *Tuscaloosa*, *San Francisco*, *Wichita*.
CL's (all at Philadelphia) *Brooklyn*, *Philadelphia*, *Savannah*, *Nashville*, *Phoenix*, *Boise*, *Honolulu*, *St. Louis*.

Scrapped

CL's *Omaha*, *Milwaukee*, *Cincinnati*, *Raleigh*, *Detroit*, *Richmond*, *Concord*, *Trenton*, *Marblehead*, *Memphis*.

Miscellaneous

BB *Texas*—Now at Norfolk being stripped; probably will be given to State of Texas as a relic.
BB *Mississippi*—Will remain on active duty as gunnery training ship.
CV *Enterprise*—To be retained by the Navy as a relic.
CV *Ranger*—Assigned to active duty with the training command at Pensacola.

They Knew It

German leaders knew as early as the fall of 1943 their U-boats had lost the Battle of the Atlantic, and that defeat was due to superior technical advances of the U. S. and Great Britain.

This was brought out in a letter from "top secret" German files, made public by Rear Admiral H. G. Bowen, USN, Chief of the Office of Research and Inventions. The letter was written by Nazi Gross Admiral Doenitz, and in part said:

"The enemy has rendered the U-boat war ineffective. The enemy has achieved this object not through superior tactics or strategy, but through his superiority in the field of science; this finds its expression in the modern battle weapon, detection. It is essential to victory that we make good our scientific disparity . . .

"I have therefore ordered the creation of a Naval Scientific Directional Staff, with headquarters in Berlin . . ."

As the history of World War II shows, Admiral Doenitz was too late.

Vice Admiral Alan G. Kirk, USN, is the new U. S. Ambassador to Belgium and Minister to Luxembourg. He was nominated 21 January by President Truman and the nomination was confirmed by the Senate 31 January. Admiral Kirk, a member of the Navy General Board, was commander of a task force in the invasion of Normandy in 1944.

Before a crowd of 10,000 at Guam, the Marianas team won six of eight Central Pacific boxing championships. The Marshall-Gilbert team took two.

TESTING THE EUGEN

Under watchful eyes of observers from BuShips and BuOrd, the German heavy cruiser *Prinz Eugen* was put through firing tests and maneuvers while en route from Boston to Philadelphia after a transatlantic voyage from England.

The sleek 19,553-ton warship, flying the Stars and Stripes, during the transatlantic voyage was under the command of a skeleton crew of eight officers and 85 enlisted men of the Navy who supervised a German crew of 27 officers and 547 men. The *Prinz Eugen*, one of the "guinea pigs" selected for the atomic tests, will be the subject of additional studies at the U.S. Naval Shipyard, Philadelphia, before being stripped preparatory to her journey to Operation Crossroads off the Bikini Atoll in the Pacific (see p. 8).

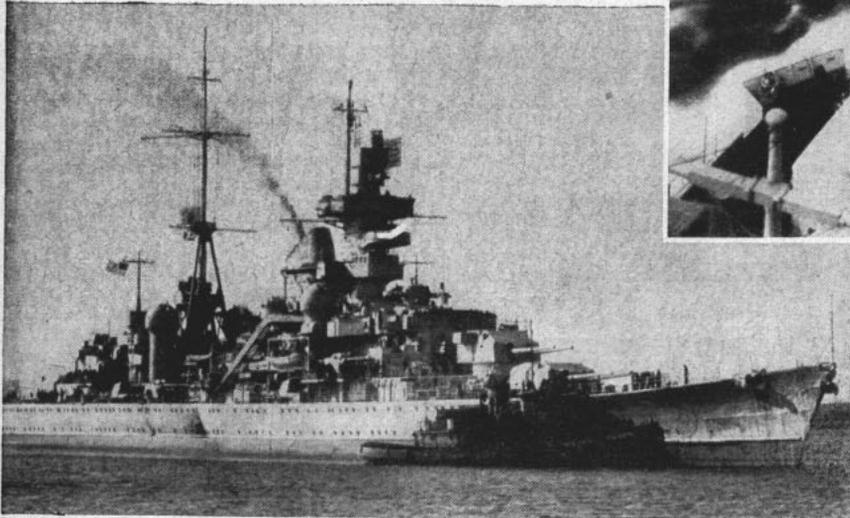
According to a recent release of the Nazi's history of the *Prinz Eugen*, the cruiser has been credited with sinking the 42,000-ton British battleship *Hood* midway between Iceland and Greenland in 1941. It had previously been believed that the *Bismarck* sunk the *Hood*. "The *Prinz Eugen* placed a direct hit on the *Hood*, blowing up her magazines and thus sinking her in one of the major losses of British sea forces," the German cruiser's history said.



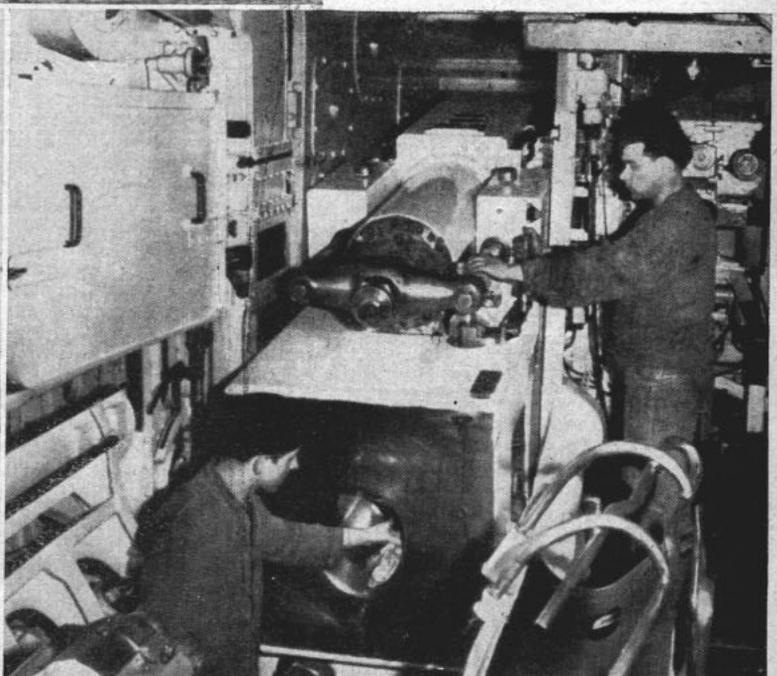
Photographs from Press Association, Inc.

TWIN EIGHTS of the *Prinz Eugen*'s forward batteries belch black smoke in BuShips test of ex-Nazi warship.

ONE-TIME PRIDE of German navy is shown, left, at Philadelphia. She is destined for doom in atom tests.



AMERICAN skipper of the *Prinz Eugen*, Capt. A. H. Graubart, left, walks deck with Capt. Hans Jurgen Reinicke, commander of German crew.



PREPARING for firing tests, German crew members of the *Prinz Eugen* clean one of the cruiser's forward eight-inch guns. Guns of the *Prinz Eugen* are credited with sinking Britain's *BB Hood*.

SUBMARINES' GRANDMA RETIRES

The Grandma of America's World War II submarines, the USS *Nautilus*, has been retired. At recent decommissioning ceremonies at the Philadelphia Navy Yard the ancient lady, oldest submarine in U. S. service and a veteran of 14 patrols, had her commissioning pennant, jack, and Presidential Unit Citation burgee hauled down.

Other U. S. submarines have had gallant and adventurous service (see *ALL HANDS*, February 1946) but few had the luck of scoring the "firsts" the *Nautilus* did, or served on the varied types of patrols.

Perhaps the high point of the *Nautilus*' 15-year career was the sinking of the Japanese carrier *Soryu*, the first enemy carrier to be sent to the bottom by an American submarine, on 4 June 1942. During her patrols, all officially catalogued as "successful", she sent 89,625 tons of Jap tonnage to Davey Jones' locker.

The old lady and her crew became specialists in odd assignments, one of which was taking Carlson's raiders to Makin.

On New Year's eve 1942, 11 nuns came aboard as refugees as the *Nautilus* lay off Bougainville. Others in the rescued group were an 81-year-old man and a little girl of two.

Up in the far north, on their fifth war cruise, army troops jammed the compartments. It was the advance scout force being sent onto the Attu beaches at H-hour-minus-five.

The 12th war cruise was to the Philippines. Since she had much more space—about four times the cargo capacity of the modern granddaughters—she was the logical choice to carry supplies to Philippine guerrillas.

About 30 miles away from a Jap air and naval base the *Nautilus* lay offshore, observing and waiting for signals. At dusk a little boat put out and Lt. Col. J. M. Cushing, USA, came aboard. He was followed by 25



THEY WHO SERVED point with pride to the record of the *Nautilus*' accomplishments.

outrigger boatloads of guerrillas.

Then came the heartbreak—the *Nautilus* ran aground on an uncharted shoal. The crew ran from port to starboard in an effort to sally her free but the tide was falling and she seemed firmly aground.

At 0330, in a final effort, the engines were worked up to top speed, and gradually, with a 12-degree keel and only four feet of water under the bow, the *Nautilus* eased off.

Out in deep water and unprepared in such a light cargo condition to dive, the *Nautilus* sighted a periscope feather. Orders were to avoid contact with the enemy. So, light as they were, down went the *Nautilus*. And she kept on going down with the sea bottom a mile and a half away. By blowing tanks and reversing to full astern the dive was checked and the ship shot stern first for the surface. Good seamanship saved the day and the *Nautilus* got away.

Stelle vs. Bradley

Answering an attack by John Stelle, American Legion national commander, on his six months' direction of the Veterans' Administration, Gen. Omar N. Bradley fired volleys of statistics to show that during his short command impressive progress was being made despite a lack of personnel and space.

Stelle launched his attack by requesting a Congressional investigation of what he termed a "tragic breakdown" in the Veterans' Administration and recommending what was interpreted generally as a call for the removal of Gen. Bradley. "What we need in charge of VA," Stelle declared, "is a seasoned business man, not a soldier, however good a soldier he may be." Later Stelle said he was not "asking" the removal of Gen. Bradley as Veterans' Administrator and pledged the Legion's support to the VA chief in any move to cut red tape and improve the agency's efficiency.

Aligning themselves quickly in support of Gen. Bradley were President Truman, Gen. Dwight D. Eisenhower, Chief of Staff of the Army, and leaders of major veterans' organizations. Presidential Secretary Charles G. Ross said:

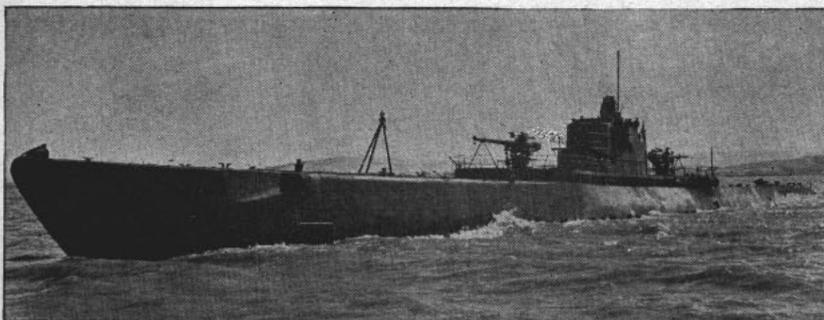
"Gen. Bradley has the complete and unqualified support of the President. The President does not feel that Stelle speaks for the American Legion. He considers that Gen. Bradley has done a fine job in the administration of veterans' affairs. In other words he is backing up Gen. Bradley to the hilt."

Stelle said he had a mandate from the Legion to make charges concerning VA. He added the charges were based on thorough investigation by the Legion's rehabilitation and legislative and employment committees.

Gen. Bradley's report of his six months' administration showed there was a backlog of claims, applications and letters, but that VA was dealing with the problems of 13,490,000 veterans as compared with 6,688,000 veterans at the time he took office last August. "It is estimated that this increase is greater than that expected in the next 15 months during which time the total veteran population is expected to increase to 20,000,000," he said.

Highlights of Gen. Bradley's report, dated 1 February, in the major divisions of hospitalization, education and training, insurance and disability claims were:

Hospitalization—"When the potential load of veterans hospitals had been no more than 4,000,000 it was impossible to secure the number of doctors needed to operate efficiently. With the potential load increased to 20,000,000, the program had to be changed so that full use could be made of civilian doctors in addition to those secured to make up a full staff for the VA. To this end, we plan to locate our hospitals near centers where civilian aid could be secured. As Army and Navy hospitals are being declared surplus the VA is requesting them at all points where we can staff the hos-



Official U. S. Navy photographs

HEADING SEAWARD, the *Nautilus* leaves Mare Island Navy Yard.

pitals and use the beds to advantage. (The Navy has allotted 9,375 beds to VA use, the Army 2,100 beds and the U. S. Public Health Service, 1,041.) To supplement our own activities, we have appealed to the War Department to retain in service sufficient medical staff to operate 40,000 beds for veterans.

"Our hospitals are not yet able to care for all veterans who need medical attention at the moment they request hospitalization. We are, however, taking care of most service-connected cases without delay. Less than 4 percent of the veterans classified as being on waiting lists had service-connected conditions, as of 1 Jan 1946.

"There is a considerable number of veterans with nonservice-connected conditions awaiting hospitalization. However, the law provides that nonservice-connected conditions may only be hospitalized when there is a bed available. In spite of this provision we have up to date been able in almost every instance to take care of nonservice-connected conditions which are of an emergency nature." (Later Gen. Bradley in a wire to members of Congress declared an accusation by Stelle that he wants to kick out of VA hospitals those veterans who were disabled after they left the armed services is "absolutely without foundation in truth.")

Education and Training Under GI Bill of Rights—"Applications for training reached 96,828 last August. On 1 Jan 1946, the number had increased to a little less than 500,000. Of these, 91,176 were in training, 258,781 had been declared eligible for training.

"Payments of subsistence allowance to veterans receiving training were falling behind. I issued instructions to speed up payment of these allowances. . . . Any veteran receiving training should begin getting his subsistence allowance within 30 days

after we are notified he has entered training."

Insurance—" . . . Last August premiums on 15,666,659 National Service Life Insurance policies were being paid by allotment and premiums on 393,888 policies were being paid directly by the insured . . . We were ten days behind schedule. Premiums are now being paid on 10,357,788 policies by allotment and 1,073,712 policies directly. We are 20 days behind in premium accounts."

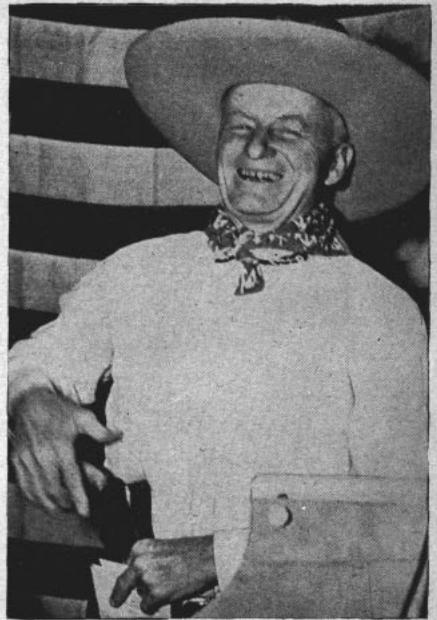
Claims—"Last August we had received 985,000 disability claims from veterans of World War II. Almost 102,000 were pending and 883,000 had been adjudicated. This morning we had received over 2,000,000 disability claims of which 458,000 were pending. Of this number 1,567,000 had been adjudicated, 1,038,000 allowed.

"Last August we had received 154,000 death claims and 27,000 of these were pending. By 1 Feb 1946 we had 213,000 death claims. Of these 22,000 were pending. All others had been adjudicated with only 29,000 disallowed."

Gen. Bradley disclosed the attack on him came only two days after Stelle in a telephone conversation with him had touched on four points:

- VA's decision to build a 200-bed hospital at Decatur, Ill., on a site opposed by Stelle, one-time acting governor of Illinois.
- Bradley's hesitancy about accepting membership on an American Legion scholarship committee until he could confer with heads of other veterans' organizations as to the propriety of his acceptance.
- A discussion of VA operations.
- A closing remark by Stelle that he was going to write to Congress.

Loans guaranteed by the Veterans' Administration under the amended GI Bill of Rights have surpassed the \$100,000,000 mark with total commit-



Photograph from Press Association, Inc. **GUNPLAY**, Texas style, is displayed by Fleet Admiral Nimitz at a recent 'Texas Brag' dinner in Washington.

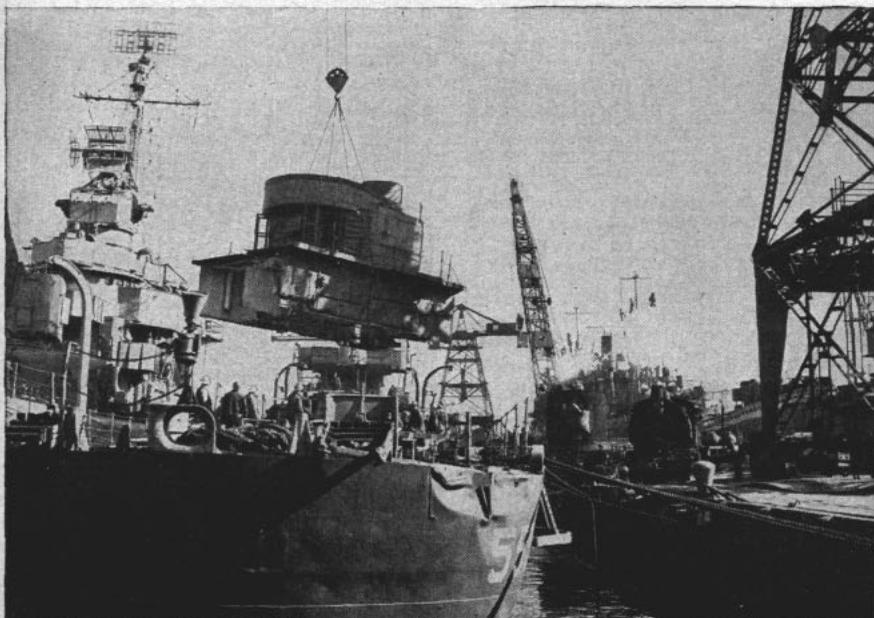
ments as of 26 Jan 1946 registering \$102,660,249. Home loan guarantees accounted for \$95,789,705 or more than 90 percent of the total. Business loan commitments reached \$5,075,275, and farm loan guarantees \$1,759,268. Loan guarantee applications issued totaled 62,014 of which 56,225 were for homes, 4,296 for businesses and 1,493 for farms.

Flag Promotions

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

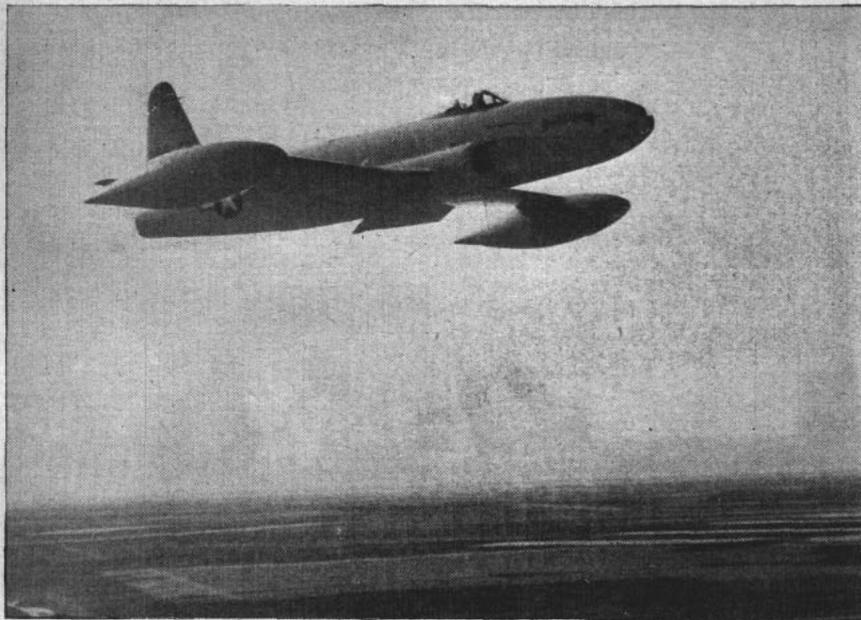
- To be vice admiral:
Earl W. Mills, USN, for temporary service.
- Patrick N. L. Bellinger, USN, for temporary service.
- To be commodores in the U. S. Coast Guard:
John H. Cornell, USCG, for temporary service.
John S. Bayliss, USCG, for temporary service.
- To be Paymaster General of Marine Corps for four years:
Raymond W. Wright, USMC, for temporary service.
- To be rear admiral:
Merlin O'Neill, USCG, while serving as Assistant Commandant, Coast Guard, for a period of four years to fill an existing vacancy.

German oil production secrets of synthetic fuels and lubricants which aided the Nazi war machine to overcome its lack of natural petroleum, are being made available by the Navy Department to private industry. The secrets unearthed by the Naval Technical Mission in Europe (ALL HANDS, January 1946, p. 22) are expected to save years of costly research by American scientists and immediately advance the nation's knowledge of synthetic fuels and lubricants. German developments include synthetic lubricating oils claimed to have a service life three times that of petroleum oils, and a synthetic diesel fuel of high cetene rating.



Photograph from Press Association, Inc.

TEN TONS of superstructure is removed from the decks of the destroyer, Haggard, by a giant crane during scrapping operations at Norfolk, Va.



Photograph from Press Association, Inc.

STREAKING INTO the air, an army jet propelled P-80 starts its record-smashing transcontinental flight from Long Beach, Calif. to New York's La Guardia Field. Time of flight: 4 hours, 13 minutes, 26 seconds from coast to coast.

Facts and Figures

The Germans planned to rocket-bomb New York by this Fall. It took more than a billion rounds of small-arms ammunition to subdue the Germans. The death rate among battle casualties who received hospital treatment in Europe was only 3.9%. Neutral Sweden supplied the Danish underground with arms to fight the Nazis.

These were some of the facts disclosed recently by various sources following the end of the war in Europe.

The fring of improved V-2 "flying telegraph poles" against American cities was entirely possible, reported American ordnance experts who investigated German scientific research in an amazing rocket-assembly plant 800 feet underground near Nordhausen, Germany. The 3,000-mile bombs had reached the blueprint stage and seemed practicable. What delayed their use was the RAF bombing of the Peenemuende experimental plant two years ago. The Germans said it killed 800 of their leading experts and set work back six months.

In addition to the 1,000,000,000 rounds of small-arms fire, American forces in Europe poured 48,322,539 artillery shells, 4,853,888 hand grenades and 1,310,823 bazooka projectiles into the Krauts between D day and V-E day.

Maj. Gen. Paul R. Hawley, U. S. chief surgeon in Europe, reported that 1,375,000 American soldiers and sailors received treatment in 99 general hospitals and five convalescent centers in Great Britain. One fourth of the patients were battle casualties. Death rate for the latter group was 3.9% as compared with 8% in the last war.

With Allied approval, Swedish ships met little Danish fishing boats off the

coast of Sweden and gave them cases of automatic pistols and ammunition. The arms, manufactured in Sweden, were packed in cases marked "butter" and "bacon." In addition the Danes received enough arms from the Allies to outfit 30,000 men. These guns were dropped by plane.

Brooklyn in Mothballs

A switch was closed, the dehumidification machinery started, and the light cruiser USS *Brooklyn* on 30 January became the first vessel to join the Navy's newly formed Sixteenth Fleet of inactive ships. She was "put in mothballs" at the Philadelphia Navy Yard.

Special crews from the Navy Yard preservation school installed the dehumidification system, sprayed the ship with rust preventive compounds and sealed its guns with plastic stripable film in the process designed to keep her in seaworthy shape for years and permit her to put to sea equipped for action within ten days. (ALL HANDS, November 1945, p. 2.)

VA Drops Rank. There's a new deal in effect at the Veterans Administration headquarters in Washington whereby former enlisted men no longer have to tell their troubles to an official with a military title tacked in front of his name. Gen. Omar N. Bradley, the administrator, said former officers will be known as "mister." The general said that the use of military titles, customary at the VA in the past on doors, on name plates and in correspondence "presents practical difficulties." One loophole is left the ex-officers—they can still use their former titles in conversation.

'Big Business'

The Navy ashore is "big business" today, with establishments representing an investment of about \$12,000,000,000. Before the war, the existing establishment ashore was valued at about \$750,000,000.

This was disclosed in SecNav's annual report for the fiscal year 1945 which outlined the rapid war-time growth of naval shore establishments and listed organizational changes carried through to assure skilled management and efficient operation of Navy yards.

The Navy has a plant account 25 per cent larger than the combined plant account of General Motors, United States Steel and American Telephone and Telegraph. BuShips alone has an investment account almost as large as that of U. S. Steel and BuAer has one substantially larger than that of General Motors.

During the past year the Navy conducted two programs to bring about maximum efficiency in Navy yard operation. First, BuShips, which is responsible for 86 per cent of personnel and 82 per cent of funds used in each Navy yard, was given central administrative responsibility for work and results produced by all departments and divisions of the yards. Secondly, industrial and logistic activities at each yard were integrated into two over-all organizations known as "U. S. Naval Shipyard" and U. S. Naval Base."

These fundamental changes were made effective 1 Dec 1945 and each of the former Navy yards now is designated as follows:

Portsmouth Naval Shipyard, Portsmouth, N. H.

Boston Naval Shipyard, Boston, Mass.

New York Naval Shipyard, Naval Base Station, Brooklyn, N. Y.



Photograph from Press Association, Inc.

ADMIRAL KINKAID closes the switch placing the U.S.S. *Brooklyn* in "mothballs" at the Philadelphia Navy Base.

Philadelphia Naval Shipyard, Philadelphia, Pa.

Norfolk Naval Shipyard, Portsmouth, Va.

Charleston Naval Shipyard, Navy Yard, S. C.

Puget Sound Naval Shipyard, Bremerton, Wash.

Mare Island Naval Shipyard, Mare Island, Calif.

San Francisco Naval Shipyard, San Francisco, Calif.

Terminal Island Naval Shipyard, San Pedro, Calif.

Pearl Harbor Naval Shipyard, Navy 128, FPO, San Francisco.

First in Merchantmen

Despite losses inflicted by the enemy and because of unprecedented shipbuilding, the United States emerged from World War II with almost four times as many merchant ships and five times as much tonnage as were in its prewar fleet, the Maritime Commission revealed.

Our merchant fleet of 5,529 ships of 2,400 deadweight tons or more contained more than half the ships and nearly two-thirds the deadweight tonnage among all the non-Axis nations. Total U. S. deadweight tonnage was 56,797,700. Our nation lost 743 vessels of 1,500 or more tons during the war, 604 because of direct enemy action.

The British Empire, which prior to the war had the largest merchant marine fleet, ranked second to the U. S. at the war's close with 2,347 ships of 19,589,000 deadweight tons. The British merchant fleet suffered an aggregate loss of only 545 vessels from the 1939 total of 2,892 in spite of concentrated undersea, air and surface attacks by the Axis. Norway and the Netherlands were third and fourth respectively with Soviet Russia ranking last among the major powers.

Included in the U. S. total are vessels which may or may not have undergone some degree of conversion when acquired by the Army or Navy, and military types originally designed as merchant ships and constructed under the Maritime Commission building program.

Vessels of a strictly military type and built by the commission, such as LST's, frigates, aircraft carriers, etc., are excluded from the total as are ships on the Great Lakes and inland waterways.

During 1945 an average of three large merchant ships a day were built as compared with four a day in 1944 and almost five a day in 1943, the American Bureau of Shipping reported. Of last year's total of 1,041 large merchant vessels constructed, 853 were of the cargo or combination transport and cargo types, representing 7,517,247 deadweight tons. The others were 118 tankers of 2,787,397 deadweight tons, raising the total tanker production from 1939 through 1945 to 775, totaling more than 12,000,000 deadweight tons. The fleet of tankers, the bureau reported, was twice as large in number and about three times as great in deadweight tonnage as the tanker fleet flying the American flag in 1939.

MARCH 1946



Photograph from Press Association, Inc.

WIVES OF SERVICEMEN overseas wave goodbye to their stateside friends as they leave aboard the assault transport *Hendry* to join their husbands.

595 JOIN 'DADDY' OVERSEAS

As of the middle of February, 595 dependents of Navy men have left the U.S. via government transportation to join husbands and fathers overseas.

Navy policy has allowed transportation to dependents of all personnel, but in the lower grades transportation is provided in government ships only, when transportation is available, and when permission is granted by the overseas commanders.

Upon request from overseas personnel, dependents have gone to the following localities where facilities are available: Caribbean, Mexico, South America, New Foundland,

Alaska, Aleutians, Hawaii, Samoa and the Marianas. In all these locations the housing situation has been "tight" and area commanders have not approved requests of personnel until living quarters were available (see *Alnav* 68-46; *NDB*, 15 February).

Dependents acquired by military personnel overseas — "war brides" and children—who travel to the U.S. on Navy or Coast Guard vessels will be transported free of charge to this country according to *Alnav* 46-46 (*NDB*, 31 January). Upon arrival here, transportation will be furnished from port of debarkation to their husband's home or duty station.

Third of the modestly described "large" aircraft carriers, the *USS Coral Sea* (CVB43), was floated in a graving dock 15 February at Newport News, Va. The sister of the *Midway* and the *Franklin D. Roosevelt* will be christened 2 April. The *Coral Sea* is the last of her class now scheduled for completion.

'Purple Heart' Project

Chicken raising on a wholesale, nationwide scale is proposed by the military Order of the Purple Heart as a money-making occupation for wounded veterans.

Asserting that interviews of scores of combat veterans show that deep in the heart of most of them is a desire to "get away from it all" and raise chickens, Frank Haley, national service director of the order, has sought the help of Gen. Omar N. Bradley, Veterans' Administrator, in the purchase of some Army and Navy surplus airfields, cantonments or other military installations where there are good living quarters plus barracks.

Haley said surplus military barracks of the temporary type would be satisfactory buildings in which to raise chickens and that officers' quarters would be ideal places in which a wounded veteran and his family might live. The proposal to raise thousands of chickens for the metropolitan markets calls for the creation of a giant food cooperative with each veteran receiving shares.

Famed Antarctic explorer Lincoln Ellsworth, who nearly eight years ago announced, as he prepared for his fourth polar exploration, that it would be his last, has changed his mind. When he boarded a liner in New York last month for Kenya Colony, East Africa, where he plans a geological exploration, Ellsworth declared that he planned to return to the Antarctic next year. "That's my love—the polar region," he said. The 65-year-old explorer, a lieutenant commander, USNR (Ret), added that he planned to undertake the expedition with only a pilot accompanying him.

U. S. 'WOLF PACKS' SUCCESSFUL

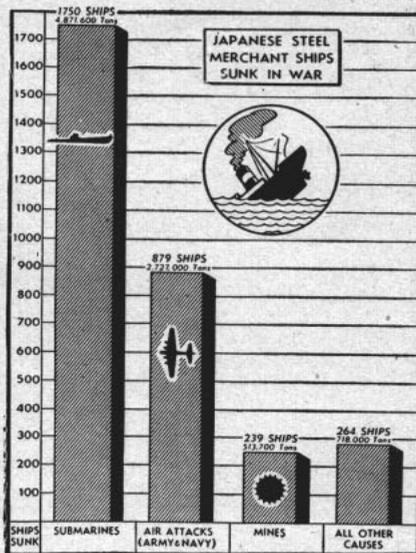
"Wolf pack" tactics with greater ingenuity and offensive power than those of the Germans were a major factor in the success of the U. S. submarine fleet smashing Japanese convoys with a toll of 1,750 enemy merchant ships of approximately 5,000,000 tons. (See ALL HANDS, February 1946, p. 22.)

Conceived early but handicapped by lack of submarines and the extent of areas to be patrolled, wolf pack tactics were not developed fully by our Navy until 1944. By that time a large number of submarines was available and the hunting grounds for Japanese shipping were shrinking.

Wolf pack operations called for groups of up to three submarines operating as a unit commanded by a division or squadron commander, or more often by the skipper of a submarine in the group. The commander deployed the submarines on patrol and devised the plan of attack when a convoy was sighted. However, if an individual commander found his submarine in a position to attack a valuable target, he was free to do so.

One result of wolf pack tactics was that it increased the scope of reconnaissance—three submarines could patrol three times the area of a single raider. In this operation the first submarine contacting the convoy attacked, then fell back to furnish data on which the other two submarines could assume flanking positions and continue the attack. Once the flankers were in position, the trailing submarine watched for crippled stragglers or attacked enemy escorts counterattacking the flankers. Another advantage was the exchange of intelligence information between packs when two or more of them operated close together.

Three of the wolf packs which dealt crushing blows to enemy shipping were nicknamed the "Double D's," "Blair's Blasters" and the "Mickey Finns." A striking example of wolf pack successes and the value of intelligence exchange was provided by the "Double D's," officially the *Darter* and the *Dace*. It was the



Photograph from Press Association, Inc.

EFFECTIVENESS of U. S. submarine tactics against Jap shipping is strikingly shown in above chart.

Darter and the *Dace* which flashed the first contact and later accurate, timely reports concerning Japanese fleet movements that were responsible for much of our smashing victory in the Battle for Leyte Gulf. In the same period the two submarines sank the Japanese heavy Cruisers *Atago* and *Maya* and damaged a third.

"Blair's Blasters," officially *Pin-tado*, *Shark* and *Pilotfish*, was nicknamed for its commanding officer, Capt. L. N. Blair, USN. This wolf pack destroyed nearly all ships of five Saipan-bound Japanese convoys carrying 10,000 troops and huge quantities of supplies.

The "Mickey Finns," actually the *Guardfish*, *Thresher* and *Piranha*, blasted 110,000 tons of Japanese shipping to the bottom of the Luzon Straits during July 1944, as their contribution to the Philippines campaign.

of seven months 2,000,000 pounds of air cargo was saved in this life line to China.

Flyers cannot operate above 12,000 feet without oxygen. Vast quantities of oxygen—along with such industrial gases as acetylene, hydrogen, carbon dioxide and nitrogen—were needed and used in all advanced areas. Oxygen was also used in most of our ship salvage operations since alternate methods of cutting steel are slow and laborious. The Navy manufactured the gases at various advanced bases in order to solve a serious shipping problem and to obviate the necessity of returning heavy cylinders to the States for refilling.

Rules the Waves

The post of Director of the Waves was assumed 2 February by Capt. Jean T. Palmer, USNR, at a ceremony in the Washington office of Vice Admiral Louis E. Denfeld, USN, Chief of Naval Personnel. Capt. Palmer succeeded Capt. Mildred McAfee Horton, USNR, of Wellesley, Mass., who resigned from the service.



Capt. Palmer

On assuming her new post Capt. Palmer's promotion from the rank of commander became effective. Wave organization calls for one officer with the rank of captain to fill the director's billet. Capt. Palmer, of Omaha, Neb., is a former business manager of the Association of Junior Leagues of America and has been a Wave officer since the Women's Reserve was established.

The new director assisted Capt. Horton in setting up the original organization, later served as assistant for the Women's Reserve to the Director of Enlisted Personnel, and in November 1945 became assistant director of the Waves.

Capt. Horton will return to her civilian life position as president of Wellesley College.

Captain Palmer will be succeeded as assistant director by Comdr. Joy B. Hancock, USNR, as assistant director for plans, and Comdr. Grace Cheney, USNR, as assistant director for operations. Comdr. Hancock, has served the Navy in two wars—as a yeoman (f) in World War I she made chief before she was mustered out in 1919. She also is the first naval officer to sponsor a combatant ship. She christened the destroyer *Hancock* in 1943, which was named in honor of her husband, the late Lt. Comdr. Lewis Hancock Jr., USN.

Fewer Plane Crashes

The Navy has greatly reduced its aircraft accident rate since V-J day despite operational and maintenance problems caused by demobilization. The fatality rate since the war ended is lower than the non-combat rate for any wartime period and now stands at 35 percent below the figure for 30 June 1945. The number of accidents has decreased 70 percent since V-J day and the number of fatalities 78 percent.

An intensive flight safety campaign inaugurated immediately after V-J day was one of the factors contributing to the improved record. Other factors were experience Navy pilots accumulated during the war, advanced and safe training techniques used, and "air discipline" to which airmen were subjected in formation and combat flying.

'Air' Takes to the Air

Navy tricks with vital oxygen helped to sustain aerial operations in China and save precious cargo space in "Hump"-flying planes, the Bureau of Ships disclosed last month.

Using an ingenious method developed to meet the problem of oxygen supply in advanced areas, a Navy unit in the CBI theatre manufactured liquid oxygen. This was placed in giant thermos flasks of 150 gallons capacity and flown over the "Hump." Upon arrival in China, the liquid oxygen was vaporized and placed in standard cylinder for use. Oxygen traffic over the "Hump" during the last year of the war averaged more than 800 flasks monthly. In a period

... But No Sea Pay

About 280 V-12 and NROTC students at the University of Washington were to move out of university dormitories and after 1 March be housed in a seagoing barracks provided by the Navy.

APL 50, a 300-foot barracks ship, was being fitted out in Seattle for this purpose, and was to be towed to moorings on Portage Bay at the Washington campus. She will be connected to the beach for permanent services, such as fresh water, electricity and disposal.

The APL is a type familiar to thousands of men who saw duty in forward areas during the war when these "floating hotels" housed transients and personnel attached to island bases where space on land frequently was at a premium.

The university dormitories will be returned to the use of civilian students, helping to ease the housing shortage during the present educational emergency.

The Navy also has moved about 250 V-12 and NROTC students out of dormitories at the University of Oklahoma, and into former Wave quarters at the Naval Air Station there.

After 1 July when the V-12 program in its present form is terminated, students will have to arrange their own quarters.

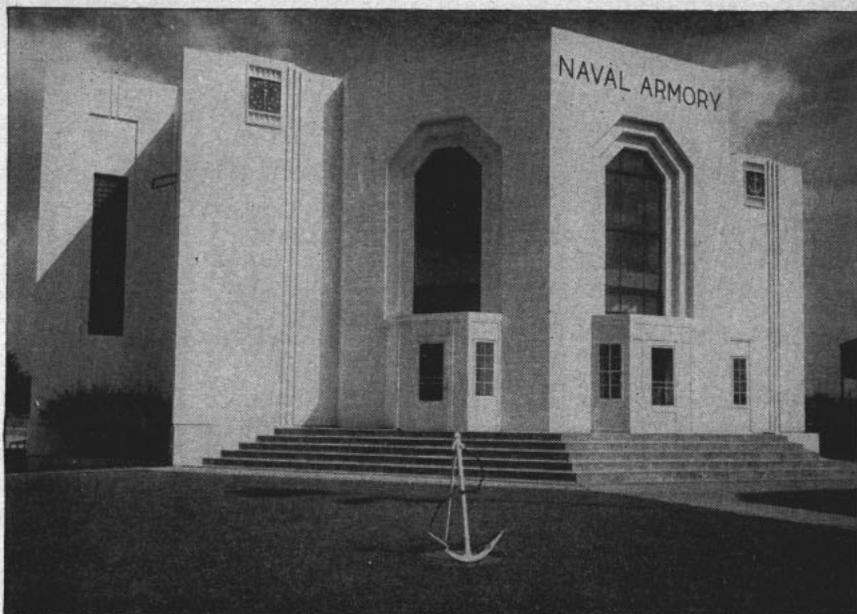
Two new types of guns—a line-throwing weapon and an automatic rifle—have been developed by the Coast Guard.

James E. Seig, CGM, Baltimore, Md., designed the new weapons, an automatic rifle that fires 700 rounds per minute at full automatic and a line-throwing gun that flips a nylon line 400 yards.



Official U. S. Coast Guard photograph

A NEW LINE throwing gun perfected by James E. Seig, CGM, of the Coast Guard is said to have greater range than any previous line gun.



Official U. S. Navy photograph

NAVAL ARMORIES for the pending reserve program will range from modern structures like this unit at Michigan City, Ind., to glorified Quonset huts. However, the instructional programs will be much the same.

Naval Armories

Emphasis will be on realistic, modern training in use of the Navy's varied and complex equipment. De-emphasized will be the "hup, two, three, four" of close-order drill.

And there will be plenty of chance for social contact with other Navy men and their families.

That's the program planned by the Navy for a proposed vast system of armories across the nation for use by the Ready Reserve and the Standby Reserve in the postwar years.

Contingent upon arrangements with the states concerned and upon availability of funds for the Reserve program, the armory plan stacks up like this:

About 250 armories will be available, scattered about the U.S. where they will be accessible to as many former Navy men as possible. Plans call for imposing permanent structures (as illustrated) and range from that type all the way to modernized Quonset huts and even use of ships of the Inactive Fleet. Regardless of the outer structure, the general program will be basically the same in all armories.

Plans for the typical armory include a CIC mock-up and attack teachers simulating tactics at sea; machine shops, blacksmith shops, electrical, carpentry and gunnery shops; classrooms and movie halls; a rifle range; a drill hall which may be basketball court or auditorium; galleys, social halls, a wardroom, and even private "retreats" for CPOs.

As one BuPers spokesman put it, speaking of the recreational facilities: "We hope to encourage the ladies to come on social nights. That way, they'll be more likely to approve their husbands' attendance on business nights."

In 31 locations, Inactive Fleet ships are planned for use as armories, including LSTs, DDs, DEs and APDs,

with smaller vessels available for actual training afloat.

Plans call for 19 armories at the water's edge along U.S. coasts and inland waterways, with piers and small vessels, perhaps PCs, LSMs and AMS assigned for training purposes.

Women Leave Ranks

Number of Waves in service was down to 44,000 last month as compared to the peak strength of 86,000 in July 1945. All Waves will be eligible for release by 1 September 1946.

A total of 7,434 Marine women were on active duty 1 February as compared to the peak strength of 19,000. Coast Guard Spars now number 5,957 and all Spars will be released by 30 June 1946, according to plans. Peak strength of the Spars was 11,500.

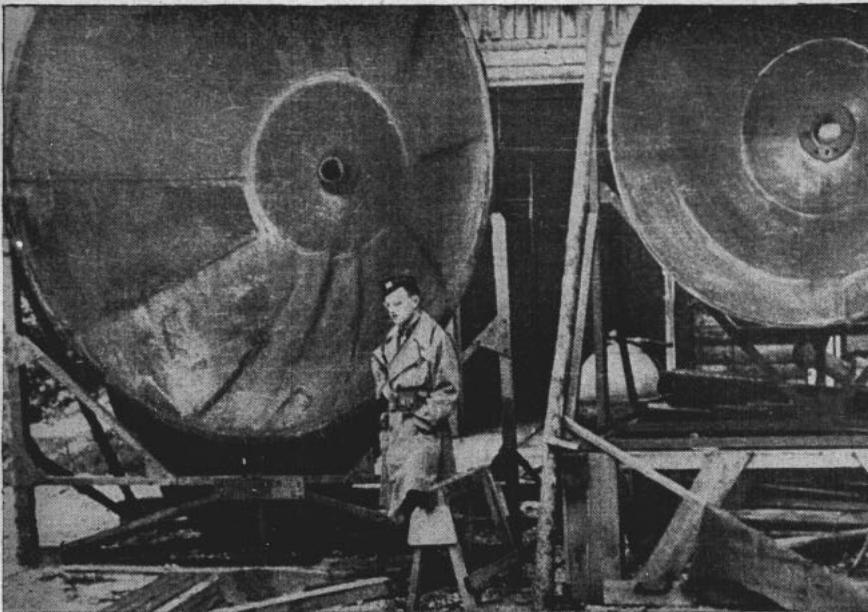
The Navy Nurse Corps is receiving applications for transfer to the regular Navy but no new enlistments are being accepted until the demobilization program is completed.

Guard's Record Lauded

Praising the "outstanding record" of the Coast Guard as part of the Navy team during World War II, Secretary Forrestal has extended to Admiral R. R. Woesche, USCG (Ret.), the appreciation of the Navy for the Coast Guard's wartime operations involving amphibious landings, convoy and patrol duties and the manning of naval transports.

"The Coast Guard earned the lasting respect of the entire Navy for the manner in which it accepted and discharged its assignments as a member of the Navy team," SecNav wrote Admiral Woesche, who retired 2 January after serving as Coast Guard commandant throughout the war.

The Coast Guard recently was transferred to the Treasury Department to resume its peacetime activities.



U. S. Army Signal Corps Photograph

SOUND MACHINES intended to paralyze the brain and nervous system were part of Hitler's secret weapons. This is a parabolic sound reflector.

'Big Guns'

Three giant German artillery weapons, two 231-ton guns and a 123-ton mortar, discovered by an Army ordnance team near Leipzig, Germany, now are being examined by ordnance experts at the Aberdeen Proving Ground, Md.

The guns, measuring 70 ft. 8 in. in length, are an 11.02-in. K-5E and a 12.2-in. K-5, both of Krupp manufacture. They are "cousins" of "Anzio Annie," the German super-range railway gun which threw 550-pound pre-fired projectiles into the Italian beachhead from a distance of 30 to 50 miles. The 11.02-in. gun fires a pre-fired projectile over 38 miles and a

rocket-assisted projectile over 50 miles.

The 21.2-in. mortar known as "Thor" is 96 ft. overall in length, has a 24-ft. barrel and hurls a projectile weighing 3,750 pounds approximately 5,000 yards. It was used in the German assault against the Russians at Sevastopol and Stalingrad.

To house the Navy's communications offices now scattered in the Navy Department building and the Potomac River Naval Command headquarters, Washington, D. C., an \$800,000 building is under construction. The building will cover an area 120 by 303 feet at 3801 Nebraska Ave. N. W., in Washington.

Former Cincus Dies

Former Commander in Chief of the Fleet, Admiral Richard Henry Leigh, USN (Ret), died last month at the Naval Hospital at Long Beach, Calif. Admiral Leigh, 75, was Cincus from 1932-1933 and then became chairman of the Navy's General Board.

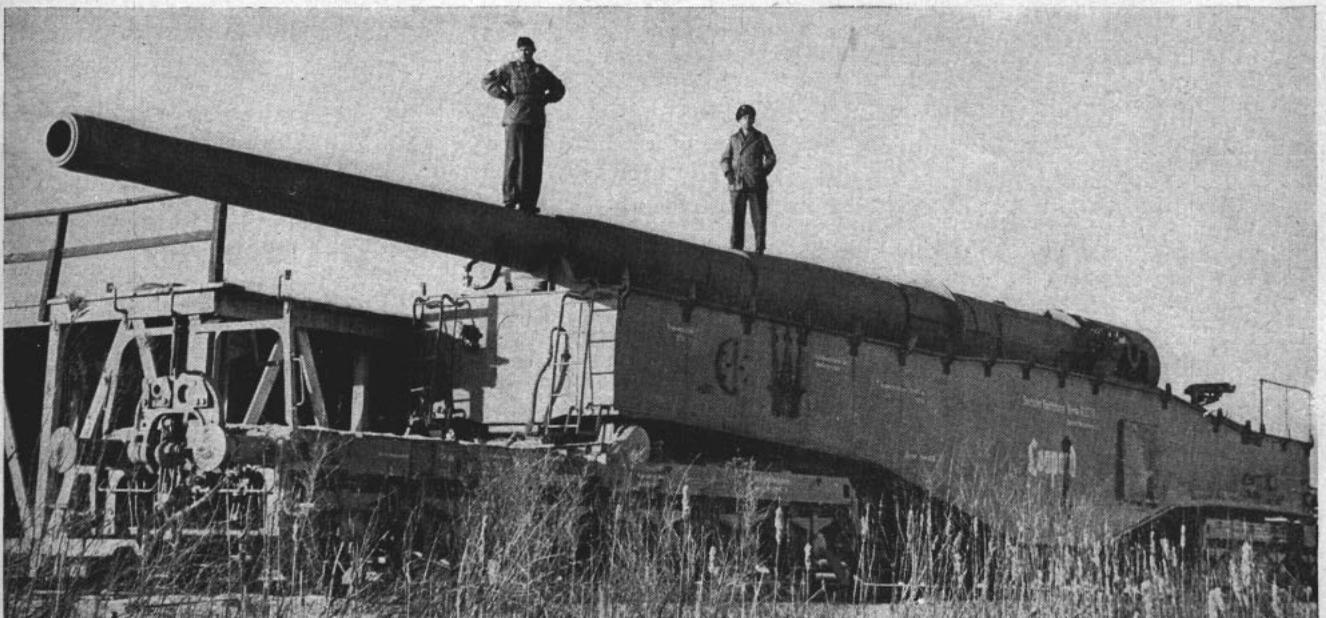
Graduated from the Naval Academy in 1891, he rounded out a career of 47 years of service as an officer when he retired in September 1934. The Admiral served as naval adviser to the American delegation attending the Geneva Disarmament Conference in 1933 and the London Conference in 1934. He was a veteran of the Spanish-American War, the Philippines Insurrection, the Boxer Rebellion and World War I.



Admiral Leigh

Admiral Leigh was in charge of all submarine chasers in European waters in 1918. Other posts he held during his career included those of Chief of the then Bureau of Navigation and commander of the battleship *Tennessee*. He became chief of staff to Cominch in 1926. Returning to sea in 1930 as ComBatDivs with the rank of vice admiral, he was promoted a year later to admiral, which rank he held when he became Cincus.

The submarine *Amberjack* was christened by Mrs. Walter E. Lang, Jr., Milton, Mass., widow of Lt. Lang, USNR, at commissioning ceremonies 11 February at the Boston Navy Yard. Lt. Lang was attached to the USS *Albacore* when that submarine was lost in Japanese home waters in November 1944.



'ANZIO ANNIE', a German 28 cm. gun capable of hurling a rocket-assisted projectile more than 50 miles, has been brought to the Aberdeen Md., proving grounds for testing. Two GI's atop barrel of gun give an idea of its size.

Photograph from Press Association, Inc.

New Service College

Approximately 100 high ranking men of the Army, Navy and State Department will study joint problems of national defense in a newly created college to open 3 September at the site of the Army War College in Washington, D. C. The new school will be organized under direction of the Joint Chiefs of Staff. These men, carefully chosen from three departments of the Government, will consider and seek solution to "highest level" problems of national security and defense.

A basic factor in resolving these problems will be unity of effort, arrived at through intimate coordination and personal relations. "These men will know each other by their first names," said Vice Admiral Harry W. Hill, USN, commandant of the new college. "In this atmosphere, the toughest problems of the State Department, the Army, Navy, Air Forces and the Marine Corps will be taken apart and their solution sought."

The new school will be the highest-plane educational institution of the armed forces, senior to both the Army and Navy War Colleges, and the first established to promote close integration between the highest levels of the armed services and the State Department. The course will give future admirals and generals insight into how U. S. foreign policy is developed and applied. Future ambassadors and State Department officers will have opportunity to study the military problems that sometimes result when diplomacy fails.

One goal of the course will be to bridge the gap which traditionally has existed between the armed services themselves, and between the State Department—foreign policy-making unit of the Government—and the War and Navy Departments, which must be prepared to support such policy.

Among specific subjects to be studied during the 10-month course will be the atomic bomb and other new weapons and their effect on the trend of warfare. Other developments in scientific research will be taught by military and civilian specialists with an eye to "orienting officers into the future." Foreign policies of the United States and other major powers will be analyzed, and particular attention will be given to the United Nations Organization and other means of preventing war. The college will be interested not only in defense problems, but also in "how *not* to make war" and "how to maintain peace," according to Admiral Hill.

Other topics for study will be joint intelligence, communications, logistics, air operations and amphibious warfare. Research also will be turned on "home front" problems such as industrial production, transportation and mobilization of manpower. Maj. Gen. Alfred M. Gruenther, a deputy commandant of the college, said "psychological warfare" also will be in the curriculum. An analytical study will be made of operations in World War II, particular emphasis to be placed



Official U. S. Navy photograph

CHIEFS of the recently organized college for high ranking officers of the armed forces and the State Department are left to right: Vice Admiral Harry W. Hill, USN; Major General Alfred M. Gruenther, USA; Brigadier General T. H. Landon, USAAF; Selden Chapin, Office of Foreign Service Director.

on mistakes and lessons learned in the several theaters.

The student body will include selected key men—probably Army Colonels and Navy captains with 20 years experience, and State Department first secretaries, consuls general, and commercial and economic attaches with 15 years experience. Also chosen will be graduates of high-echelon service schools such as the Naval War College at Newport, R. I., the Army Command and General Staff School at Ft. Leavenworth, Kans., and the Army Air Forces Tactical School at Maxwell Field, Ala. Such graduation, however, is by no means requisite, Gen. Gruenther said. "An Army or Marine Corps division commander, for example," he said, "or a Fleet division commander would, by their actual experience in the field, qualify for the course." The new college, however, will not affect operation of higher educational service institutions. Admiral Hill said these schools might be considered preparatory for the "high level" college.

Faculty will be drawn chiefly from the armed services and the State Department. Prominent scientists and other civilian specialists will be invited to deliver lectures.

Brig. Gen. T. H. Landon of the Army Air Forces also will be a deputy commandant of the college. State Department participation will be guided by Assistant Secretary Donald Russell, aided by Selden Chapin, director of the Department's Foreign Service Office.

Problems of production, transportation and raw material procurement are being studied by a group of 90 Navy and Army officers in the Army Industrial College's first postwar course in industrial mobilization.

For the Home Folks

The story of the individual Navy man with the Fleet has been dispatched to the home town press of the Nation nearly a million and a half times within the past six months by the Navy's Fleet Home Town News Center in Chicago.

In its first full six months of operation the news center provided daily and weekly newspapers 1,446,140 stories, photographs and mats dealing with the contributions made by naval personnel in the defeat of Japan and in activities of the Fleet subsequent to the Nips' capitulation.

The story of the Fleet's participation in the postwar operations overseas, whether patrols, minesweeping or evacuation of personnel eligible for discharge, is continuing to be told in the press as enlisted correspondents with the Navy's ships provide the Home Town News Center with reports on the personnel manning these vessels. Many of the enlisted correspondents have returned or are returning to the United States for early discharge, but they are being replaced by other qualified enlisted men who face several months of duty before being eligible for demobilization.

Axis prisoners of war—Japanese, German and Italian—who have been confined in the United States will all have been cleared out by April 30, the War Department revealed. Last of the 5,413 Japanese prisoners were shipped out in January. Most of them were not shipped home immediately, but detoured to Hawaii for assignment to labor battalions.

Approximately 330,000 prisoners of all nationalities, but mostly German, were still incarcerated here on 15 December. This was about 100,000 under the peak total reached in May 1945.

NEW PRESIDENTIAL SEAL, FLAG

A new design for the Presidential coat of arms, seal and flag has been adopted, combining the preferences of three wartime Presidents. Today whenever the Chief Executive travels officially, the flag flies (1) from the main of any ship from the moment the President sets foot on the deck until he disembarks, (2) on the left front fender of the Presidential car when the national ensign is flying on the right fender, (3) on the right front fender of the car when the ensign is not displayed.

Prior to President Wilson's term in office, the Navy and Army had their own separate flags for the Commander in Chief. The Assistant Secretary of the Navy of the Wilson Cabinet, Franklin D. Roosevelt, and his aide, Comdr. Bryon McCandless, a student in history of flags, were instructed by President Wilson to design one flag for the use of both services. The flag consisted of the Presidential coat of arms on a blue field with a white star in each corner, and has been in use from 1916 until the recent change.

When five stars were awarded Admirals of the Fleet and Generals of the Army it seemed incongruous for the Commander in Chief to have only four stars, and in March 1945 President Roosevelt considered changing the heraldry. Quite naturally, he turned to the officer who had worked with him in 1916—Byron McCandless, now holding the rank of commodore. Unfortunately the proposed designs did not arrive until after President Roosevelt's death.

It was not until June that President Truman saw these plans and suggested a circle of 48 stars, collectively representing the states of the union, be put around the coat of arms. This new design was tentatively approved and was then sent to the Navy and War Departments for comments and suggestions. The Heraldic Section of the Quartermaster General of the Army discovered the eagle faced the wrong way, for which there has never been any apparent explanation. It was changed to face its own right



NEW Presidential Flag adopted.

and the olive branches of peace which it holds in its right talon, the direction of honor. The seal had originated during the administration of President Hayes, apparently an erroneous rendering of the Great Seal of the United States where the eagle faced toward the arrows in its left talon, the arrows—symbolic of war.

The new design exclusively represents the President of the United States and in the ancient language of heraldry is described as:

- Shield: "Paleways of thirteen pieces argent and gules, a chief azure; upon the breast of an American eagle displayed holding in his dexter talon an olive branch and in his sinister a bundle of thirteen arrows all proper, and in his beak a white scroll inscribed *E Pluribus Unum* sable.

- Crest: "Behind and above the eagle a radiating glory or, on which appears an arc of thirteen cloud puffs proper, and a constellation of thirteen mullets argent."

Approximately 640,000 soldiers received a course in amphibious warfare at Navy bases and retraining of Army units including replacements is estimated to have increased this figure to nearly 1,250,000. An additional 18,000 soldiers were trained in other specialized schools, including more than 8,000 in firefighting. Five hundred Army ordnance officers were trained in mine warfare, in connection with the laying of mines by B-29's near Japan.

Still Champions

Nosing out the Army by one point the Naval Academy successfully defended its championship of the Eastern Intercollegiate Wrestling Association at the 42nd annual meet at Lehigh University. The Navy crowned only one champion but piled up preliminary and place points for a total score of 21. Cornell finished third with 19 points.

Back to School

One hundred Navy officers of command rank went back to school last month to study nuclear physics. Fleet Admiral Nimitz, CNO, and other top-ranking officers attended a special lecture in the course.

Classes are held in the Navy Department in Washington, D.C., and the course consists of 20 lectures by Dr. George Gamow, professor of physics, George Washington University, and Dr. Lawrence Hafstad, assistant director of the applied physics laboratory, Johns Hopkins University.

The course is considered the first step in the preparation of line officers for possible revolutionary developments in naval warfare.

Rear Admiral Joseph R. Redman, USN, retired last month as Chief of Naval Communications to accept a post as vice president of the Western Union Telegraph Co. A 1914 graduate of the U. S. Naval Academy, Admiral Redman was appointed Chief of Naval Communications in February 1942. He was detached from that post in September 1942 and commanded the USS *Phoenix* in the Coral Sea operations. He resumed duties as CNC in April 1943.

Admiral Redman during the war was Navy representative on the Joint Communications Board, the Combined Communications Board, the Board of War Communications and the State Department's Telecommunications Committee. He received the Distinguished Service Medal for directing the "development and expansion of naval communications to a size and degree of efficiency unequaled in the history of naval warfare."

Balloon 'Bombing'

Nine thousand bomb-carrying balloons were launched by the Japanese against the United States between mid-1942 and March 1945, the Allied headquarters intelligence section at Tokyo revealed last month.

The Japs estimated that 10 percent of the balloon bombs, about 900, made the trip "effectively," but United States intelligence officers said this was an "optimistic" guess. Latest information confirmed is that Navy and Army personnel during the war recovered 279 balloons launched against this country by the Japs. Only 31 of the 279 carried bombs.

The intelligence report said that most of the balloons carried four incendiary bombs, one antipersonnel bomb and a flash bomb to destroy the balloon itself. The Japs originally planned to release the explosive-laden balloons from submarines off the West Coast of the United States, the report said, but were forced to revise their plans because they lacked the sea power to penetrate continental waters.

Most of the balloons which reached this country landed harmlessly on the Pacific Coast in British Columbia, Washington, Oregon, Montana and California. The only reported casualties were at Lakeview, Ore., where six persons were killed. The bombs exploded when picnicking children picked up the balloon.

'Most Vital'

Terming the U. S. Merchant Marine Cadet Corps and its academy at Kings Point, N. Y., "a most vital adjunct to the maintenance of a strong Merchant Marine and Naval Reserve," a Congressional Board of Visitors recommended further extension of the training facilities, the War Shipping Administration disclosed.

From 1938 to 1 Dec 1945, 7,291 officers were graduated from the Cadet Corps for service with the Navy or attached to merchant vessels.

More than 1,000,000 officers and men of the Army were trained in specialized warfare by the Navy in its various schools and bases in the United States. Additional thousands were trained in amphibious warfare and related subjects in the various theaters, particularly in the Pacific.



Official U. S. Navy photograph

BATTERED NAGATO, the last battleship in Japan's once-potent navy, will become a target in the atomic bomb tests.

ATOMIC AGE

Continued from Page 12

1184, 1420 which are being taken from Okinawa to Kwajalien aboard LSDs.

Two ARS(D)s, salvage lifting vessels, now building at Orange, Tex., will be included among the salvage units.

Despatch and boat pool units are the PGMs 23, 24, 25, 29, 30 and 31, the LCIs 977, 1067 and the LSDs *Gunston Hall* and *San Marcos*. Medical units for the Bikini tests are the *Haven* and *Benevolence*. The AGS *Bowditch* will serve as survey vessel.

As for the audience at "Crossroads," it will be made up of representatives from the Army and Navy, members of Congress as well as civilian scientific groups. There will be plenty of newsmen in the audience but their selection (from more than 6,000 applications) is still another headache for the "Buck Rogers Division" staff.

The question of inviting representatives of foreign nations and foreign news services is one of the biggest decisions yet to be made.

Secretary of State James F. Byrnes has reported he and President Harry S. Truman have agreed the United Nations Atomic Energy Commission should be invited to see "Crossroads." On the other hand, members of the House Naval Affairs Committee, however, are considering an amendment to the enabling legislation permitting the test which would prohibit the Secretaries of Navy and War from disclosing any technical data on the results of the tests.

As to what the direct and immediate results of the three tests will be, little is being said—by the Army and Navy. But other sources have come forth with numerous interesting predictions, mainly to the effect that damage to the target ships will not be great in the first two tests.

"Damage to a large fleet spread out is not going to be very impressive, and unless people are warned in advance, the results of the tests will sound like a considerable disappointment,"

according to Dr. W. A. Higginbotham, atomic bomb scientist and chairman of the Federation of American Scientists, who added he believes the target fleet will get a real test of the effect of the bombs only in the third or underwater test.

Howard Blakeslee, a science writer, declared ships have greater resistance than buildings and may withstand the explosions better. He cited the New Mexico bomb test in which a large iron vessel, 6 feet or more tall, shaped roughly like a milk bottle and standing just outside the area where the ground itself was denuded, withstood the first atom bomb blast.

The third test, scheduled for a year from this spring and which is considered most important, presents major technical problems. According to Admiral Blandy:

"If we must have several thousand feet of water (for the underwater test), we'll have to have a special container for the atomic bomb. The container will have to withstand the terrific pressures which will be encountered at that depth . . . more than a thousand pounds for every square inch of its surface. The container will have to be a special kind of caisson. Perhaps like a bathysphere. And of course, we'll have to devise a special and perhaps complex way of exploding the bomb at such depths. Besides this problem, we will also have the difficult job of seamanship among closely grouped, but unmanned ships, in the open sea . . ."

As for the long-range results of the Bikini tests, predictions are even more interesting than those concerning the immediate results. For instance:

The Navy of the future, powered by atomic fuel, will travel 1,000 feet under water as fast as today's surface vessels, Dr. Alvin M. Weinberg, chief of the theoretical physics section of Clinton Laboratories in the Oak Ridge, Tenn., atomic bomb plant, recently declared when he testified before the Senate Committee on Atomic Energy.

Adding credence to his predictions, Dr. Ross Gunn of the Naval Research Laboratory near Washington, hinted, when appearing before the committee,

that the Navy is already studying the development of giant cargo submarines driven by atomic power.

Many people are now declaring the Bikini tests will prove the Navy and the Army are obsolete. Taking cognizance of these declarations, the Chief of Naval Operations, Fleet Admiral Chester W. Nimitz, labeled the prediction as "a fantastic theory offered without practical proof."

Such claims, he added, have been made "for every other new weapon, from the smooth bore guns to the armor piercing shell. The submarine and the airplane forced changes in navies and the atomic bomb will force compensating changes in the design and operation of ships."

Indicating changes are expected, the Navy recently disclosed new ship construction is being held up—but not scrapped—until after the Bikini tests. Comdr. Frank C. Nash of the Bureau of Ships recently told the House Naval Affairs Committee that completion of the 45,000-ton, *Iowa*-class battleship *Kentucky* will be delayed until after the tests to permit the application of lessons learned when atomic bombs are exploded near ships.

To insure complete impartiality both in setting up the test and in assessing the results, President Truman has placed final control in the hands of a civilian board. In this decision, the President considered that the burden of determining issues of such vital effect on the future of the armed forces was too great a responsibility for the military staff, an argument advanced by Senator Brien McMahon, Chairman of the Senate Committee on Atomic Energy. Plans, as detailed by Admiral Blandy's staff, will be reviewed by this board, which will take into account any objection that a "fair" test is not being made. On completion of the tests, the board will evaluate the reports of the military staff and the civilian scientists. It was probable that only part of results would be made public, considering the questions of national security involved, for—one way or another—the Bikini tests were to guide America's defense in an age of new and terrifying perils.

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.

Medal of Honor Awarded Two for Franklin Heroism

The nation's highest award for valor, the Medal of Honor, was presented by President Truman to Comdr. Joseph T. O'Callahan, (ChC) USNR, Cambridge, Mass. and Lt. Donald A. Gary, USN, Oakland, Calif., for their heroism during the USS *Franklin* disaster 19 Mar 1945.

Comdr. O'Callahan, then a lieutenant commander, braved barriers of flame and twisted metal to aid his men and ship, groping his way through smoke-filled passageways to the flight deck and into the midst of violently exploding bombs, shells, rockets and other armament. Although the ship was rocked by incessant explosions, with debris and fragments raining down and fires raging in increasing fury, the chaplain administered to the wounded and dying, comforting and encouraging men of all faiths.

Comdr. O'Callahan directed the jettisoning of live ammunition and the flooding of the magazine, and manned a hose to cool hot, armed bombs rolling dangerously on the listing deck, continuing his efforts despite searing, suffocating smoke.

Stationed on the third deck of the carrier when the ship was rocked by a series of violent explosions set off in her own ready bombs, rockets and ammunition by the attack, Lt. Gary risked his life to assist several hundred men trapped in a smoke-filled messing compartment.

As the imperiled men below decks became increasingly panic-stricken because of explosions, he confidently assured them he would effect their release and, groping through the dark, debris-filled passages and trunks, ultimately discovered a way out. He struggled back to the messing compartment three times, despite menacing flames, flooding water and the threat of additional explosions, on each occasion leading his men through the pall of smoke until all had been saved.

Lt. Gary repeatedly organized and led fire-fighting parties into the inferno on the flight deck, and when firerooms 1 and 2 were found to be inoperable, entered the No. 3 fireroom and directed the raising of steam in one boiler in the face of extreme difficulty and hazard.

LCS Skipper Given Medal of Honor

Lt. Richard Miles McCool, Jr., USN, Norman, Okla., was presented with the medal of Honor by President Truman recently for "gallantry and intrepidity" while CO of the USS *LCS 122* during operations in the Ryukyus 10-11 June 1945.

Sharply vigilant during air raids against Allied ships on radar picket duty off Okinawa on 10 June, Lt. McCool aided materially in evacuating all survivors from a sinking destroyer which had sustained mortal damage under the devastat-



Comdr. O'Callahan



Lt. Gary

tating attacks. When his own craft was attacked simultaneously by two of the enemy's suicide squadron early in the evening of 11 June his gun batteries shot down the first and damaged the second before it crashed his station in the conning tower and engulfed the immediate area in flames.

Although suffering from shrapnel wounds and burns, he rallied his concussion-shocked crew, initiated fire-fighting measures and then proceeded to the rescue of several men trapped in a blazing compartment, carrying one man to safety despite additional severe burns.

Two Navy Men Win Army D. S. C.

Two Navy men recently were awarded the Army Distinguished Service Cross for extraordinary heroism in action in the Philippines.

Lt. Comdr. Charles Parsons, USNR, Knoxville, Tenn., received the medal for a hazardous secret mission, for which he volunteered, during the period from 13 Feb to 20 July 1943 in the Southern Philippines. He established a coast-watch post at Surigao, then coordinated forces operating on Leyte, and Samar and in the Bukidnon Valley. While on this mission he participated in an ambush which destroyed an enemy patrol. Lt. Comdr. Parsons avoided capture and returned with information of great military value.

Charles V. Claybourn, S1C, USNR, Albuquerque, N. M., received the award for bravery near Sindangan, Mindanao, on 7 Sept 1944. When an enemy ship transporting American prisoners was torpedoed, Claybourn established order among the survivors and repeatedly risked his life to aid his companions and was responsible for saving many lives.

Honors Extended To Dischargees

Personnel on terminal leave, inactive duty or separated may be formally presented any awards approved for them since they left active service, according to Alnav 67-46 (NDB, 15 February).

The Alnav provides that such awards, above the Commendation Ribbon, shall be forwarded to home naval districts of recipients, and district commandants will communicate with individuals concerned to find out whether formal presentation is desired.

The Commendation Ribbon and awards of lesser rank will be mailed direct to recipients.

Board Will Scan Award Oversights To Insure Justice

A board of review for decorations and medals has been appointed by SecNav to eliminate oversights, injustices and omissions in the presentation of such awards to personnel of the Navy, Marine Corps and Coast Guard. The board, headed by Admiral Frederick J. Horne, USN, is composed of regular and reserve officers of the three services.

Present and former COs have been directed to submit to the board any recommendations for awards they wish to make which have not been made before (Alnav 23-46; NDB, 15 January). Present COs will submit to the board all recommendations that have been disapproved and returned to the originator. Records of ships and stations that have been decommissioned will be reviewed at the activity where stored and forwarded by that command (Alnav 43-46; NDB, 31 January). Individuals who believe they merit an award for service during the war are requested to write their former COs, giving all pertinent details.

Admiral Horne emphasized the purpose of this general review of all cases that might merit an award is to insure that justice is done. Standards for the various awards have not been lowered in any way, and the type of evidence required to substantiate an award has not been changed.

In submitting recommendations, the originator must state full details of the basis for the suggested award, including dates, names, ships and places, to the best of his knowledge. He should refer to action reports and other supporting evidence if his knowledge is limited. He should submit each name separately, with full evidence, and state whether or not the same recommendation has ever been submitted by any authority, as far as he knows (Alnav 74-46; NDB, 15 February).

Specifications and instructions for the various awards are fully covered in SecNav letter of 18 Dec 1944 (NDB, cum. ed.). This reference should be consulted if possible before recommendations are made.



Gold star in lieu of third award:

★ HAYLER, Robert W., Rear Admiral, USN, Muncie, Ind.: While commanding forces at Surigao Strait, Leyte Gulf, Philippines, 25 Oct 1944 he led his ships in a conspicuously able manner and pursued the enemy to the destruction of fleeing Jap ships.

Gold star in lieu of second award:

★ BROOKES, Charles S., Lt., USN, Portland, Ore.: As pilot in VT 16, attached to USS *Randolph*, during action against Japanese shipping at Kure naval base, morning of 24 July 1945. Dispatched to attack powerful fleet units in the Inland Sea, Lt. Brookes piloted his plane over a battleship-carrier assigned as his target and, driving

through a hail of antiaircraft fire, scored a direct hit and two near misses with his bombs and contributed to the destruction of an important hostile man-o'-war.

First award:

★ **BASORE, Harry H., Lt., USN, Berryville, Ark.:** As ComFlightRon74 during the invasion of Southern France in Aug 1944, Lt. Basore led ten missions against enemy strong points, motorized concentrations and lines of communications. These flights were made despite intense and accurate gunfire from the ground but caused large damage and created much confusion among the enemy.

★ **BECTON, Frederick J., Comdr., USN, Washington, D. C.:** While CO of USS *Laffey* off Okinawa 16 Apr 1945 Comdr. Becton maneuvered his ship skillfully and directed its gunfire carefully when 50 hostile planes attacked. Crashed by six planes, the *Laffey* fought for over two hours against the fanatical enemy and blasted eight out of the sky. Despite heavy damage and casualties the ship was in complete control throughout.

★ **BOREN, Howard G. Jr., Lt.(jg), USNR, Hubbard, Ohio (posthumously):** As pilot attached to TorpRon51 on 25 Oct 1944 Boren skillfully maneuvered a damaged plane within a hostile screen of ships and antiaircraft fire to spot a destroyer, executed a daring torpedo attack, scoring a direct hit which severely damaged and probably sank the Japanese man-o'-war.

★ **BRINGLE, William F., Lt. Comdr., USN, La Jolla, Calif.:** While CO of an ObsFlight-Ron on 20 Aug 1944, during the invasion of Southern France, Lt. Comdr. Bringle led an eight-plane fighter bomber mission against an enemy motorized concentration near Carcassone, France. He executed determined and persistent attacks which completely disrupted enemy movement and damaged 75 motor vehicles. Later that day his group put six heavily armed trawlers out of commission and on 25 Aug 1944 Lt. Comdr. Bringle exposed himself fearlessly to enemy gunfire in order to relay closest observations possible while spotting the bombardment of three coastal batteries.

★ **BROOKES, Charles S., Lt., USN, Portland, Ore.:** While pilot in VT16 against Jap shipping at Kure naval base, 24 July 1945. In an afternoon strike Brookes attacked several units of the enemy fleet scoring a direct hit and several near misses on a battleship-carrier.

★ **BURR, Leland M., Lt. Comdr., USNR, Lincoln, Mass. (posthumously):** As staff watch officer on USS *Callaway* off Luzon, 8 Jan 1945. On the bridge when a Jap plane crashed nearby starting fires and inflicting serious casualties, Lt. Comdr. Burr, although his clothes were aflame, rushed abaft the bridge to the clipping room rescuing two crew members and valiantly rendered assistance in fighting the blaze until ordered to sick bay by his CO.

★ **COLLINS, William N., Lt., USNR, Minneapolis, Minn.:** Pilot and section leader in TorpRon47 in the East China Sea on 7 Apr 1945. Although wounded by antiaircraft fire which also damaged his plane as he launched his dive, Collins continued a bold attack against a Jap battleship despite fierce hostile fire and launched his torpedoes at low altitude to score a direct hit.

★ **CRAIG, Donald B., Lt., USNR, Carmel, Calif.:** Commander of an MTBDiv against enemy convoys off Italy and France in June and July 1944. Lt. Craig's division sank one corvette, one coaster and three lighters and severely damaged one ammunition ship, two MAS boats and one or more lighters. Patrolling well within enemy waters and with minimum damage to his own forces, Lt. Craig seriously cut off enemy reinforcements of supplies and other essential materials to the front lines.

★ **DAVIS, James W., Comdr., USN, Washington, D. C.:** CO of USS *Raton* in enemy waters, 10 May to 23 June 1944, when his

WHAT'S IN A NAME?

Wardroom

In the early part of the 18th century, there was a compartment aboard the British ships and below the "great cabin" called the "wardrobe." It was used for storage of valuable articles taken from prizes.



The officers' staterooms were nearby and when the wardrobe was empty and particularly on cruises out, the lieutenants met there for lounging and meals. In time the compartment was used entirely as an officers' messroom and the name was changed to "wardroom."

Such was the designation of the commissioned officers' quarters when the U. S. Navy came into being.

ship sank two destroyers, damaged additional shipping, took prisoners of war and completed a special secret mission.

★ **DOYLE, Austin K., Capt., USN, Pensacola, Fla.:** CO of USS *Hornet*, 29 Aug to 30 Oct 1944. During 13-14 Oct 1944, when close to Japan and under heavy aerial attack, he conducted operations to protect his ship from harm while its fighting strength destroyed many enemy planes. During 25-26 Oct 1944 the full power of the air group was brought to bear against the enemy resulting in heavy damage to and the sinking of capital ships of the Jap fleet.

★ **DWYER, Carl R., Comdr., USN, Ponca City, Okla.:** As CO of a submarine during a patrol he launched torpedo attacks which sank enemy ships totalling more than 18,000 tons and damaged more than 9,000 tons.

★ **EARLY, Alexander R., Capt., USN, Seattle:** CO of a cruiser during air attacks 13 Oct 1944, his ship was torpedoed and dead in the water, yet he continued to fight her against hostile aircraft, directing effective damage control measures and supervising the ship's being taken in tow by another cruiser. Subsequently Capt. Early fought his ship efficiently during air attacks 16 Oct 1944, destroying one and possibly two planes.

★ **FOX, George W., Lt. Comdr. (MC) USNR, Milwaukee (posthumously):** Medical officer aboard USS *Franklin* near Kobe, 19 Mar 1945. When his ship was turned into an inferno by an attack which started violent explosions and raging fires Lt. Comdr. Fox remained in the below-decks sick bay and, despite the penetration of terrific blasts and fumes, continued to protect his patients and administer to casualties until he himself succumbed to the dense, suffocating smoke.

★ **FULLER, Jack C., Ens., USNR, Good Thunder, Minn. (MIA):** As pilot attached to the USS *Bennington* in action against battleship and nine escorting vessels near Kyushu 7 Apr 1945 Ens. Fuller took the lead in a daring bombing attack and plunged through antiaircraft fire to bomb the battleship and then contributed greatly to the success of the mission which sank the battleship, two cruisers and three destroyers and damaged three other destroyers.

★ **HULLAND, Charles W., Ens., USNR, Centralia, Ill.:** While a fighter bomber pilot during the invasion of Southern France 20 Aug 1944 Ens. Hulland participated in an armed reconnaissance mission into enemy territory and southeast of Montpellier that strafed a convoy of trucks, destroying four tank trucks, 15 troop carriers loaded with troops and one command car. Subsequently he and two other pilots attacked another truck convoy and destroyed 12 to 14 enemy

trucks. His plane was hit and he bailed out over enemy territory but later reached Allied authorities.

★ **JENSEN, Hans L., Ens., USNR, Sandy, Utah (posthumously):** While pilot from the USS *Kadashan Bay* off Samar 25 Oct 1944, Ens. Jensen spotted and reported forces about to attack our escort carriers undetected through San Bernardino Strait. Observing enemy shellfire about to envelope our nearest vessel he plunged through a merciless concentration of fire to execute an effective depth-bomb attack on the leading heavy cruiser.

★ **KENNEDY, Leo E., Lt., USNR, Columbia, Mo. (posthumously):** Commander of a PB4Y-2 off Southern Chosen 27 May 1945, he was searching for hostile shipping and during 90 minutes of furious combat, bombing and strafing eight merchant vessels he destroyed a 2,000-ton freighter and three smaller freighters, seriously damaging three others and a large motor schooner. Lt. Kennedy later sighted two destroyers and despite heavy antiaircraft fire scored a direct hit on one of the vessels, sending it to the bottom.

★ **KIRKHAM, Charles N., Lt.(jg), USNR, Sunnyside, Wash. (MIA):** While pilot attached to the USS *Shangri-La*, following a strike in the Kyushu area 2 June 1945, Kirkham returned to the area in a valiant attempt to locate a comrade found missing when the squadron rendezvoused for the return to base. Continuing through foul weather, and risking further enemy attack, he sighted the plane and instructed the pilot on the route back until the damaged plane was forced to land in the water. Kirkham orbited the area until he was forced to land for lack of fuel.

★ **LIVESAY, Melvin G., Ens., USNR, Lewisburg, W. Va. (posthumously):** As pilot attached to the USS *Essex* off Cape Engano 25 Oct 1944. As the Jap fleet swung away to escape our Third Fleet, Ens. Livesay and other planes of his team took off after the fleeing task force. Selecting a carrier of the Shokaku class, he maneuvered through a hail of fire to score a direct hit on the vessel.

★ **MAGUIRE, William C., Ens., USNR, Boston, (MIA):** Leader of a section of planes attached to USS *Cowpens* during action against enemy fleet units in Kure harbor, Japan, 28 July 1945, Ens. Maguire selected a battleship as his target. Defying antiaircraft fire he scored two direct hits on the stern with his 500-lb. bombs.

★ **MCGAUGHEY, Harold M., Lt. Comdr., USNR, Columbia, Mo. (MIA):** While executive officer and pilot of a Navy patrol bombing squadron on a reconnaissance patrol between Leyte and Okinawa 29 Jan 1945. Sighting a large number of enemy merchantmen at Tarama Shima, Lt. Comdr. McGaughey destroyed five ships while the gunners, strafing lugger, barges, personnel and supply dumps, caused many fires and considerable damage. At Miyako more strafing and bombing runs resulted in the sinking of another merchant vessel.

★ **MULDROW, John E., Lt. Comdr., USN, Fort Worth, Tex. (posthumously):** Flight leader and patrol bomber pilot against Jap forces on Marcus Is. 9 May 1945. Lt. Comdr. Muldrow led his flight at low altitude and although one engine was disabled as he entered the target area he continued on despite terrific opposition until the other engine was aflame and the plane retired from the area to crash into the sea.

★ **MULLANEY, Baron J., Capt., USN, New Bedford, Mass.:** While CO of USS *Hugh W. Hadley* off Okinawa 11 May 1945, his ship was attacked by an overwhelming force of Jap planes during radar picket duty. Accurate and heavy gunfire destroyed 19 of the planes before three crashed aboard and despite severe flooding and raging fires, the ship was saved.

★ **NELSON, Robert K., Ens., USNR, Belingham, Wash. (MIA):** Pilot in FlightRon20 attached to USS *Enterprise* in the battle

★ DECORATIONS

Navy Cross (Cont.)

for Leyte Gulf, he braved a terrific barrage from Jap guns as he launched a daring attack against an enemy fleet task group and scored a direct hit on a light cruiser.

★ NOYES, Roger F., Lt., USNR, Webster Groves, Mo. (posthumously): While pilot in AirGroup15 attached to USS *Essex* 25 Oct 1944 he led a flight in pursuit of a fleeing enemy task force. Selecting a carrier of the Shokaku class, he skillfully maneuvered through antiaircraft fire and with fellow pilots plunged furiously upon the hostile vessel scoring a direct hit.

★ OAKLEY, Thomas B. Jr., Lt. Comdr., USN, Los Angeles, Calif. (missing in action): For action in his capacity of CO of USS *Growler* during the tenth war patrol of that vessel in enemy controlled waters in the vicinity of Luzon and Formosa from 11 Aug to 26 Sept 1944. In a series of actions he directed his vessel in aggressive attacks on two large heavily-escorted convoys, inflicting important damage on enemy merchant shipping and sinking three escorting Jap destroyers. Two of these were sunk while attempting to counter-attack, the attacks being made at close range while Lt. Comdr. Oakley kept his sub on the surface under close gunfire to launch torpedoes point-blank at his pursuers. The third destroyer was demolished while searching for the *Growler* at the scene of a previous sinking.

★ PETERSON, John D., Lt., USNR, St. Louis (MIA): Pilot in FightRon20 attached to USS *Enterprise* operating against enemy forces in the battle for Leyte Gulf, 24 Oct 1944, plunging through intense antiaircraft fire in both instances, Lt. Peterson scored accurate hits on a battleship and a cruiser.

★ ROCKWELL, Dean L., Lt. (jg), USNR, East Detroit, Mich.: As group commander of LCTs carrying tanks to Normandy 6 June 1944, under very heavy enemy fire, he conducted his mission in such a manner as to land all these tanks at the correct spot and with minimum damage to his ships.

★ SEMMES, Benedict J. Jr., Comdr., USN, Memphis, Tenn.: While CO of USS *Picking* off Okinawa, 18 May 1945 he responded to the need for assistance by a friendly destroyer aground on a reef within one mile of the hostile shore and after one unsuccessful attempt at rescue shielded the ship from enemy gunfire while his ship continued to pound the beach with fire. As soon as it was possible Comdr. Semmes maneuvered his ship, although under fire, into position to perform heroic rescue operations.

★ SHAWCROSS, William H., Lt. (jg), USNR, Port Washington, N. Y.: As torpedo plane pilot off Samar on 25 Oct 1944 he piloted his plane on a successful bombing attack against a powerful force of Jap battleships, cruisers and destroyers. In spite of intense antiaircraft fire he scored two direct hits on an enemy heavy cruiser which left it smoking.

★ TURNER, Raymond L., Lt. (jg), USNR, Plainfield, N. J. (posthumously): While pilot in AirGroup15 off Cape Engano in the Philippines 25 Oct 1944 Lt. (jg) Turner flew over a large Jap task force despite heavy barrage and scored one of eight direct hits on a Chitose class carrier in the first attack against this formidable Jap surface group.

★ WELSH, John D., Lt. (jg), USNR, Brooklyn: Pilot in BomRon84 against Jap units at Kure Harbor, Honshu, 19 Mar 1945. Although his plane was damaged by hostile fire, Lt. (jg) Welsh launched a dive upon an enemy battleship, scoring a direct hit on the vessel's stern.

★ WOODRUFF, Thomas J., Lt. (jg), USNR, Portland, Ore. (MIA): As pilot in FightRon20 in Leyte Gulf 24-25 Oct 1944 Lt.

(jg.) Woodruff is credited with scoring a direct rocket hit on a destroyer and a devastating bomb hit on a light cruiser.

★ WORDEN, Donald D., Lt., USN, Miami (MIA): While dive bomber pilot and division leader in action against a Jap battleship in the Inland Sea 19 March 1945 Lt. Worden led his group to success despite damage to his plane. The hazardous attack resulted in four direct hits and three near misses on the battleship and in damage to one destroyer.

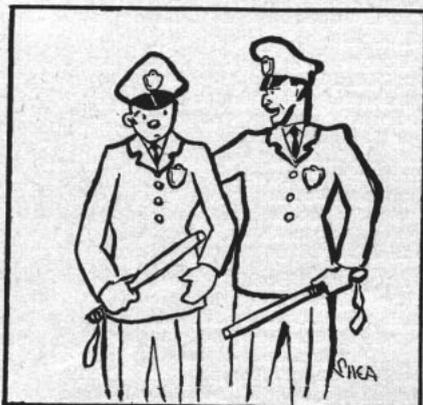
★ WORLEY, Harry W., Lt., USNR, Oakland, Calif. (posthumously): While pilot in BomRon9 off the East China Sea 7 Apr 1945 he led his division in a low level attack on a battleship, cruiser and screening destroyers. In order to divert fire from a torpedo plane he plunged on a destroyer and took the full fury of hostile fire. In flames, Lt. Worley continued to dive at the enemy ship in an attempt to crash her deck.

DISTINGUISHED SERVICE MEDAL

Gold star in lieu of third award:

★ CARNEY, Robert B., Rear Admiral, USN, Coronado, Calif.: As aide and chief of staff to Com3dFlt 15 June to 22 Oct 1944 and 27 Oct 1944 to 19 Sept 1945, handling problems of strategic and tactical importance, Admiral Carney rendered inestimable assistance in the conception, correlation and execution of many operations against the Japanese and in carrying out the initial landing on the Jap mainland and subsequent occupation of this territory. He participated in the capture of Palau, strikes against Japanese strongholds in the Central Pacific and Bonin Islands, the Philippine campaign and particularly the destruction of the majority of the enemy fleet units in the Philippine Sea battles, the actions at Formosa, in the East China Sea and at Iwo Jima, Okinawa, and the Japanese homeland from the Ryukyus to Hokkaido.

★ NIMITZ, Chester W., Fleet Admiral, USN, Fredericksburg, Tex.: CincPac/Poa from June 1944 to Aug 1945 initiating the final phase in the battle for victory in the Pacific, Admiral Nimitz attacked the Marianas, invading Saipan, inflicting a decisive defeat upon the Japanese Fleet in the first battle of the Philippines and capturing Guam and Tinian. His fleet forces isolated enemy bastions of the Central and Eastern Carolines and secured Peleliu, Angaur and Ulithi in quick succession. During joint operations to reoccupy the Philippines the challenge by powerful task forces of the Jap Fleet resulted in a historic victory in the three-phased battle for Leyte Gulf. The Admiral's long-range strategy culminated in the successful assaults upon Iwo and Okinawa and finally



Bluejacket (NATechTraGen, Memphis)

"How does it feel to get back in civvies?"

the representation of Navy forces in the harbor of Tokyo for the formal capitulation of the Japanese Empire.

Gold star in lieu of second award:

★ PURNELL, William R., Rear Admiral, USN, Washington, D. C.: As CNO for Material and as a member of the Military Policy Committee in connection with the development of the atomic bomb, 11 Oct 1943 to 31 Aug 1945, Admiral Purnell coordinated and directed the vast complex tasks of the agencies fulfilling the logistics requirements of the Navy so that the operating Navy was maintained and supplied with a degree of success unprecedented in the history of war. In his additional duty in connection with the atom bomb, Admiral Purnell rendered wise counsel and assistance and made a significant contribution to the successful results obtained.

★ WAGNER, Frank D., Rear Admiral, USN, Coronado, Calif.: While ComAir7thFlt from 9 July 1944 to 25 Aug 1945 his leadership inspired aircraft under his command to establish a remarkable record of achievement in operations from New Guinea to the Philippines and Borneo. Through his careful planning and direction numerous airfields, expeditiously constructed in the Philippines and the Netherlands East Indies under extremely difficult and hazardous conditions, proved of great importance to the eminent success of these operations.

First Award:

★ BOWLING, Selman S., Capt., USN, New Albany, Ind.: As ComMTBRons7thFlt during action against Jap forces from Feb 1944 to 25 Aug 1945 Capt. Bowling consistently operated in uncharted waters and under extremely difficult conditions in advance strikes against enemy communications, supplies and reinforcements. His forces were excellently deployed in their escort and reconnaissance duties and in a fierce engagement with powerful elements of the Jap fleet on 24 and 25 Oct 1944 spearheaded the main attack with a daringly executed torpedo assault.

★ COCHRANE, Edward L., Vice Admiral, USN, Washington, D. C.: During duty in the Design Division of BuShips 7 Dec 1941 to 2 Nov 1942, and as Chief of BuShips 23 Nov 1942 to 31 Aug 1945 Admiral Cochrane achieved distinctive success in his skilled direction of the design and construction of a vast number of vessels, many of new and revolutionary types, during a period of critical urgency.

★ DEYO, Morton L., Rear Admiral, USN, Washington, D. C.: As commander of the gunfire and covering force during the amphibious assault and conquest of Okinawa 24 Mar to 4 May 1945, his force delivered effective bombardment to cover the successful amphibious landing executed by our troops and subsequently provided gunfire support for the land campaign, at the same time fighting fiercely against attacks by aircraft and surface craft. Although his flagship was hit by a kamikaze plane during one action, Admiral Deyo synchronized the units of his force to destroy enemy gun emplacements, strongpoints, and disperse troop concentrations.

★ HUSSEY, George F. Jr., Vice Admiral, USN, Brookline, Mass.: As director of the production division BuOrd 16 June 1942 to 3 Sept 1943, as Assistant Chief of BuOrd 4 Sept to 10 Dec 1943, and as Chief of BuOrd 10 Dec 1943 to 31 Aug 1945, Admiral Hussey directed the design, production and supply of weapons, many of new and revolutionary types for the operating Navy.

★ MARTIN, William L., Comdr., USN, San Gabriel, Calif.: As CO of CompRonGrp (N)90, attached to USS *Enterprise* in the Iwo, Okinawa and Japan areas 5 Jan to 15 May 1945 Comdr. Martin's skill in instrument flying and applications of airborne radar proved invaluable service in the conduct of night carrier operations during the final phase of our aerial offen-

NAVY CROSS AWARDED TO 36 HEROES



Lt. Basore

Comdr. Becton

Lt. (jg) Boren

Lt. Comdr. Bringle

Lt. Brookes

Lt. Comdr. Burr



Lt. Collins

Lt. Craig

Comdr. Davis

Capt. Doyle

Comdr. Dwyer

Capt. Early



Lt. Comdr. Fox

Ens. Fuller

Admiral Hayler

Ens. Hulland

Ens. Jensen

Lt. Kennedy



Lt. (jg) Kirkham

Ens. Livesay

Ens. Maguire

Lt. Comdr. McGaughey

Lt. Comdr. Muldrow

Capt. Mullaney



Ens. Nelson

Lt. Noyes

Lt. Comdr. Oakley

Lt. Peterson

Lt. (jg) Rockwell

Comdr. Semmes



Lt. (jg) Shawcross

Lt. (jg) Turner

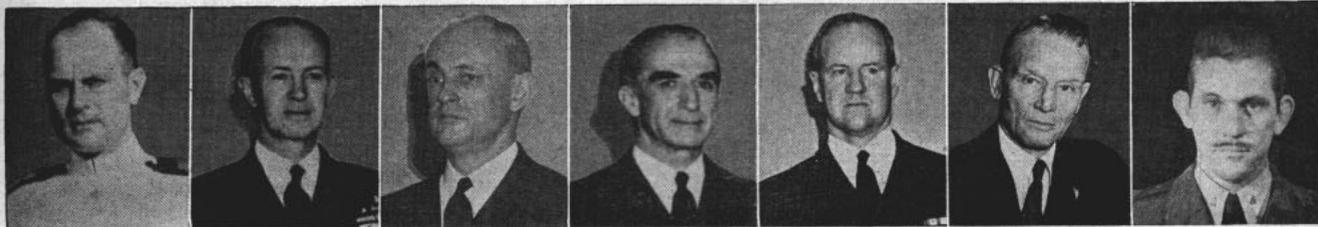
Lt. (jg) Welsh

Lt. (jg) Woodruff

Lt. Worden

Lt. Worley

14 RECEIVE NAVY'S DISTINGUISHED SERVICE MEDAL



Capt. Bowling

Admiral Carney

Admiral Cochrane

Admiral Deyo

Admiral Hussey

Admiral Land

Comdr. Martin



Admiral McIntire

Admiral Mills

Admiral Nimitz

Admiral Purnell

Admiral Redman

Admiral Woesche

Admiral Wagner

Citation for Admiral Land appeared in ALL HANDS January 1946.

★ DECORATIONS

D.S.M. (Cont.)

sive against the Japanese. His squadron, faced and countered treacherous suicide tactics of hostile pilots and screened our carrier forces during operations which led to the final defeat of the enemy.

★ **MCINTIRE, Ross T.**, Vice Admiral, (MC) USN, Coronado, Calif.: As Chief of BuMed and Surgery and Surgeon General of the Navy from 7 Dec 1941 to 31 Aug 1945, he directed the planning and the practical application of the vast program which provided medical care and supply for the Navy and Marine Corps on an unprecedented scale.

★ **MILLS, Earle W.**, Rear Admiral, USN, Little Rock, Ark.: As engineering assistant to the head of the Design Division in the consolidated Bureaus of Engineering and Construction and Repair from Sept 1939 to Nov 1942 and as Assistant Chief of BuShips Nov 1942 to Nov 1945, Admiral Mills was responsible for engineering and electrical plans of all major fleet units designed since 1939. He supervised the development of the adapted designs and provided for the fleet electrical and engineering installations which were reliable and highly resistant to enemy damage or excessive operation.

★ **REDMAN, Joseph R.**, Rear Admiral, USN, Westmoreland Hills, Md.: As director of naval communications from 15 Feb to 15 Sept 1942 and from 3 Apr 1943 to 31 Aug 1945, Admiral Redman directed the development and expansion of naval communications to a degree of remarkable efficiency. Under his direction certain methods were developed which are still highly classified and which had a direct and vital part in the successful prosecution of the war.

★ **WAESCHE, Russell R.**, Admiral, USCG (Ret), Chevy Chase, Md.: While com-

mandant of the USCG from 7 Dec 1941 to 31 Aug 1945, Admiral Woesche was largely responsible for the consistent development of the USCG from a peacetime organization of approximately 15,000 to a wartime force of more than 170,000 officers and men. Under his supervision the Coast Guard distinguished itself in supporting landing operations of the Army, Navy and Marines, in convoying merchant ships and in other hazardous tasks.



Gold star in lieu of fourth award:

★ **BECTON, Frederick J.**, Comdr., USN, Hot Springs, Ark.: CO, USS *Laffey*, action against Japanese, Philippines area, Jan 1945.

Gold star in lieu of third award:

★ **DAVIS, James W.**, Comdr., USN, Washington, D. C.: CO, USS *Raton*, patrol Dec 1943-Jan 1944, Mindanao-Celebes-Nalmanera area.

Gold star in lieu of second award:

★ **DAVIS, James W.**, Comdr., USN, Washington, D. C.: CO, USS *Raton*, patrol.

★ **MCCORMICK, Montrose G.**, Lt. Comdr., USN, Pasadena, Calif. (posthumously): Assistant approach officer, USS *Cobia*, patrol in Pacific, 26 June to 14 Aug 1944.

★ **SMITH, Marvin T.**, Lt. Comdr., USNR, San Diego (posthumously): CO, Navy PB4Y over Borneo, 13 Jan 1945

First award:

★ **BADGETT, Woodson A.**, Lt., USN, Wichita, Kans.: Chief engineer, USS *Halsey Powell*, attacked by suicide planes, off Japan, 20 and 21 Mar 1945.

★ **BAKER, Marion W.**, Lt (jg.), USNR, Shreveport, La.: Radar and air plot officer, USS *Hoel*, sunk by enemy, Samar, Philippines, 25 Oct 1944.

★ **BOTTOM, John T. Jr.**, Capt., USN, Denver: CO, destroyer division and screen commander, Gilberts, Nov 1943.

★ **BRADLEY, Phillips H.**, Lt. (jg.), USNR, Rockport, Mass.: Pilot, VT 20, USS *Lex-*

ington, action against Japanese, French Indo-China, 12 Jan 1945.

★ **BREWER, Robert N.**, Flc, USNR, Denver (posthumously): Served on USS *Abner Head*, Leyte Gulf, Philippines, 1 Nov 1944.

★ **BUSBY, Leroy W.**, Commodore (then Capt.), USN, Washington, D. C.: CO, cruiser, occupation of Gilberts, 18-26 Nov 1943.

★ **CALDWELL, William B.**, Ens., USNR, Elmhurst, Ill. (posthumously): Assistant first lieutenant, USS *Colhoun*, sunk off Okinawa, 6 Apr 1945.

★ **CARDE, Freeland H.**, Lt. Comdr., USN, Arlington, Mass.: CO, USS *Whale*, patrol.

★ **CHAMPE, Joseph E.**, Lt., USNR, Paterson, N. J.: CO, Yangtze Naval Unit of U. S. Naval Group, China, May 1944 to May 1945.

★ **CROUTER, Mark H.**, Comdr., USN, Malden, Mass. (posthumously): Executive officer, USS *San Francisco*, Cape Esperance, 11-12 Oct 1942.

★ **DARRACOTT, James G. Jr.**, Lt. (jg.), USNR, Kings Mountain, N. C. (MIA): Pilot in VE 20, USS *Enterprise*, Leyte Gulf, 24 Oct 1944.

★ **DAVIS, James W.**, Comdr. (then Lt. Comdr.), USN, Washington, D. C.: CO, USS *S-47*, 12 Sept 1942.

★ **DAVIS, Louis L.**, Lt. (jg.), USNR, Pauls Valley, Okla. (MIA): Pilot, VF6, USS *Hancock*, Kyushu, Japan, 29 Mar 1945.

★ **DODGE, Frank R.**, Capt., USN, Philadelphia: CO, USS *Brooklyn*, invasion of Southern France, August 1944.

★ **DWYER, Carl R.**, Comdr. (then Lt. Comdr.) USN, Ponca City, Okla.: Assistant approach officer, USS *Puffer*, patrol in Pacific.

★ **FORELL, Cyrus M.**, Lt., USNR, Seattle (posthumously): First lieutenant, USS *Hoel*, Samar, 25 Oct 1944.

★ **FRIED, Jay V.**, GM3c, USNR, Rudyard, Mont. (posthumously): Attached to PT-335, Sulu Archipelago, 25 Mar 1945.

★ **GEBHARDT, Henry A.**, SIC, USN, Hicksville, N. Y. (posthumously): Attached to landing team, Fourth Marine Division, Saipan, 15-16 June 1944.

★ **GERCZAK, Joseph**, SM3c, USCGR, Philadelphia (posthumously): Attached to USS *LST 66*, New Britain area, 26 Dec 1943.

★ **GRIGGS, John B., III**, Lt., USN, Annapolis, Mo.: Plotting officer, U. S. submarine, patrol in Pacific.

★ **HAMNER, Henry R.**, Lt., USN, Lynchburg, Va. (posthumously): Gunnery officer, USS

Correction

The citations for Rear Admiral Andrew F. Carter, USN, and Capt. Samuel R. Shumaker, USN, as published in the February issue of ALL HANDS were erroneously listed under Gold star in lieu of fourth Distinguished Service Medal award. The officers should have been listed as receiving their first award.

Howorth, during suicide air attack off Okinawa, 6 Apr 1945.

★ HARPER, Bernard F. Jr., Ens., USNR, Kansas City, Mo. (posthumously): Officer in charge, LCT 1364, off Okinawa, 6 Apr 1945.

★ HUTCHISON, William A., Mach., USN, San Francisco (posthumously): USS *Canopus*, bombed in Philippines area, 29 Dec 1941.

★ JOHNSON, Robert H. Lt., USN, Middlesex, Mass. (posthumously): Evacuation officer, evacuation of Cebu Island, Apr 1942.

★ JOHNSTON, Sage M., Lt. (jg), USNR, Boligee, Ala. (MIA): Pilot, VT7, USS *Hancock* off Formosa, 12 Oct 1944.

★ JOY, Thomas L., PhM3c, USNR, Washington, D. C.: Attached to Marine engineer company, Palau Islands, 4 Oct 1944.

★ KENNEDY, Harry E., Ens., USNR, Des Moines, Iowa (posthumously): Officer in charge, LCT(6) 729, Corregidor, 16 Feb 1945.

★ LAFLEUR, Wallace A. Lt. (jg), USNR, Lafayette, La.: Pilot, of TBM against German submarine, Atlantic, 20 Dec 1943.

★ LEGATOS, Sabe, Lt. (jg), USNR, Sacramento, Calif. (MIA): Pilot, VF 12, USS *Randolph*, off Tokyo, 16 Feb 1945.

★ LONG, Max R., Lt. Comdr., (MC), USNR, Marion, Ind. (posthumously): Shore party evacuation officer, Saipan, June 1944.

★ LONG, Wilson K., Lt. (jg), USCGR, Los Angeles: Attached to USS *LST 16*, Anzio invasion, 26 Jan 1944.

★ MAXWELL, Porter W., Comdr., USN, Evanston, Ill.; CO, VFB 87, USS *Ticonderoga*, action against Japanese, 24 July 1945.

★ McALLISTER, Earl A., Lt. (jg), USNR, Provo, Utah (MIA): Pilot attached to USS *Bennington*, Kure Harbor area, 19 Mar 1945.

★ McCLUEN, William A., BM1c, USN, San Leandro, Calif. (posthumously): Leader of after repair party, USS *Abner Read*, Leyte Gulf, 1 Nov 1944.

★ McDANIEL, Leland S. Jr. Lt., USN, Palo Alto, Calif. (MIA): Executive officer, USS *Hoel*, Samar, 25 Oct 1944.

★ MILLER, James, AMS, USNR, Penns Grove, N. J.: Serving with carrier operations, Shikoku Island, 19 Mar 1945.

★ PINEGAR, Franklin A., Ens., USN, New York (posthumously): Machine gun control officer, USS *Wake*, Lingayen Gulf, 6 Jan 1945.

★ PLUMB, John H., Lt. Comdr., USNR, Staten Island, N. Y. (MIA): Engineering officer, USS *Hoel*, 25 Oct 1944.

★ ROBSON, Walstan S., Ens., USNR, Long Beach, Calif. (posthumously): Battery officer of group of machine guns, USS *Abner Head*, 1 Nov 1944.

★ SANDERS, William R., Lt. (jg), USN, San Jose, Calif. (posthumously): Gunnery officer, USS *Hoel*, 25 Oct 1944.

★ SCHECTER, Gordon E., Comdr., USN, Pensacola, Fla. (MIA): CO, Air Group 45, USS *San Jacinto*, Tokyo area, 16 Feb 1945.

★ SIPPOLA, John C., Lt. (jg), USNR, Hibbing, Minn. (posthumously): CO, armed guard, SS *Henry Bacon*, sunk in North Atlantic, 23 Feb 1945.

★ STAKER, James M., Ens., USNR, Kansas City, Kans.: Carrier operations, off Shikoku Island, 19 Mar 1945.

★ STREET, George L. III, Lt. Comdr., USN, Bon Air, Va.: Assistant approach officer, USS *Gar* in Pacific, 16 Dec 1943 to 9 Feb 1944.

★ TAYLOR, John M., Comdr., USN, Vallejo, Calif.: gunnery officer, USS *Montpelier*, Kula Gulf, 5-6 Mar 1943.

★ TUBE, Arthur M. Jr., Ens., USNR, Dallas: Pilot, VF 20, USS *Enterprise*, Leyte Gulf, 24 Oct 1944.

★ VORSE, Albert O., Lt. Comdr., USN, Palo Alto, Calif.: Aerial flight, Tokyo, 16 Feb 1945.

★ WIER, Henry R., Comdr., USN, Westwood, Mass.: CO, USS *Woolsey*, invasion of Southern France, Aug 1944.

★ WOMBLE, John P. Jr., Capt., USN, Atlanta, Ga.: ComDesRon 52, attacks on Palau, 6 Sept 1944.

LEGION OF MERIT

Gold star in lieu of third award:

★ DURGIN, Calvin T., Rear Admiral, USN, Palmyra, N. J.: Commander, escort carrier group, Lingayen Gulf, 9 Jan 1945.

★ IRVIN, William D., Capt., USN, New London, Conn.: CO, USS *Nautilus*, Gilbert Islands, 16 Sept to 16 Oct 1943.

★ SHAFROTH, John F., Rear Admiral, USN, Washington, D. C.: Commander 3d Ft task unit, Kamaishi, 14 July and 9 Aug 1945, and Hamamatsu, 29-30 Aug 1945.

★ WOMBLE, John P. Jr., Commodore, USN, San Diego: Screen commander, fast carrier task groups, 18 Apr to 28 May 1945.

Gold star in lieu of second award:

★ AINSWORTH, Walden L., Rear Admiral, USN, Norfolk, Va.: -Commander, destroyers and cruisers ComFlt, Oct 1944 to July 1945.

★ BATTLE, Charlton E., Commodore, USN, Rochester, N. Y.: Chief of staff ComServ For, Oct 1944 to Dec 1945.

★ BUSBEY, Leroy W., Capt., USN, Washington, D. C.: Operations officer, ComServLant, July 1942 to Aug 1943.

★ DOYLE, Austin K., Capt., USN, Coronado, Calif.: CO, USS *Hornet*, 30 Nov 1944 to 25 Jan 1945.

★ KINGMAN, Howard F., Vice Admiral (then Rear Admiral) USN, Chevy Chase, Md.: Commander, fire support bombardment group, 14 June to 1 Aug 1944.

★ ROCKWELL, Francis W., Rear Admiral, USN, Washington, D. C.: Commander, AmTraComLant, Mar to Nov 1944.

★ RUSSELL, G. L., Capt., USN, Washington, D. C.: Aide and flag secretary, CominCh U. S. Fleet, 17 Feb 1942 to 15 Oct 1943.

★ SCOTT, Roger F., Capt., USN, Virden, Ill.: Operations officer, ComAm Group8, 23 Mar to 7 July 1945.

★ SOLOMONS, Edward A., Capt., USN, Sumter, S. C.: Chief of staff, ComAmGroup8, 23 Mar to 7 July 1945.

★ WOMBLE, John P. Jr., Commodore, USN, San Diego: Commander, fast carrier task group destroyer screen, 10 Feb to 24 Mar 1945.

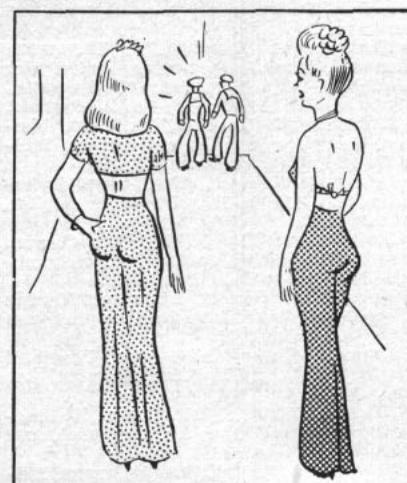
First award:

★ BEARY, Donald B., Rear Admiral, USN, Washington, D. C.: Commander, logistic support group, 5thFlt, Jan to May 1945.

★ BEECHER, William G. Jr., Capt., USN, Arlington, Va.: Commander, Group 2 Minecraft, 19 Mar to 12 May 1945.

★ Busbey, Leroy W. Jr., Capt., USN, Washington, D. C.: CO, USS *Salt Lake City*, 23 Jan to 17 Mar 1944.

★ CALLAGHAN, William M., Capt., USN,



Growler (Wahiawa, T. H.)

"D'you think they know how they look from behind?"

Washington, D. C.: Assistant war plans officer and assistant logistics officer, Pac/Poa, 10 July 1942 to 1 May 1944.

★ CLARK, Joseph J., Rear Admiral, USN, Corpus Christi, Tex.: Commander, task group of Fast Carrier Task Forces, Pacific, 24-28 Mar 1945.

★ COMAN, Robert G., Commodore, USN, Santa Rosa, Calif.: ComServFor7thFlt, 13 Feb 1943 to 28 July 1944.

★ COOLEY, Thomas R., Capt., USN, Grass Valley, Calif.: CO, USS *Washington*, Pacific.

★ CRAWFORD, George C., Capt., USN, Black Mountain, N. C.: Chief of staff and war plans officer, ComSubLant, June 1943 to July 1944.

★ DONOVAN, Thomas A., Comdr., (then Lt. Comdr), USN, San Diego: Senior American officer of POWs at Makassar, Celebes, and Batavia, Java, 7 Apr 1942 to 2 Oct 1943 and 7 Oct 1943 to 15 Sept 1945.

★ FARLEY, Edward I., Lt., USNR, New York City: CO, MTBRon8, Mar to Aug 1944.

★ FERRALL, William E., Capt., USN, Pittsburgh, Pa.: Force material officer, ComSubPac, Mar 1944 to May 1945, and ComSubDiv162, May 1945 to Sept 1945.

★ FORBES, G. W. Jr., Lt. Comdr., USN, Stonington, Conn.: CO, USS *Bluefish*, 25 June to 29 July 1945.

★ FRIEDEL, Wilhelm L., Rear Admiral, USN, Texarkana, Ark.: Commandant, Mare Island Navy Yard, Apr 1941 to Feb 1944.

★ HANLON, Byron H., Capt., USN, Honolulu: Commander, underwater demolition teams, PhibPac, 11 Nov 1944 to 5 June 1945.

★ HIGHTOWER, Emmett D., Capt., USN, Altadena, Calif.: Force medical officer, July to Nov 1945.

★ HOLDEN, Carl F., Capt., USN, Bangor, Me.: CO, warship, Pacific.

★ HOLMES, Wilfred J., Capt., USN (Ret.), Honolulu: OinC combat intelligence at Joint Intelligence Center, Poa, 7 Sept 1943 to 1 Sept 1945.

★ HURD, Kenneth C., Capt., USN, New London, Conn.: Force material officer, ComSubPac, Mar 1943 to Apr 1944, ComSub Div45, Apr 1944 to Mar 1945, and ComSubRon32, Mar to Sept 1945.

★ HUTCHINSON, Edward S., Capt., USN, Paris, Texas: ComSubDiv162, Dec 1943 to Dec 1944, and ComSubRon22, Apr to Sept 1945.

★ JOHNSON, William H., Comdr., USN, Omaha: CO, destroyer in action against Japanese submarine, 4 July 1944.

★ JOHNS, John G., Capt., USN, New London, Conn.: ComOpTraGrp for submarines, May 1944 to Sept 1945.

★ LECKIE, William I., Lt. Comdr., USNR, Ossining, N. Y.: Personnel officer for logistics on staff, ComNavEu invasion of Europe, June 1944.

★ MANNING, Herbert C., Lt., (then Lt. (jg), USNR, Trinity, Texas: Naval gun-fire support officer, Anzio-Nettuno area, Italy, Jan 1944.

★ MOREHOUSE, Albert K., Capt., USN, Coronado, Calif.: CO, USS *Natoma Bay*, Leyte, Mindoro, Lingayen Gulf and Zambales, 12 Oct 1944 to 5 Feb 1945.

★ MUMFORD, Milton C., Comdr., USNR, Evanston, Ill.: Management advisor to Chief of Naval Personnel, July 1942 to Jan 1946.

★ NASH, David, Lt., USN, Haddon Heights, N. J.: For aiding injured shipmates, Japanese prison ship off Olongapo, Luzon, 15 Dec 1944.

★ NEALE, John Henry, Lt. Comdr., (SO) USNR, White Plains, N. Y.: Assistant counsel and counsel, BuSandA, Nov 1942 to Aug 1944.

★ OAKLEY, Thomas B. Jr., Lt. Comdr., USN, Los Angeles (posthumously): CO, USS *Tarpon*, 12 Dec 1943 to 5 Jan 1944.

★ OLSEN, Elliot, Capt., USN, Milton, Mass.: Squadron material officer, SubRon16, Nov 1943 to Aug 1944, material officer CTG17.4, May to Aug 1944, and ComSubDiv122, Aug 1944 to Sept 1945.

★ OSBORN, Robert C., Lt. Comdr., USNR, Salisbury, Conn.: Creator of Dilbert and

★ DECORATIONS

Legion of Merit (Cont.)

Spoiler, cartoon characters in Navy training literature.

★ OVERFELT, Ferol D., Capt., USNR, New York: Special assistant to Under Secretary of the Navy, Director of Scheduling and Reporting Division of the Office of Procurement and Material, Director of the Requirements Review Division of the Office of the Assistant Secretary of the Navy, and Secretary to the Requirements Review Board and Committee, 16 Apr 1941 to 31 Aug 1945.

★ PAGET, Richard M., Capt., USNR, Rockford, Ill.: Navy Department management engineer, Apr 1942 to Dec 1945.

★ PARKS, Lewis S., Capt., USN, Wilmington, Del.: ComSubDiv202, Nov 1943 to Jan 1945 and ComSubDiv20, Sept 1944 to Aug 1945.

★ PULESTON, William D., Capt., USN (Ret.), Washington, D. C.: Coordinated activities of Navy Department and Foreign Economic Administration, 14 Jan 1942 to 13 April 1945.

★ RAMIREZ DE ARELLANO, Marion F., Comdr., USN, San Diego: Executive officer and navigator, USS *Skate*.

★ REDMAN, John R., Capt., USN, Washington, D. C.: CO, USS *Massachusetts*, 2 May to 31 Aug 1945.

★ REZNER, John E., Capt., USN, New London, Conn.: Gunnery and torpedo officer of staff ComSubLant, Feb 1943 to Dec 1945.

★ RICHTER, Paul E., Capt., USNR, Kansas City, Mo.: Operations officer, NATS, and later assistant Chief of Staff for Operations on staff ComNATS, 4 Jan 1943 to 31 Aug 1945.

★ RUSSELL, G. L., Capt., USN, Middlebury, Vt.: ComSubRon.

★ SCHOETTLE, Ferdinand P., Lt. Comdr., USNR, Washington, D. C.: Developed radio proximity fuse, 19 Feb 1942 to 31 Aug 1945.

★ SIMA, Frederick F., Capt., USN, Ypsilanti, Mich.: Temporary operations officer on staff CominPac, 1 May to 10 June 1945.

★ SIMMERS, Clayton M., Capt., USN (Ret.), Floral Park, L. I., N. Y.: Head of Safety Branch Division of Shore Establishments and Civilian Personnel, 20 Jan 1944 to 31 Aug 1945.

★ SODERGREN, Albin R., Comdr., USN, Baltimore: Commander, beach assault group, Southern France, Aug 1944.

★ SOWELL, Ingram C., Rear Admiral, USN, Lawrenceburg, Tenn.: Comdt NOB, Bermuda, Apr 1943 to Sept 1944.

★ SPRAGUE, Thomas L., Rear Admiral, USN, Coronado, Calif.: CO, USS *Intrepid*, Truk, Caroline Islands 16-17 Feb 1944.

★ STEELE, Charles C., Lt. Comdr., USNR, Rhinelander, Wisc. (posthumously): Aide, flag secretary and staff watch officer, Com1stCarTaskGrp, USS *Bunker Hill*, 20 Dec 1944 to 11 May 1945.

★ STIMSON, Paul C., Comdr., USN, Danville, Va.: CO, USS *Sea Robin*.

★ STONE, Earl E., Commodore, USN, Washington, D. C.: Assistant Chief of Staff for Communications on staff CincPac/Poa, 9 Mar to 1 Sept 1945.

★ STYER, Charles W., Rear Admiral (then Capt.) USN, Winthrop, Me.: Chief of staff for ComSubPac, 7 Feb 1941 to 4 Aug 1943, and later as ComSubRon10.

★ THORP, Wakeman B., Capt., USN, New London, Conn.: Chief of staff and war plans officer for ComSubLant, July 1944 to Aug 1945.

★ WIER, Henry R., Comdr., USN, Mattapan, Mass.: CO, USS *Woolsey*, Cap Falcon, Algeria, 16 Dec 1943.

★ WILEY, Tova P., Comdr., USNR, Alameda, Calif.: Assistant Director of Women's Reserve, 11 Oct 1943 to 30 Oct 1945.

★ WILL CUTTS, Morton D., Commodore, USN, Napa, Calif.: Fleet medical officer on staff Com5thFlt, Apr to Nov 1945.

★ WILLIAMSON, Delbert F., Capt., USN,

Sterling, Colo.: ComSubDiv24i, 1 Dec 1944 to 2 Sept 1945.

★ WINTERHALER, Emile R., Comdr., USN, Santa Monica, Calif.: Communications officer on staff of task groups commander, Anzio, Italy, Jan 1944.

★ WITHINGTON, Frederic S., Capt., USN, Chevy Chase, Md.: Chief of staff to amphibious group commander, Pacific, Jan to Oct 1944.

★ WOMBLE, John P. Jr., Commodore (then Capt.), USN, San Diego: Commander, anti-submarine screen of TG, 38.2, 15 Oct 1944 to 25 Jan 1945.

★ YEOMANS, Elmer E., Capt., USN, New London, Conn.: Strategic planning officer of staff ComSubPac, May 1944 to Sept 1945.

Rank of Commander:

★ DE NORONHA, Sylvio, Vice Admiral, Brazilian Navy: Naval attaché at Brazilian Embassy in Washington, D. C., Apr 1944 to Sept 1945, and member of the Intra-American Defense Board.

DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ BALES, Raymond C., Lt. Comdr., USN, Oakland, Cal. (MIA): Patrol plane pilot, Clark Field, Luzon, Philippines, 2 Mar to 1 Apr 1945.

★ COOKE, Byron E., Lt. Comdr., USN, Pensacola, Fla. (posthumously): CO VT9, USS *Yorktown*, 19 Mar 1945.

★ GRUENEWALD, John W., Lt., USNR, Topeka, Kan. (MIA): Dive bomber pilot, USS *Intrepid*, 12 Oct 1944.

★ NELSON, Robert K., Ens., USNR, Bellingham, Wash. (MIA): Fighter pilot, USS *Enterprise*, 19 Nov 1944.

Gold star in lieu of second award:

★ BETHEA, William H., Lt. (jg), USNR, Marion, S. C. (MIA): Observation pilot, USS *Wake Island*, 20 Feb to 10 Mar, 1945.

★ DEAN, Carroll R., Lt. (jg), USNR, Spokane, Wash. (posthumously): Torpedo plane pilot, USS *Hancock*, 29 Oct 1944.

★ DUNN, John C., Lt. (jg), USNR, Toledo: Fighter pilot, USS *Shangri-La*, 18 July 1945.

★ HEIM, Elbert S., Lt., USN, King George, Va.: Fighter pilot, USS *Bennington*, 19 Mar 1945.

★ HUNT, Richard L. Jr., Lt. (jg), USNR, Kansas City, Mo. (MIA): TBM pilot, USS *Hancock*, 13 Oct 1944.

★ KENAH, William H. Jr., Lt., USNR, Elizabeth, N. J. (posthumously): Fighter Squadron leader pilot, USS *Hancock*, 26 Oct 1944.

★ KIRKPATRICK, Donald, Jr., Lt., USNR, Evanston, Ill.: Project officer and fighter pilot, U. S. Naval Ordnance Test Station, Inyokern, Calif., 1 Nov 1944 to 1 July 1945.

★ LANDRETH, William L., Lt., USNR, Norfolk, Va.: Bomber pilot and division leader, USS *Intrepid*, 18 Mar 1945.

★ LOESEL, William G., Ens., USNR, Swissvale, Pa. (MIA): Patrol bomber co-pilot, 29 Jan 1945.

★ MCGAUGHEY, Harold M., Lt. Comdr., USNR, Columbia, Mo. (MIA): Search bomber pilot, Pacific, 12-24 Dec 1944.

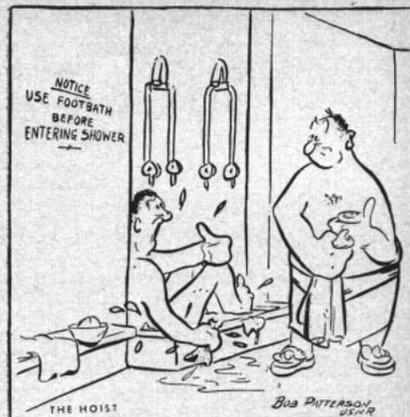
★ MCNEILL, Wilson C., Lt., USNR, Kansas City, Mo. (MIA): Dive bomber pilot, USS *Intrepid*, 24 Oct 1944.

★ NAMOSKI, Elmer C., Lt., USNR, Cleveland (posthumously): Dive bomber pilot, USS *Intrepid*, 24 Oct 1944.

★ NELSON, Robert K., Ens., USNR, Bellingham, Wash. (MIA): Fighter pilot, USS *Enterprise*, 24 Oct 1944.

★ SAHLOFF, Joseph G., Lt. (jg), USNR, Selkirk, N. Y. (MIA): Fighter pilot, USS *Yorktown*, 15 Aug 1945.

★ SCHOFIELD, Theodore D., Lt., USNR, Provo, Utah.: Fighter section leader, Pacific, 1 Sept 1943 to 24 Mar 1944.



The Hoist (NTC, San Diego)
"I don't see the purpose of it myself."

★ TAYLOR, Robert L., Lt. (jg), USNR, McCook, Neb. (MIA): Fighter pilot, USS *San Jacinto*, 4 Jan to 2 Apr 1945.

★ TUBB, Arthur M. Jr., Ens., USNR, Dallas (MIA): Fighter pilot, USS *Enterprise*, 11-14 Nov 1944.

★ VOGT, Curtis N., Lt. (jg), USNR, Danville, Ill. (MIA): TBM pilot, USS *Essex*, 12 Jan 1945.

★ WEBB, Joe M., Lt., USNR, Nevada, Tex.: Naval Ordnance Test Station, Inyokern, Calif., from Aug 1944 through Aug 1945.

★ WOODRUFF, Thomas J., Lt. (jg), USNR, Portland, Ore. (MIA): Fighter pilot, USS *Enterprise*, 11-14 Nov 1944.

★ ZACHMAN, George W., Lt. (jg), USNR, Richmond Hill, L. I., N. Y.: Composite spotting squadron pilot, USS *Wake Island*, 20 Feb to 10 Mar 1945.

First award:

★ BARNEY, Wallace A., ARM3c, USNR, Spanish Fork, Utah (posthumously): Torpedo plane radioman-gunner, USS *Hancock*, 25 Oct 1944.

★ BARROWS, Dale A., Lt. (jg), USNR, Stickney, S. D. (MIA): Dive bomber pilot, USS *Hancock*, 19 Mar 1945.

★ BARROWS, John E., Lt., USNR, Stickney, S. D.: Dive bomber pilot, Tokyo area, 25 Feb 1945.

★ BASS, Louis T. Jr., Lt. (jg), USNR, Ogden, Utah (MIA): Patrol plane commander, Borneo area, 19 Apr and 6 May 1945.

★ BERENSON, Robert G., Ens., USNR, Chicago (posthumously): Fighter plane pilot, USS *Belleau Wood*, 19-25 Mar 1945.

★ BETHEA, William H., Lt. (jg), USNR, Marion, S. C. (MIA): Observation plane pilot, USS *Wake Island*, 6 Jan to 19 Feb 1945.

★ BLAKESLEE, Robert W., Lt. (jg), USNR, Kalamazoo, Mich. (MIA): Fighter plane pilot, USS *Leavington*, 14 Oct 1944.

★ BOYLE, John A., Lt., USNR, St. Paul, Minn.: Fighter pilot and section leader, USS *Hancock*, 26 Oct 1944.

★ BOYLE, John J., Ens., USNR, Philadelphia (MIA): Dive bomber pilot, USS *Intrepid*, 24 Oct 1944.

★ BRADSHAW, Harold G., Lt. (jg), USN, San Diego: TBM pilot, Atlantic, 20 Dec 1943.

★ BROWN, Charles H., Ens., USNR, Hopemont, W. Va.: Dive bomber pilot, USS *Randolph*, 16 Feb 1945.

★ BUSH, Harry C., ARM3c, USN, Pineville, Ky. (MIA): Torpedo bomber aircrewman and tail gunner, USS *San Jacinto*, 3 Jan to 3 Apr 1945.

★ CALES, James H., Lt. (jg), USNR, Oakland, Calif. (posthumously): Fighter pilot, Tokyo area, 25 Feb 1945.

★ CHANDLER, John B., Lt. (jg), USNR, Tucson, Ariz. (MIA): Photographic plane pilot, USS *Bennington*, 18 Feb 1945.

★ COCKROFT, Irving G., Lt. (jg), USNR, Berkeley, Calif.: Fighter pilot, Atlantic, 20 Dec 1943.

★ COLE, Ralph L. Jr., Lt. (jg), USNR, Tulare, Calif. (MIA): Torpedo plane pilot, USS *Wasp*, 12 Sept 1944.

★ CUMMINGS, William J. Jr., Ens., USNR,

North Soitunte, R. I. (MIA): Fighter pilot, USS *Belleau Wood*, 16 Feb to 18 Mar 1945.

★ CUNNINGHAM, Charles H., AOM1c, USNR, Rogers, Ark. (MIA): Torpedo bomber gunner, USS *Hornet*, 16 Jan 1945.

★ DENZIG, Marvin R., Lt.(jg), USNR, Detroit (posthumously): Patrol bomber co-pilot, Pacific, 5 Mar to 13 May 1945.

★ DUNN, John C., Lt.(jg), USNR, Toledo, Ohio: Fighter pilot, USS *Shangri-La*, 25 Apr to 15 Aug 1945.

★ EDMUND, Wyman C., Lt.(jg), USNR, Vallejo, Calif. (MIA): Fighter pilot, USS *Hornet*, 17 Feb 1945.

★ ESLICK, Mark, Jr., Comdr., USN, Pulaski, Tenn. (MIA): CO, dive bomber squadron, USS *Intrepid*, 12 Oct 1944.

★ EZELL, Jack D., Ens., USNR, Salt Lake City (MIA): Fighter pilot, USS *Bataan*, 24 Mar to 9 May 1945.

★ FENZEL, William E., Lt.(jg), USN, Kings, N. Y. (posthumously): Observation plane pilot, Philippines, Jan 1945.

★ FORD, Francis M., ARM2c, USNR, Richland, Wash. (posthumously): Bomber crewman, Celebes, 19 Oct 1944.

★ FREELSEN, Max E., Lt., USNR, Baskin, La.: Fighter pilot, USS *Cowpens*, 10-12 Oct 1945.

★ GILL, Herbert T., Lt., USNR, Hudson Summit, Ohio (MIA): Fighter plane division leader, Pacific, 5 Oct to 4 Dec 1945.

★ GOODWIN, Glendon, Lt.(jg), USN, Warrington, Fla.: Torpedo bomber pilot, Atlantic, 20 Dec 1943.

★ GRAHAM, Henry F., Lt. Comdr., USN, Honolulu (MIA): Fighter pilot and division leader, Kyushu, Japan, 18 Mar to 11 Apr 1945.

★ HARRISON, Howard M., Lt., USNR, Sutton, W. Va. (MIA): Fighter pilot, USS *Yorktown*, 15 Aug 1945.

★ HAZARD, Peter H., Lt.(jg), USNR, Narragansett, R. I. (MIA): Torpedo plane pilot and division leader, USS *Natoma Bay*, 27 Mar 1945.

★ HICKS, Henry G., Lt.(jg), USNR, Atkins, Va. (posthumously): Fighter bomber pilot, USS *Yorktown*, 22 Feb to 4 Apr 1945.

★ HOBBS, Wright C. Jr., Ens., USNR, Kokomo, Ind. (MIA): Fighter pilot, USS *Yorktown*, 15 Aug 1945.

★ HOLAHAN, Robert L., Lt., USNR, Grosse Point, Mich. (posthumously): Search plane pilot, Pacific, 9 May 1945.

★ HOWARD, David G. Jr., Ens., USNR, Annapolis, Md. (MIA): Fighter pilot, USS *Randolph*, 21 Apr 1945.

★ HUFFORD, Richard E., AOM2c, USNR, Sycamore, Ohio (MIA): Torpedo plane turret gunner, USS *San Jacinto*, 3 Jan to 3 Apr 1945.

★ HYDE, John C., Ens., USNR, Valley Falls, R. I. (MIA): Observation pilot, USS *Fan-shaw Bay*, 25 Mar to 22 Apr 1945.

★ IVES, Ardon R., Ens., USNR, Rockford, Mich. (MIA): Fighter pilot, USS *Yorktown*, 16 Feb to 18 Mar 1945.

★ JACOBS, Milton C., Lt., USN, Troutdale, Ore. (posthumously): Bomber fighter squadron executive officer and division leader, USS *Yorktown*, 16 Feb to 9 Apr 1945.

★ JOHNSON, Walker C. Jr., Lt.(jg), USNR, Alton, Mo. (posthumously): Dive bomber pilot, Solomons and Bismarck Archipelago, 13 Sept 1943 to 25 Jan 1944.

★ LAHEY, Walter J., Lt.(jg), USNR, Chicago (posthumously): Photographic plane pilot, Okinawa area, 24-29 Mar 1945.

★ LAMPSON, Donald, Jr., Ens., USNR, Mt. Morris, Mich. (MIA): Fighter pilot, USS *Cabot*, 24 Oct 1944.

★ LAWS, William H., Lt.(jg), USNR, Piedmont, Calif. (MIA): Dive bomber pilot, USS *Hornet*, 19 Mar 1945.

★ LAY, Winston J., Lt.(jg), USNR, Hope, Kans. (posthumously): Bomber pilot, USS *Essex*, 19 Mar 1945.

★ LILLARD, Zack F., Lt., USNR, Longview, Tex. (MIA): Division leader and fighter pilot, USS *Enterprise*, 13-19-22 Nov 1944.

★ LOESSEL, William G., Ens., USNR, Jamestown, Pa. (MIA): Search bomber co-pilot, Pacific, 5 and 7 Dec 1944.

★ LOOMIS, David C. Ens., USNR, Cleveland: Torpedo bomber pilot, USS *Bataan*, 18 Mar 1945.

★ MANDEBERG, Eugene E., Ens., USNR, Detroit (MIA): Fighter pilot, USS *Yorktown*, 15 Aug 1945.

★ MARVIN, James A., Ens., USNR, Lansing, Mich. (MIA): Torpedo bomber pilot, USS *Bataan*, 18 Mar 1945.

★ MASTERS, Lowell V., Lt.(jg), USNR, Klamath Falls, Ore. (posthumously): Fighter pilot, USS *Hancock*, 26 Oct 1944.

★ MCADAMS, William T. III, Ens., USNR, Glendale, Calif. (MIA): Fighter pilot, Tokyo area, 16 Feb 1945.

★ MCALLISTER, Earl A., Lt.(jg), USNR, Provo, Utah (MIA): Fighter pilot, USS *Bennington*, 16 Feb 1945.

★ MCCAIA, Nelson E., Lt., USNR, Port Gibson, Miss. (MIA): Bomber RCM operator, Okinawa area, 29 Jan 1945.

★ MCCOLE, Joseph P., Ens., USNR, New York (posthumously): Fighter-pilot, USS *Hornet*, 17 Feb 1945.

★ MCCONNELL, William N., Ens., USNR, Needham, Ind. (MIA): Fighter pilot, USS *Randolph*, 17 Feb 1945.

★ MCGAUGHEY, Harold M., Lt. Comdr., USNR, Columbia, Mo. (MIA): Search bomber pilot, Pacific, 5-7 Dec 1944.

★ MCIVER, Clifford D., Ens., USNR, Wilmington, N. C. (MIA): Fighter pilot, USS *Belleau Wood*, 20 Feb to 18 Mar 1945.

★ MCVAY, Woodie L., Jr., Lt., USNR, Mobile, Ala. (MIA): Fighter pilot and division leader, Pacific, 6 Oct 1943 through 22 Feb 1944.

★ MEACHAM, Harold S., Ens., USNR, Stevens Point, Wis. (MIA): Fighter pilot, USS *Intrepid*, 24 Oct 1944.

★ MINICK, Carol E., Lt.(jg), USNR, Hazelhurst, Ga. (MIA): Torpedo plane pilot, USS *Hoggatt Bay*, 5 Jan 1945.

★ MITCHELL, Perry L., Lt.(jg), USNR, Savannah, Ga. (MIA): Dive bomber pilot, USS *Yorktown*, 10-28 July 1945.

★ NAMOSKI, Elmer C., Lt., USNR, Cleveland (posthumously): Dive bomber pilot, USS *Intrepid*, 12 Oct 1944.

★ NAVAS, Fred, Lt., USNR, Scranton, Pa. (MIA): Dive bomber pilot, USS *Intrepid*, 12 Oct 1944.

★ NELSON, Robert K., Ens., USNR, Bellingham, Wash. (MIA): Fighter pilot, USS *Enterprise*, 15-18 Oct 1944.

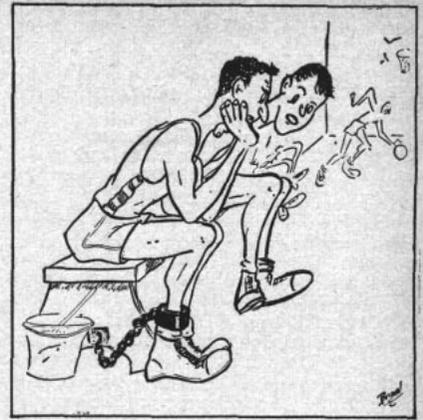
★ NEWTON, Carlyle, Lt., USNR, Hartford, Conn. (MIA): Dive bomber pilot, USS *Bennington*, 18 Mar 1945.

★ NEYER, Kenneth T., Lt.(jg), USNR, Leoti, Kans. (MIA): Fighter pilot, USS *Yorktown*, 24 July 1945.

★ NOLZ, Leo F., Lt.(jg), USNR, Two Harbors, Minn. (MIA): Observation pilot, USS *Colorado*, 25 Mar to 30 April 1945.

★ O'BRIEN, Leo, Ens., USNR, Chicago (MIA): Torpedo bomber pilot, USS *Hornet*, 7 Apr 1945.

★ OTTINGER, George M., Comdr., USN, Co-



Tadcen Topics (TADGen, Camp Elliott)
"What makes you so sure the coach isn't going to put you in?"

ronado, Calif. (MIA): Fighter plane pilot and task group leader, USS *Bunker Hill*, 16-17 Feb 1945.

★ PETTIGREW, Billy J., Lt.(jg), USNR, Reidsville, N. C. (posthumously): Fighter pilot, USS *San Jacinto*, 4 Jan to 27 Mar 1945.

★ PFEIFER, Richard L., Lt.(jg), USNR, Philadelphia (MIA): Fighter pilot, USS *Bennington*, 19 Mar 1945.

★ QUINLAN, Dennis J., Lt., USNR, Terre Haute, Ind. (posthumously): Search plane navigator, China area, 1 June 1945.

★ RICCI, Joseph A., Ens., USNR, Columbus, Ohio (posthumously): Patrol bomber co-pilot, Japan area, 30 June 1945.

★ ROBERSON, Gregory A., Lt.(jg), USNR, Santa Monica, Calif. (posthumously): Patrol bomber pilot, Pacific, 10 Dec 1944.

★ ROCCAFORTE, Nicholas J., Ens., USNR, Houston, Tex. (posthumously): Torpedo plane pilot, USS *Intrepid*, 24 Oct 1944.

★ SANDLER, Norman W., Lt., USNR, Des Moines, Iowa (MIA): Fighter pilot and section leader, USS *Randolph*, 25 Feb 1945.

★ SATTERFIELD, Karl B., Lt., USNR, Bland, Mo. (posthumously): Fighter pilot and section leader, Pacific, 5 Oct to 4 Dec 1943.

★ SCHILE, Robert L., Ens., USNR, Portland, Ore. (posthumously): Patrol bomber co-pilot, Marcus Is, 9 May 1945.

★ SCHUMACHER, Paul A., Lt.(jg), USNR, Glendale, Calif. (MIA): Fighter pilot, USS *Hancock*, 25 Oct 1944.

★ SEAMAN, Bleecker P. Jr., Lt., USN, Dallas (MIA): Fighter pilot, USS *Randolph*, 16 Feb 1945.

★ SEIZ, Donald F., Lt.(jg), USNR, St. Paul, Minn. (MIA): Torpedo plane pilot, USS *Lexington*, 9 Jan 1945.

★ SHASTEEN, Willard S., Ens., USNR, Los Angeles (posthumously): Fighter pilot, Kyushu, Japan, 18 Mar 1945.

★ SHELDEN, Hugh W., Lt., USN, Wollaston, Mass. (posthumously): Senior naval aviator, USS *Nevada*, 16-23 Feb 1945.

★ SKELLY, Raymond J., Lt.(jg), USNR, Cohasset, Minn. (MIA): Torpedo plane pilot, USS *Intrepid*, 24 Oct 1944.

★ SVARSTAD, Albert E., Lt.(jg), USNR, Aberdeen, S. D. (posthumously): Fighter pilot, USS *Hoggatt Bay*, 17 May to 12 June 1945.

★ TARLTON, Richard C. Jr., Ens., USNR, Santa Monica, Calif. (posthumously): Fighter pilot, Pacific, 18 Mar to 29 Apr 1945.

★ TAYLOR, Robert L., Lt.(jg), USNR, McCook, Neb (MIA): Fighter pilot, USS *San Jacinto*, 16 Feb 1945.

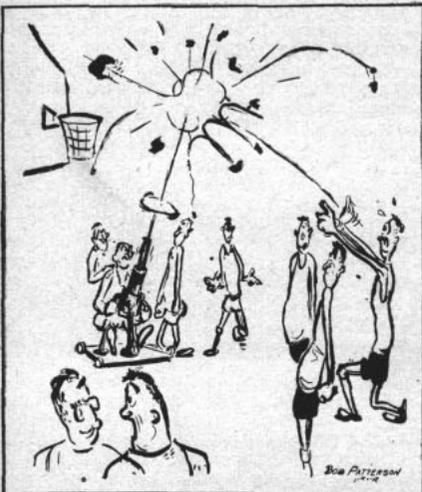
★ THOMPSON, William B., Lt., USNR, Los Angeles (MIA): Fighter pilot, USS *Intrepid*, 24 Oct 1944.

★ TILLERY, Donald O., Ens., USNR, Elgin, Ill. (posthumously): Fighter pilot, USS *Randolph*, 16 Feb 1945.

★ TOLIVER, James E., Lt., USN, Wellington, Kan. (MIA): Fighter pilot and division leader, USS *Randolph*, 17 Feb 1945.

★ TOUGAS, Eugene J., Lt.(jg), USNR, Jacksonville, Fla. (posthumously): Bomber pilot, USS *Essex*, 19 Mar 1945.

★ TRIPP, Donald K., Lt., USNR, Mancelona,



Mainsheet (USNTC, Bainbridge)

"That team from Gunnery School has the best defense on the coast!"

★ DECORATIONS

D.F.C. (Cont.)

Mich. (MIA): Fighter pilot, *uss Lexington*, 10 Oct 1944.

★ TYLER, Murray H., Lt., USNR, Sulphur Springs, Tex.: Fighter pilot and section leader, Pacific, 1 Sept 1943 to 24 Mar 1944.

★ VILLA, Peter A., AMM1c, USN, San Francisco (posthumously): Patrol bomber crewman, Celebes area, 19 Oct 1944.

★ VOGT, Curtis N., Lt.(jg), USNR, Danville, Ill. (MIA): Torpedo bomber pilot, *uss Essex*, 14 Nov 1944.

★ WELTY, Robert L., Ens., USNR, Omaha (posthumously): Fighter pilot, *uss Randolph*, 14 May 1945.

★ WILLIS, Donald L., Lt.(jg), USNR, Redding, Calif. (posthumously): Bomber pilot, *uss Essex*, 19 Mar 1945.

★ WILSON, Charles W., Lt., USNR, Tecumseh, Mich. (MIA): Fighter pilot, *uss San Jacinto*, 4 Jan to 28 Mar 1945.

★ ZACHMAN, George W., Lt.(jg), USNR, Richmond Hill, L. I., N. Y.: Composite spotting squadron pilot, *uss Wake Island*, 5 Jan to 19 Feb 1945.

NAVY AND MARINE CORPS MEDAL

★ GIEZENTANNER, Earl R., CBM, USN, Detroit (posthumously): Member, rescue party, *uss Eichenberger*, 4 Jan 1945.

★ MATTEOLA, Wallace A., S1c, USNR, Lexington, Ky.: Rescue, Subic Bay, Luzon, 9 Aug 1945.

★ PHILLIPS, LeRoy, O., WT1c, USN, American Falls, Idaho (posthumously): Aboard *uss Hull* during hurricane, Philippine Sea, 18 Dec 1944.

BRONZE STAR MEDAL

Gold star in lieu of third award:

★ SCOTT, John A., Capt., USN, Grand Rapids, Mich.: Com Subs 7th Flt, liaison officer, Feb 1945 to Mar 1945; coordinator, air-sea rescue work, 21 Mar to 20 May 1945, and ComSubDiv221, May to Sept 1945.

★ WATERMAN, John R., Capt., USN, New London, Conn.: ComSubDiv321, Sept 1944 to Sept 1945.

Gold star in lieu of second award:

★ BASKETT, Thomas S., Comdr., USN, Noank, Conn.: CO, *uss Tench* during patrol.

★ BEACH, Edward L. Jr., Lt. Comdr., USN, New London, Conn.: CO, *uss Piper* during patrol in Japan Sea.

★ COWAN, Stuart D. Jr., Lt., USNR, Orange, N. J.: Communications officer, DesRon60, Pacific, Nov 1944 to June 1945.

★ DAVIS, James R., Lt. (CEC), USN, Altadena, Calif.: Intermediary between Japanese and POWs during internment in Japanese Shimogawa Prison Hospital, 1944.

★ HAYLER, Robert W., Rear Admiral (then Capt.), USN, Muncie, Ind.: CO, *uss Honolulu*, Kolombangara and New Georgia areas, British Solomons, 7 and 13 May 1943.

★ NEWTON, Walter H. Jr., Comdr., USN, Minneapolis: Operations officer on staff of Commander Western Carolines sub area, 23 July 1944 to 30 Jan 1945.

★ OVERESCH, Harvey E., Rear Admiral, USN, Lafayette, Ind.: Chief of staff, 14th ND, and chief of staff of *HawSeaFron*, 2 May to 15 Dec 1945.

★ STONE, Lowell T., Capt., USN, Minneapolis: Commander submarine divisions,

First award:

★ ALLISON, Edward C., Lt (then Lt. (jg)), USNR, Goldendale, Wash. (posthumously): OinC of LCPL 23, attached to *uss Alcyone*, Lingayen Gulf, 10 Jan 1945.

★ AUGUSTUS, Wayne H., GM1c, USN, San Francisco (posthumously): Attached to *uss Abner Read*, DesRon48, Leyte Gulf, 1 Nov 1944.

★ BARCHET, Stephen G., Capt., USN, New London, Conn.: Operations officer, staff of ComPhibFor7thFlt, July to Nov 1945.

★ BALCOM, Lester B., PhM1c, USNR, Sycamore, Ill. (MIA): Attached to *uss Warren*, Lingayen Gulf, 11 Jan 1945.

★ BARRETT, Arthur M., Lt. (MC), USN, Vallejo, Calif.: Aboard Jap prison ship from 13-15 Dec 1944 when ship was sunk off Olongapo, Luzon.

★ BAYLESS, Horace L., Ens., USN, San Francisco (posthumously): Assistant control officer, *uss Howorth*, Okinawa area, 6 Apr 1945.

★ BERLEY, Ferdinand V., Lt. (then Lt. (jg), (MC), USN, Chicago: Medical dispensary staff, Cavite Navy Yard, Philippines, 10 Dec 1941.

★ BLUMER, Boyd F., RM3c, USNR, Ellendale, N. D.: Attached to *uss Warren*, Lingayen Gulf, 11 Jan 1945.

★ BUCKLEY, Archie M., Lt., USNR, Encinitos, Calif. (posthumously): Catapult officer, *uss Saratoga*, Iwo Jima, 21 Feb 1945.

★ BROWN, Jack H., Lt., USNR, Denver: Aide and flag lieutenant on staff of carrier task group commander, Pacific, 10 Jan to 7 Dec 1944.

★ BROWN, William H., S1c, USNR, Elk River, Idaho (posthumously): *uss Abner Read*, DesRon48, Leyte Gulf, 1 Nov 1944.

★ BRUUN, Othello C., Chief Pay Clerk, USN, San Diego (posthumously): With Quartermaster Department, Philippines, March and April 1942.

★ CALLANAN, Howard J., Ens., USNR, No. Hollywood, Calif. (posthumously): Assistant engineering officer, *uss Hoel*, Samar, 25 Oct 1944.

★ CARSON, John D., Lt. (jg), USN, Monmouth, N. J. (MIA): With Quartermaster Department, Philippines, Mar and Apr 1942.

★ CLARK, Charles R., Lt., Comdr., USN, Waterford, Conn.: Executive officer and navigator, *uss Sennet* during patrol.

★ CONNOLE, David R. Jr., Lt. Comdr., USN, Annapolis, Md. (MIA): CO, *uss Trigger*, during patrol off Nansei Shoto, commanding 11 Mar 1945.

★ CRANSTON, Robert, RM2c, USN, Oakland, Calif.: Member landing craft crew, New Guinea area.

★ CROSS, Cornelius T., Lt. Comdr. (DC), USNR, Washington, D. C.: Attached to Medical Dispensary, Cavite Navy Yard, Philippines, 10 Dec 1941.

★ CROWLEY, Francis J., Lt., USNR, Williamstown, Mass. (posthumously): Intelligence officer on staff of fast carrier task group commander, Pacific, 10 Feb to 19 Mar 1945.

★ DAVIS, James R., Lt., USN, Altadena, Calif.: With Quartermaster Department, Philippines, Mar and Apr 1942.

★ DEAL, Gerald V., Lt. (then Lt. (jg)), USNR, Pomona, Calif.: Armed Guard Gunner officer, *ss Jean Nicolet*, sunk in Indian Ocean, 2 July 1944.

★ DE VRIES, Marvin L., HA1c, USNR, Pipestone, Minn. (MIA): Aboard *uss Warren*, Lingayen Gulf, 11 Jan 1945.

★ DURRANCE, Benjamin M., CSF, USN, Ft. Myers, Fla. (posthumously): Attached to *uss Franklin*, Kobe, 10 Mar 1945.

★ DWYER, Carl R., Comdr. (then Lt. Comdr) USN, Ponca City, Okla.: Torpedo data computer operator, *uss Puffer* during patrol.

★ ERICKSON, Hjalmar A., Comdr. (MC) USNR, Monterey Park, Calif.: Attached to staff, Medical Dispensary, Cavite Navy Yard, Philippines, 10 Dec 1941.

★ FISKE, Charles C., Lt. (jg), USNR, Long

Beach, Calif.: Member of Marine Corps assault landing team, Saipan, 15 June 1944.

★ FLEMING, Howard P., Lt., USNR, Joplin, Mo. (MIA): Fighter director officer on staff of commander of fast carrier task group, Pacific, 11 Feb to 19 Mar 1945.

★ GAMMON, Eugene A., Boatswain, USN, Livermore, Colo. (posthumously): Bombing of Cavite, 10 Dec 1941.

★ GANTZ, Saxe P., Lt. Comdr., USN, Pendleton, Ore.: CO, Southeast China coastal reconnaissance expedition, US NavGrp, China, Feb and Mar 1945.

★ HAMILTON, Fred C., Lt., USN, Pratt, Kans. (posthumously): Landing signal officer, *uss Shangri-La*, Pacific, 25 Apr to 19 June 1945.

★ HAMILTON, Thomas J., Comdr., USN, Columbus, Ohio: Executive officer, *uss Enterprise*, 30 Aug 1944 to 25 Oct 1944.

★ HANLON, Byron H., Capt., USN, Honolulu: Underwater demolition advisor to bombardment and fire support group, commander, Lingayen Gulf, 6-10 Jan 1945.

★ HAWK, Earle C., Capt., USN, Saugerties, N. Y.: ComSubDiv161, Oct 1944 to Sept 1945.

★ HAYLER, Robert W., Rear Admiral, USN, Muncie, Ind.: ComCruDiv12 of Task Force 58, 19 and 20 June.

★ HEDE, Adolph, Lt. Comdr., USN, Long Beach, Calif. (posthumously): Aboard a Japanese prison ship, 13-15 Dec 1944, sunk off Olongapo, Luzon.

★ HEFFERNAN, John B. Capt., USN, Washington, Ind.: CO of a battleship, 21 Mar-30 Apr 1945, Okinawa Shima.

★ HERRON, Joseph E., BM1c, USN, Creston, Iowa: Attached to *uss Mindanao*, Bataan, 9 Apr 1942.

★ HEYWORTH, Lawrence Jr., Lt., USN, Chicago: Assistant operations officer, ComSubPac, Feb to Sept 1945.

★ HODNETT, William P. Jr., Lt. Comdr., USN, Woodburn, Ore. (posthumously): Executive officer, *uss Cooper*, Leyte Gulf, 2-3 Dec 1944.

★ HOLDEN, Carl F., Rear Admiral (then Capt.), USN, Long Beach, Calif.: CO, Com-3dFlt flagship, Western Pacific, Philippines and South China Seas, 24 Aug 1944 to 26 Jan 1945.

★ HUFFMAN, Leon J., Capt., USN, Tiffin, Ohio: ComSubRon26 and ComTaskGrp71.3, Nov 1944 to Mar 1945.

★ JENSEN, Milton H., Lt., USN, Washington, D. C. (posthumously): With Quartermaster Department, Philippines, Mar and Apr 1942.

★ JOACHIM, Ralph L., S1c, USN, Flora, Ill.: Member of landing craft crew, New Guinea area.

★ JONES, Emery E. Jr., Lt. (MC), USNR, Mount Hope, W. Va.: Assistant surgeon of regimental combat team attached to 4th MarDiv, Iwo Jima, 19 Feb to 16 Mar 1945.

★ KETTLE, Joseph E., Lt., USNR, Chicago (posthumously): Battery officer, *uss Abner Read*, Leyte Gulf, 1 Nov 1944.

★ LAUGHLIN, William M. Jr., Lt. Comdr. (then Lt.), USN, Annapolis, Md.: Intelligence officer on staff of Commander Fleet Aircraft, SoPacFor, 8 Apr 1943 to 5 Jan 1944.

★ LAUGHLIN, William M., Jr., Lt. Comdr. (then Lt.), USNR, New York: Flag lieutenant, aide and intelligence officer on staff of Commander Fleet Aircraft, SoPacFor, 8 Apr 1943 to 5 Jan 1944.

★ LE COMPTE, Oliver P. Jr., Lt. (jg), USNR, Hempstead, N. Y.: Torpedo data computer operator, *uss Bluefish*, Pacific, 25 June to 29 July 1945.

★ LEHMANN, Harold R., Comdr., USN, Newport, R. I.: Accounting officer, Philippines, 10 Dec 1941 to 3 Apr 1945.

★ LICHT, Paul A. Jr., Lt. (then Lt. (jg)), USNR, Long Beach, Calif. (posthumously): Armed guard CO, *ss Logan Victory*, sunk off Kerama Retto, Okinawa, 6 Apr 1945.

★ LOUGHLIN, Charles E., Comdr, USN, Groton, Conn.: CO, *uss Queenfish*, Formosa Straits and near China coast, 24 Feb 1945 to 14 Apr 1945.

★ LYNN, John S., Lt., USNR, Indianapolis:

Intelligence officer and later OinC in Fleet Liaison Section, Hdqtrs, US NavGrp, China, Oct 1944 to 23 Aug 1945

★ MANNING, John J., Rear Admiral, USN, Troy, N. Y.: Special advisor to ComNavEu., assault on France, June 1944.

★ MAPLE, John D., Lt. (HC), USNR, Whittier, Calif. (posthumously): Member of first advance party of Naval Medical Research Unit No. 2, Pacific, 23 Apr 1944 to 11 Apr 1945.

★ MARDEROSSIA, Charles, AEM3c, USNR, Downey, Calif.: Aboard a large aircraft carrier near Shokaku Is. 19 Mar 1945.

★ MARTIN, Alvo O., Comdr. (ChC), USNR, Manistique, Mich.: Division chaplain, Iwo Jima campaign, 8 Jan to 16 Mar 1945, and for rehabilitation period 17 Mar to 3 Sept 1945.

★ MCCAFFRAY, William P. Jr., Lt. Comdr. USNR, Seattle: Assistant to Supply officer ComServFor7thFlt, Pacific, July 1942 to May 1945.

★ MCGREGOR, Louis D. Jr., Comdr., USN, Warrenton, Ga.: ComSubDiv121, Feb to Sept 1945.

★ MCKINNEY, Joseph D., Capt. (then Comdr.), USN, San Anselmo, Calif.: CO, USS *Marshall*, Southern Honshu area, 19 Mar 1945.

★ MEIN, John O., Sic, USNR, Woodside, L. I., N. Y.: Hoistman in handling room of a 5 in. mount, Shokaku Is., 19 Mar 1945.

★ MEYERS, Charles R., MM2c, USNR, Springfield, Ore. (posthumously): Aboard USS *Abner Read*, DesRon48, Leyte Gulf, 1 Nov 1944.

★ MINOR, Frank W., Lt., USNR, Columbia, Mo.: Assistant maintenance officer and subsequently force maintenance officer on staff of ComPhib7thFlt, Pacific, July 1943 to March 1945.

★ MOORE, Michael U., Lt., USN, Tacoma, Wash.: Torpedo data computer operator, USS *Raton* during patrol.

★ MOOREHOUSE, Albert K., Capt., USN, Coronado, Calif.: Plans officer on staff of ComAirSoPac, 20 Nov 1943 to 1 May 1944.

★ MURRAY, Robert J., Lt. (jg), USNR, Champaign, Ill. (posthumously): Fighter director officer on staff of Com3rdPhib, Pacific, 24 Dec 1943 to 8 Dec 1944.

★ NASON, Earle A. Jr., Lt. (jg), USN, Lancaster, Pa. (MIA): Automatic weapons officer, USS *Hoel*, sunk off Samar, 25 Oct 1944.

★ NAUMAN, Harley K., Comdr., USN, New London, Conn.: CO, USS *Stickleback* during patrol.

★ NEWTON, Walter H. Jr., Comdr., USN, Minneapolis: Air operations and tactical officer on staff of ComCarDiv4, 16 Jan to 26 June 1944.

★ NICHOLS, Robert S., Lt. (jg), (MC), USNR, Hanover, N. H. (posthumously): Medical officer, USS *Charles Carroll*, member of naval beach party, Okinawa, 1 Apr 1945.

★ OAKLEY, Thomas B., Comdr. (then Lt. Comdr.), USN, Los Angeles: Co, USS *Growler* during patrol.

★ OVRRESCH, Harvey E., Rear Admiral (then Capt.), USN, Lafayette, Ind.: CO, USS *San Francisco*, 21 Nov 1944 to 10 Mar 1945.

★ PETERSON, Carl A., Capt., USN, Long Beach, Calif.: Logistics officer on staff of ComDesPac, Mar 1944 to Sept 1945.

★ Pratten, Robert, AMM1c, USNR, Charleston, S. C.: For assisting repair party aboard large aircraft carrier, near Shokaku Is., 19 Mar 1945.

★ QUADY, Frank B., Lt. Comdr., USN, Coronado, Calif. (posthumously): Assistant operations officer and staff watch officer, staff of Com1stCarTaskFor, USS *Bunker Hill*, Pacific, 20 Dec 1944 to 11 May 1945.

★ QUARLES, Frank N., Lt. (jg), USN, New London, Conn.: Assistant personnel and personnel training officer, Commander Training Command, SubPac.

★ RAGUET, Conde L., Lt. Comdr., USN, Norfolk, Va. (MIA): Torpedo data computer operator, USS *Sargo*, during patrol.

★ RASP, Fred L., Lt., USNR, Elkhart, Ind.: Torpedo data computer operator of a submarine during patrol.

★ ROSSI, Emil N., BM1c, USN, Youngstown, Ohio (posthumously): Aboard USS *Abner Read*, DesRon48, Leyte Gulf, 1 Nov 1944.

★ RUDDER, Liles B., S2c, USNR, Scottsboro, Ala. (posthumously): Aboard USS *Abner Read*, DesRon48, Leyte Gulf, 1 Nov 1944.

★ SANFORD, Wayne H. Jr., CEM, USNR, Chickasha, Okl.: Radar operator, USS *Croaker* during patrol, 15 May to 5 June 1945.

★ SARK, Frank J., GM3c, USNR, Olyphant, Pa.: Member armed guard crew, SS *Mary Cullom Kinbro*, Pacific, 4 June 1945.

★ SAVAGE, Samuel S., Lt. Comdr., USNR, Scarsdale, N. Y.: CO, U. S. Naval Unit, Hdqtrs, 14th USAAF, Kunming, China, Oct 1944 to May 1945.

★ SMITH, Tommie E., RM2c, USNR, Oklahoma City, Okla.: Member of landing craft crew, New Guinea area.

★ SMITH, Stanley W., Lt. (DC), USN, Sandwich, Ill.: For service in 16th ND, Cavite, Philippines, 10 Dec 1941.

★ STANIUS, Donald E., GM1c, USNR, Duluth, Minn.: Gun mount captain, 18 Mar 1945 near Shokaku Is.

★ TITZE, Herbert C., HA1c, USNR, Portland, Ore. (posthumously): With 2d Battalion, 23rd Marines, 4th MarDiv, Saipan, 3 July 1944.

★ TOENNISSON, Chester A., CRM, USN, North Tonawanda, N.Y.: In charge of communications, USS *Tautog* during patrol.

★ TUZO, Paul B. Jr., Capt., USNR, Fanwood, N. J.: For service, 7 Dec 1941 when squa-

dron under his command underwent heavy bombing and strafing attacks at Pearl Harbor.

★ WALSH, Helen M., Lt. Comdr. (WR), USNR, Saranac Lake, N. Y.: Executive officer, Wave Barracks, Pearl Harbor.

★ WANGER, James L., Lt. (DC), USN, Philadelphia: For service, 16th ND, Cavite, Philippines, 10 Dec 1941.

★ WEBSTER, James T., Lt. Comdr., USNR, Fountain City, Tenn.: Assistant approach officer, USS *Barb*, patrol north of Hokkaido and east of Karafuto, 8 June to 2 Aug 1945.

★ WHITE, Byron R., Lt. (jg), USNR, Wellington, Colo.: Intelligence officer of destroyer squadron commander, Solomons, Dec 1943 to 29 Feb 1944.

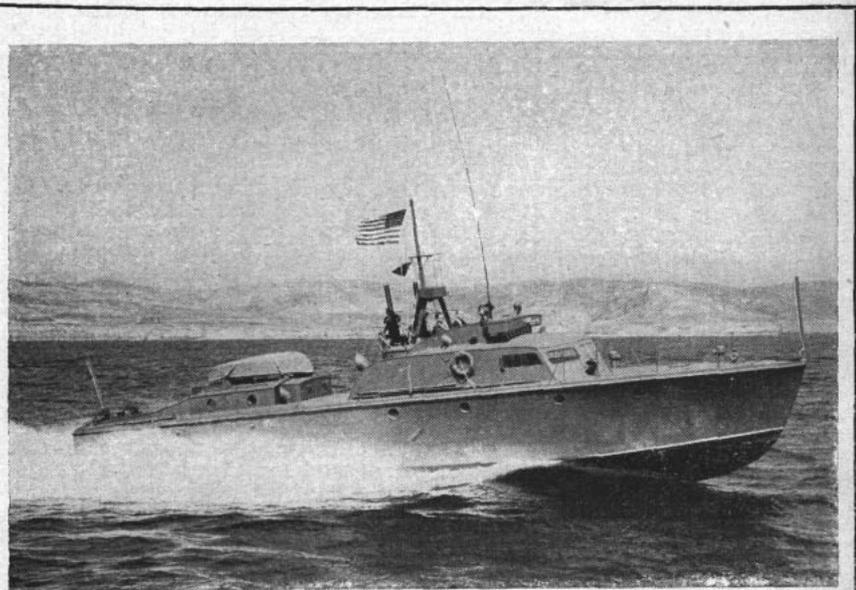
★ WELLINGHAM, Joseph H. Jr., Capt., USN, Annapolis, Md.: ComSubDiv262, Oct 1944 to June 1945 and ComSubRon28, July to Sept 1945.

★ WILSON, George B., Rear Admiral, USN, Norfolk, Va.: Chief of staff, Com12thFlt, Normandy assault.

★ WOODALL, Reuben F., Lt., USN, New London, Conn.: Engineering and diving officer, USS *Tarpon* during patrol.

★ YEOMANS, Elmer E., Capt., USN, New London, Conn.: Operations officer, Task Force 42, Mar to Nov 1942 and additional duties as ComSubDiv53, June 1942 to Feb 1943.

★ YOUNG, Lloyd V., Lt. Comdr., USN, Washington, D. C.: Executive officer and navigator, USS *Gar* during patrol.



Official U. S. Navy photograph

A 45-FOOT PICKET BOAT knifes through the water on a patrol run.

PB—POLICE OF THE HARBOR

Sleek, speedy "Peter Baker" boats, guardians of wartime fleet anchorages, are continuing to play a vital role in peacetime.

"Peter Baker," or PB, stands for picket boat. More than 600 of them were used during the war for harbor patrol at naval establishments all over the world.

In the typical harbor patrol unit at Guam, for example, PBs act as pilot boat and traffic control craft. During wartime they provided anti-submarine patrol outside the harbor entrance and even went several miles to sea to bring back rescued airmen picked up by warships.

Forty-five feet long, with twin screws and two 225-horsepower engines capable of a speed of 18 knots,

these picket boats are equipped with four depth charges and two .50-caliber machine guns. Another type picket boat, 37 feet long was also in use by the Navy at other bases.

On outer patrol during wartime, the PBs maintained harbor entrance patrol outside the anti-submarine nets. With the war over the PBs on outer patrol now handle such functions as distributing charts to smaller vessels entering the harbor for the first time, keeping the harbor entrance free of debris and checking on all small craft entering or leaving the harbor.

The inner patrol is largely a police function—seeing that harbor regulations and Rules of the Road are observed, that boats are not handled recklessly.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

90-Day Limit on Joining Reserve Following Discharge Is Removed

Removal of the 90-day limitation after discharge for joining the V-6 postwar Naval Reserve for inactive duty without loss of rate was announced in a BuPers dispatch of 12 Feb 1946 to the Navy recruiting service.

The action was taken to correct inequities caused by the fact that procedures and instructions for the new Ready and Standby Reserve organizations have not been available to recruiting offices until many ex-Navy men had been out of service more than the previous limit of 90 days.

Recruit Circ. Ltr. 15-45, revised 1 Jan 1946, and corrected by dispatch referred to above, now states:

"Men of USN, USN-I or USNR may be enlisted or reenlisted in Class V-6 USNR for inactive duty regardless of time elapsing since date of discharge. They shall be enlisted or reenlisted in the rate held at time of discharge."

The reserve program offers opportunities to men with naval war service to retain their rates and count inactive peacetime service toward longevity benefits in pay if they should return to active duty at any future

time. Training cruises or duty once a year, pay for weekly drills if in the Ready Reserve, and continued association with and membership in the nation's military establishment are privileges offered to men who join the reserve program.

Details of the program are explained fully as part of separation center processing, where enlistment in V-6 may be completed, or the necessary papers may be filled out and physical examination taken at any Navy recruiting station.

Almost 1,000 a Day Joining Regular Navy; Total Near 400,000

Men were enlisting in the regular Navy at the rate of almost a thousand per day last month, BuPers said.

Alnav 87-46 (NDB, 28 February), the 10th weekly report on USN enlisted strength, revealed that during the week 7-13 February 6,265 joined the regular Navy on first enlistment, 1,132 men transferred to USN from USNR and USN-I groups, and 464 USN men reenlisted or extended.

From V-J day through 13 February, 146,560 men enlisted in, transferred to, or reenlisted or extended in the regular Navy. As of 6 February, there were 390,431 USN men.

Application for USN No Bar to Separation

Officers who have applied for transfer to the regular Navy while on active duty are not barred from separation if otherwise eligible. NavAct 18 (NDB, 15 February) states such officers may be separated if they desire, without withdrawing their applications. COs are authorized to request release orders for such officers from order writing commands. Applications for transfer will continue to be considered unless withdrawn at the applicant's request.

Officers thus ordered to inactive duty will lose precedence commensurate with the period between the end of their terminal leave and their appointment to the regular Navy unless their request for return to active duty is received by their local naval district or river command prior to expiration of terminal leave.

Personnel Enlisting After 28 Sept 1945 Not Under 3-Children Rule

Personnel who enlisted or reenlisted in the regular Navy since 28 Sept 1945 are not eligible for release under Alnav 298-45 (NDB, 30 Sept 1945), it is stated in Alnav 58-46 (NDB, 15 February)

Alnav 298 allows men (except Fleet Reservists and retired personnel) with

CRITICAL SCORES DROP 1-4 POINTS

Critical release scores for nearly all officer and enlisted personnel were ordered reduced one to three points effective 15 April and 2 May, according to Alnav 76-46 (NDB, 15 February), thus making eligible for discharge under the Navy's point demobilization system most enlisted men with 28 points, most enlisted women with 19, most male officers with 35 and all female officers with 25.

Heavy cuts were made in scores for "restricted" list personnel whose specialized work has slowed their release from the Navy. Female hospital corpsmen with specialized therapy training (and assigned to continental U. S. hospitals or naval special hospitals) on 2 May will be eligible for discharge at the score for unrestricted female enlisted personnel (19 points).

The score for male yeomen was cut from 36 on 2 April to 34 on 15 April to 32 on 2 May—a four-point slash within a month. The score for

female yeomen was reduced from 23 on 2 April to 21 on 2 May.

Indication of the increased efficiency of the Navy's demobilization system was announcement the SepCen at Nashville, Tenn., was decommissioned early in February, and the SepCens for enlisted personnel at Sampson, N. Y., and Toledo, Ohio, will be closed about 1 April. This reduces the number of centers required to carry the full load. Sixteen SepCens for enlisted personnel will remain in operation.

The Navy schedule calls for demobilization of about 3,000,000 men and women by 1 September.

During the week ending 9 February the Navy demobilized 74,303 of its personnel to bring its grand demobilization total to 1,627,339.

From V-J day to 8 February the Marine Corps demobilized 236,597 personnel. Estimated MarCorps strength as of 8 February was 240,376. Rate of MarCorps demobilization is approximately 10,000 a week.

NEW CRITICAL SCORES

	2 April	15 April	2 May
Male commissioned and warrant officers (except those classified MC and naval aviators in flight status).....	37	36	35
Male officers classified MC—doctors.....	47	45	44
Naval aviators in flight status (ensigns).....	20	20	20
Naval aviators in flight status (other than ensigns).....	24	23	22
Female officers.....	26	26	25
Nurse Corps.....	26	26	25
Male enlisted personnel (except those listed below).....	30	29	28
Male watertenders (except WT [CB]); machinist's mates (except MM [CB] and MMG); chief commissary stewards, ship's cooks, bakers, electrician's mates (except EM [CB]); specialists (C) classification.....	34	33	32
Male yeomen and storekeepers (except SK [CB] stevedore); specialists (I) punch card accounting machine operators; specialists (X) transportation; hospital corpsmen with specialty physical therapy (PHT) or occupational therapy (OT) and assigned to continental U. S. naval hospitals or U. S. naval special hospitals.....	36	34	32
Male storekeepers (CB) stevedore; watertenders (CB); machinist's mates (CB); electrician's mates (CB).....	30	29	28
Female enlisted personnel (except those listed below).....	20	20	19
Female yeomen, storekeepers and specialist (I) punch card accounting machine operators.....	23	22	21
Female hospital corpsmen in same categories as male corpsmen listed above.....	21	21	19

BENEFITS FOR REENLISTMENTS

The following table shows at a glance various benefits for reenlistment in the Navy within 24 hours, 30 days or 90 days. The table, corrected through 10 February, was

compiled at NavCen, Farragut, Idaho, by S. Cinkosky, civilian employe, and Edward T. Currie, Y1c, USNR. Other commands may find it useful and convenient if kept up-to-date.

Type of Benefit	Within 24 hours after release or discharge	Over 24 hours, up to and including 30 days after release or discharge	Over 30 days up to and including 90 days after release or discharge
Rate	Rate held at discharge	Same	Same
Reenlistment Gratitude	\$50 for each year of service regardless of rate	Same	Same
Leave	30 days' reenlistment leave plus rehabilitation if any, plus travel time	30 days' reenlistment leave plus travel time	None
Travel Allowance	5¢ per mile both ways	5¢ per mile both ways	Govt. transp. to duty
Mustering Out Payment	Under 60 days: \$100 Over 60 (in US): \$200 Over 60 (out US): \$300 Option of lump sum or installments	2 or 3 payments	2 or 3 payments
MAQ or FA	FA for full term if enlist prior 30 June 1946. 1st, 2nd & 3rd pay grades elect FA or MAQ	Same	Same
Terms of Enlistments	2, 3, 4, 6 yrs. 17 year olds 2, 3 or minority	Same	Same
GI Benefits	Reenlist prior 6 Oct 1946 rights hold till end of enlistment. May get immediately upon application to VA	Same	Same
Free Postage	Extended thru 1947	Same	Same
20% Sea Pay	While on sea or foreign duty	Same	Same

three or more legally dependent children under 18 years to be released from service if they wish, ruling they have a prima facie case of hardship. All other cases of hardship must be referred to BuPers for approval.

Alnav 58 does not apply to retired enlisted personnel, who were released by Pgh. 7 of Alnav 252-45 (NDB, 15 Sept 1945); nor does it apply to Fleet Reservists, whose requests for special discharge must be forwarded to BuPers.

Men who have entered a term of USN enlistment since 28 Sept 1945 and who wish to be discharged under Alnav 298, must refer their cases to BuPers for individual review.

Men hospitalized for medical or dental treatment or in a disciplinary status including probationary periods are not eligible for discharge under any of the above Alnavs until their cases are disposed of.

Demobilization Changes Delay Mail to Pacific

Due to rapid demobilization of personnel, changes in fleet organizations, ship movements and reduction in qualified air personnel delay in the delivery of regular and air mail letters has occurred recently in the Pacific.

To combat this delay, postal affairs officers have requested CNO to screen cargo priorities to make available space to transport additional mail to personnel stationed in the Pacific areas. Fleet Post Offices in the area also are rigidly maintaining mail locator bulletins showing up-to-the-minute ship locations in the Pacific.

Once Out of Service Personnel, Families Lose Navy Medical Rights

Personnel who are no longer members of the naval service by reason of resignation, discharge or release to inactive duty are not eligible for naval medical or hospital care for themselves or dependents, according to BuPers.

However, through the Emergency Maternity and Infant Care Program, BuMed has made special provision for maternity and infant care for wives and infants of discharged personnel of the four lower pay grades of the Navy, Marine Corps and Coast Guard whose dependents were receiving naval medical or hospital care prior to discharge.

Benefits and insurance officers at SepCens can provide detailed information.

Educational Benefits Of GI Bill Available To Fleet Reservists

Fleet Reservists are eligible for the full educational benefits of the GI Bill of Rights, BuPers has affirmed in answer to repeated queries.

Although Fleet Reservists draw retainer pay, subsistence awarded to those attending school under the GI Bill is not scaled down, but, as for other veterans, amounts to \$65 monthly for persons with no dependents and \$90 monthly for persons with one or more dependents.

Other benefits of the GI Bill apply equally to Fleet Reservists and veterans, including guaranty of loans, unemployment allowances and job-finding assistance.

To qualify for the provisions of the Bill, persons must have served 90 days or more on active duty in the armed forces, part of such service to have occurred since 16 Sept 1940.

No Mustering Out Pay For Reservists Recalled From Terminal Leave

Naval Reserve officers recalled to active duty prior to expiration of terminal leave are not entitled to mustering out pay or lump sum payment for aviation duty, according to Alnav 57-46 (NDB, 15 February).

Reserve officers will receive pay and allowances under new orders from date of receipt and compliance with such orders in lieu of pay and allowances due for any unexpired portion of terminal leave, providing: (1) new orders issued on or prior to date of expiration of terminal leave cancel the unexecuted portion of release orders, and (2) these new orders direct officers to proceed and report for duty.

If new orders are received after terminal leave expires, officers will not be credited pay and allowances for the interval between terminal leave expiration date and date of receipt and compliance with new orders.

GOOD WORK GETS YEOMEN MAIL

It isn't often harassed yeomen get fan mail.

But the hard-working scribes aboard USS *Solomons* (CVE 67) found their efforts rewarded in just that manner by a thoroughly satisfied customer, an ex-radioman whose discharge was speeded by the yeomen's good work. His letter, which follows, points up the necessity for thorough and accurate processing of records of men ordered to SepCens.

SepCen, Charleston

Dear Fellows,

Just a note of appreciation for the splendid work you did in processing our records and getting them in such good shape.

We went through the RecSta routine in one day while some men from other ships and stations have been delayed due to incomplete records.

All men from the ship, with the exception of the five of us being discharged at Charleston, left the RecSta today for SepCens throughout the country. We will be in civvie status Sunday afternoon having come in the SepCen at noon today (50 hours).

I might add that the chief yeoman at the SepCen in charge of records said all records from the *Solomons* were in better shape than any of the others, so keep up the good work. Every guy really appreciated it.—D. H., RM1c

NAVY NOW PAYS 'SHORE LOSS' CLAIMS

Empowered to Settle For Personal Damages

Under new regulations, the Navy is prepared to pay in cash all naval personnel—officer, enlisted and civilian—for "shore losses" suffered in the service. This means if you had personal property which was damaged, lost, destroyed, captured or abandoned incident to service, you can file a claim for reimbursement with reasonable expectation it will be paid. (Note that expression *incident to service*. Examples below make its meaning clear.)

Although authority to pay claims for losses incurred in marine disasters or accidents aboard ship has been in effect since 6 Oct 1917, this is the first time the Navy has been empowered to make reimbursement for shore losses, except in very restricted circumstances.

The regulations apply to all hands, commissioned, appointed, enrolled and enlisted personnel of the Navy and Marine Corps, and of the Coast Guard when operating as a part of the Navy, to people of the Coast and Geodetic Survey and Public Health Service when serving with the Navy, and to civilian employes of the Navy. Some items:

- Losses must have been incurred on or after 7 Dec 1939.
- The property must be determined to have been "reasonable, useful, necessary, or proper under the attendant circumstances."
- Losses must not be due to any negligence or wrongful act on the part of the claimant.

A claim must be presented in writing within a year after the incident causing the loss. However, if the incident occurs in time of war, any claim may be presented within one year after peace is established. This means a year after the date the war

is declared at an end by Congress or the President.

You might collect for lost property if, at the time of the incident:

- You were saving, or attempting to save, Government property or human life.
- You were engaged in authorized military duties in connection with the incident.
- You were performing military duties in connection with civil disturbance, public disaster, or disorders.

Or if:

- The loss was incurred incident to your service in connection with aircraft.
- The property was furnished, under proper authority or through military necessity, to someone else.
- The loss was incurred through fire, flood, hurricane, or other serious occurrence while property was located in authorized places, such as Government quarters, warehouses, offices, hospitals, baggage dumps.
- The property was lost or damaged when shipped under orders, in connection with travel under orders, or with travel in performance of military duty.

• The property was abandoned or destroyed by order of superior authority or by reason of military emergency.

• The property was damaged, destroyed, or captured by the enemy or was destroyed to prevent its falling into the hands of the enemy.

• The property was lost, damaged, destroyed, captured, or abandoned in the field incident to combat or to movement which is part of a combat mission.

• The property was lost through confiscation, guerrilla activity, or organized brigandage in a foreign country.

Necessarily, some claims are not payable. For example, you cannot collect for:

- Money or currency, unless it was deposited for safekeeping with a supply officer or other authorized holder.
- Worn-out or unserviceable property.
- Souvenirs, ornamental jewelry, and articles acquired to be disposed of as gifts.
- Property lost in quarters within the continental U. S. (excluding Alaska) not assigned by the Government.
- Losses for which an insurer or authorized carrier may be held responsible.

Some points with regard to previous claims should be noted. If you filed a claim under previously applicable regulations, and if that claim was disapproved, you may file a new claim for consideration under the new regulations. But—if you have filed a claim which has *not* been acted upon, you should *not* submit another claim. Wait until something is done about the old one.

In the event of death of the claimant after the accident or incident causing the loss, the claim may be

presented by the decedent's widow or widower, executor, child or other descendant, father, mother, brother, sister, or any descendant of such brother or sister.

Claims must be submitted in triplicate on form NavGen 50. In the event this form is not available, submit claims on form NavSandA 324 or NavSandA 378. Until NavGen 50 becomes available, Marine Corps personnel may submit claims on form NavMC 795 and forward them to the Comdt MarCorps for adjudication.

Personnel filing claims are urged to be specific when filling out NavGen 50. Carefully state the quantity of the goods lost, what it cost you, when you bought it, and the value of the property when it was lost or destroyed. If the property was damaged, estimate the amount of damage sustained. If it was repaired, enclose an itemized bill for the repairs. Where possible, get sworn statements corroborating your statements of fact in the claim form.

If property was lost while you were saving Government property or human life, or were engaged in military duties in connection with a disaster, the following is required: a detailed statement as to where you were and what you did immediately before, during, and immediately after the disaster. This should contain facts (not mere conclusions) from which it can be determined whether you gave your attention to saving Government property or human life instead of the lost property, or whether your authorized duties in connection with the disaster prevented you from saving the lost property. Likewise, a statement should be submitted to show whether you could have saved your property if you had not elected to save Government property or a human life or if you had not been occupied in military duties in connection with the disaster.

Similar statements should be submitted if claim for lost property is asserted under clauses covering civil disturbance, public disorder, marine or aircraft disaster, property furnished to others, property located at quarters or other authorized places, transportation losses, enemy action, guerrilla activity, etc.

When your claim is fully prepared, you should submit it to your commanding officer. Upon receipt of the claim he will refer it to an investigating officer. The latter will consider all information and evidence and prepare a written report, including a recommendation as to the disposition of the claim. The commanding officer, or his legal officer, will review this report and by endorsement approve it. The report then is forwarded, with the claim and supporting papers, to proper adjudicating authority.

Included with the report will be a statement that no replacement in kind was made, or, as the case may be, a list of the items so replaced and the price of each. Officers of the rank of commander or above, who are commanding officers or are in higher



Hoist (NTC, San Diego)

"I told you I'd get a Captain's Mast!"

echelons of command, and senior officers present are designated to consider and adjust claims for reimbursement in kind. Such claims may be filed only by personnel presently in the service.

If for whatever reason (separation, for instance) you cannot submit your claim directly to your CO, you may present it to the CO of any naval or Marine Corps activity, preferably the one nearest to the point where adequate investigation of the facts can most conveniently be made. If you find even this impracticable, you may submit claims to BuPers, Comdt MarCorps or to the Judge Advocate General of the Navy. Acceptance of the claim for filing, the regulations say, will not be refused, even though the claim appears not to be within the provisions of those regulations.

"Proper adjudicating authority," mentioned above includes: commandants of all naval districts, CincLant, CincPac, ComNavEu, ComNavMed, Com5thFlt, Com7thFlt, ComMarianas, ComPhilSeaFron, and ComNOB Okinawa. These are "authorized and empowered to consider, adjust, and determine claims of naval personnel for reimbursement in cash" for personal property lost, damaged, destroyed, or abandoned incident to service, except claims for household effects and motor vehicles. (Claims for motor vehicles ordinarily will not be paid except in cases where the loss was incurred prior to 1 July 1942. However, meritorious claims for losses so occurring may be recommended to SecNav for consideration.)

In the matter of household goods, the procedure becomes a little complicated. In brief, the regulations state you must make claim on the carrier first, then on the Navy. Say, for example, you had your household effects packed and shipped by a commercial carrier, at the Navy's expense. You found, when the goods arrived, that a coffee table was broken. You first would make prompt demand in writing on the carrier. If the carrier denies liability, or does not pay what you consider to be reasonable damages, you may file a claim with the Navy. When you file with the Navy, be sure to include copies of all demands on and related correspondence with the carrier, as well as the originals of any replies. If the carrier fails to reply to your demand within a reasonable time, it will be presumed that the carrier denies liability. Proper form for making demand on a carrier is contained in the regulations (NDB, 31 Jan 1946). Claims for household goods, while filed with your CO in the same fashion as outlined above, go directly to BuPers for adjudication.

Separation from the service or the naval establishment does not bar ex-service personnel or civilian employes from filing claims, nor does it relieve designated authorities of the responsibility of considering and paying claims made before separation.

Meritorious claims within the scope of the regulations but not specifically enumerated therein may be forwarded via official channels to SecNav (JAG) for consideration. Any claimant may

appeal to SecNav for a review of the adjustment or determination of his claim. Such appeal must be made in writing and must be submitted through channels to SecNav (JAG).

Claims which have been settled under the terms of a previously existing law are regarded as finally determined and no other right of recovery under new regulations is recognized.

Cancel Choice of Billet After Hospitalization, 18 Months Overseas Duty

Authorization has been cancelled for transfer of enlisted men to naval districts, river commands or naval air training commands of their choice for duty upon being discharged from continental naval hospitals if they had served a minimum of 18 out of the last 21 months at sea or an overseas base prior to hospitalization.

The subject is covered in a BuPers letter dated 1 Feb 1946 to commandants of continental naval districts and river commands and chiefs of naval air training commands.

The provision, made in a BuPers letter dated 27 June 1945 and modified under date of 23 Nov 1945, was cancelled as a result of reestablishment of the BuPers Shore Duty Eligibility list in BuPers Circ. Ltr. 327-45 (NDB, 31 October). This list, from which shore billets will be filled in the future, is made up from requests for duty at localities of their choice from USN men who have a minimum of four years continuous sea duty (or three years in an aviation branch) at sea or overseas bases, and have two years of obligated service remaining.

Regulations Explained For Sugar Ration Books

Because sugar is the only item remaining on the ration list, War Ration Book Four is no longer being issued to military personnel by the OPA. Sugar ration books are available instead.

Personnel who qualify under the following conditions may secure either permanent or temporary sugar ration cards:

Permanent—If resident in the United States for a period of 60 days or more unless subsisted on a general mess or eating 14 or more meals a week at a general mess where sugar is obtained under military contract.

Temporary—If personnel are on leave for more than seven days and eat at the home of their host; if they are not on leave but eat more than 21 meals a month away from an authorized mess; if they are on temporary duty in the United States for at least seven days but less than 60 and eat at the home of their host or away from a government mess during that period.

Personnel may apply for the temporary sugar ration only if they are not eligible for permanent ration cards.

Most naval activities in the United States have a designated ration officer who can handle requests for ration books or they may be obtained through OPA district offices.

Home Address Change Does Not Affect Navy Transportation Allowance

A change in your home address since entering active service does not entitle you to additional travel allowances upon release from service.

Navact 17-46 (NDB, 15 February) points out that USNR officers upon release to inactive duty are entitled to transportation and/or mileage to home of record (official residence) recorded with BuPers when they were ordered to active duty. Though a change of address may have been filed with BuPers during period of service, the law allows no more travel allowances than would be involved in travel to the original address.

Transportation for enlisted personnel being discharged is handled thus:

- Regular Navy personnel receive travel allowance to the place where they were accepted for enlistment, at the rate of five cents a mile.

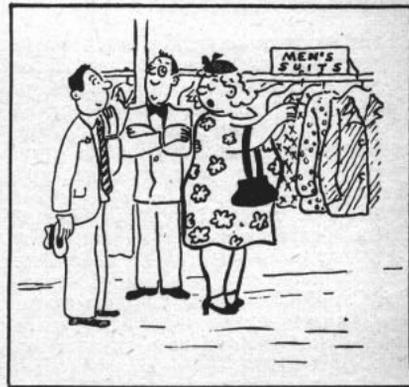
- Volunteer Reserve personnel who upon enlistment were retained on active duty receive travel allowance of five cents a mile to the place where they were accepted for enlistment, or:

- Volunteer Reserve personnel, if upon enlistment they were placed on inactive duty and later called to active duty, receive travel allowance of five cents a mile from SepCen to the place where they were called to active duty. Ordinarily, this is the man's home address and is the mailing address recorded in Navy district headquarters effecting his call to active duty.

- Fleet Reserve personnel are processed through SepCens and receive travel allowance of five cents a mile from the SepCen to (1) the place where they were called to active duty; or (2) place of acceptance for last enlistment, whichever is applicable.

- Personnel inducted are sent to SepCens nearest their homes. From this point they receive travel allowance of five cents a mile to the location of the draft board where they reported for induction.

Travel allowance is payable in authorized cases to enlisted personnel, whether or not travel actually is performed. Officers are entitled to payment of mileage in advance of travel as provided in SecNav ltr. 45-692 (NDB, 30 June 1945).



The Daily Separator (PersSepCen, Norman, Okla.)

"Don't be so grouchy, dear, you didn't pick out your own clothes in the Navy, did you?"

Marine Corps Has Plans for Large Organized and Volunteer Reserve

Former Marines, both officers and men, may retain association with the Marine Corps under plans for an Organized and Volunteer Reserve announced by MarCorps Commandant Gen. A. A. Vandegrift. The proposal outlines an Organized Reserve of about 2,000 officers and 25,000 men, and a Volunteer Reserve of 400,000 officers and men.

As the plan stands now, personnel may select affiliation with either reserve organization when they are discharged.

The Organized Reserve will provide specialized training to keep personnel in touch with latest Marine developments. Members will be required to perform two hours of drill per week, with pay at one-thirtieth of the monthly base pay for each drill session, and will go on active duty for field training 15 days per year with full pay and allowances. Men in this reserve may further elect courses in service and correspondence schools. Reservists will be eligible for promotion on the same basis and with the same requirements as members of the regular MarCorps.

The Volunteer Reserve will require no drill periods or active duty training, and is designed for men who because of location or civilian occupation cannot attend weekly drills. Members may volunteer for the 15 days per year of active duty training, and may take correspondence courses. The Volunteer Reserve carries the same opportunity for advancement in rank and longevity.

Membership in either reserve does not obligate men to active service without their consent except in event of war or national emergency. Volunteers may be accepted for temporary active duty, however.

Marines Seek 1,000 Men Per Month for Air Arm; Get Technical Training

A campaign by the Marine Corps to enlist 1,000 men per month in its air arm has begun. For the first time, men enlisting or reenlisting in the Corps may ask for and get duty with aviation units.

This temporary policy was made necessary by shortage of technicians due to demobilization. The campaign is directed at men between 17 and 25 who have not seen service, and for Marines who served during the war, either in the line or in aviation, and who wish to reenlist.

Maj. Gen. Field Harris, director of Marine Aviation, pointed out that young men who wish to become pilots stand a good chance of pilot training. Candidates for flight training in the Marine Corps frequently are chosen from enlisted men in aviation duty.

Technical training in aviation duty includes radio, radar, electronic theory and aircraft engine and structures.



Ballonet (NAS, Santa Ana, Calif.)

"Must be the new peacetime Marine Corps I've heard advertised."

Marine Board Appointed To Review Applications For Regular Commissions

A board of Marine Corps regular and reserve officers has been appointed by Secretary of the Navy James Forrestal to recommend temporary and reserve Marine officers for regular commissions and warrants in the corps.

The board expects to review applications soon, possibly in advance of proposed legislation to fix Marine Corp strength at 100,000 men and 8,000 officers. Recommendations on applications will be withheld until such legislation is passed.

Gen. A. A. Vandegrift, USMC commandant, declared "the board will remain in session until the requisite number of applications has been processed."

Procedure for applicants afloat who have not already done so to receive interviews and, if necessary, tests, was announced in Alnav 62 (NDB, 15 February). Tests are necessary for applicants who have not completed four semesters including 60 semester hours of credits in an accredited college or university.

Alnav 62 directs COs to order applicants in naval units afloat to appear for interview at one of the following commands (which are in addition to locations already established at which Marine Officers stationed in the U. S. may be interviewed):

Marine Barracks at Naval Shipyards in Portsmouth, N. H.; Boston, Brooklyn, Philadelphia and Bremerton, and NOB San Diego; MarPac, San Francisco; Fleet Marine Force headquarters, Pearl Harbor; Island Commanders at Guam and Peleliu; Commander of Occupational Forces, Truk; and 1st MarDiv Tientsin, 2d MarDiv Nagasaki, and 6th MarDiv Tsingtao.

If compliance is not practicable within 30 days, COs must report by dispatch to MarCorps names of applicants, whether test required, and estimated date interview will be practicable.

V-12s Given Opportunity To Remain on Duty Until 1 July, Get Commissions

Moving to provide as definitely as possible for the continuation of the Naval Reserve officer training program until its future is determined by pending legislation, BuPers has directed OinCs of NROTC V-12 units to canvass all students now in the program regarding their intention to continue.

As directed in V-12 Bulletin 344-46 and further interpreted by V-12 Bulletin 347-46, each student will be offered the opportunity to sign a statement signifying his willingness to stay on active duty until approximately 1 July 1946 (the date when present authorization for V-12 expires), and to accept a commission in the Naval Reserve if it is offered.

Those who sign the statement and have sufficient points for release from active duty as officers or as enlisted men upon completion of their training will be commissioned, providing training is completed by 1 July and they are otherwise qualified, but will not be ordered to active duty as officers except at their own request, and provided a need exists for their services.

Those who are commissioned and who express a desire to transfer to the regular Navy will be called to active duty upon successful completion of training regardless of demobilization status. They will have six months duty in the Naval Reserve, during which time they may make their final decision as to their desire for a career in the Navy.

Students who do not sign the statement will be separated from the training program and transferred to general enlisted duty upon completion of the current term to serve until eligible for separation under the demobilization formula.

It is pointed out those who continue in the program, regardless of whether they will complete training by 1 July, will be eligible for all benefits which new legislation may offer to students enrolled in the peacetime NROTC.

Medical, Theological, Dental V-12 Seniors Get Commission After Release

Medical, dental and theological seniors in Navy V-12 units who do not go on active duty as commissioned officers upon graduation will be transferred to inactive duty as apprentice seamen, Class V-12, USNR. Commissions in the Naval Reserve for such men will be forwarded following their release from active duty via the naval officer procurement office nearest their homes.

Former V-12 students who were discharged prior to graduation and have completed their training as civilians also are eligible for and invited to apply for Naval Reserve commissions. Such students will not be ordered to active duty upon commissioning without their consent.

These provisions are stated in Navy V-12 Bulletin 350-46 of 8 Feb 1946.

Reserve Officers Sought For Ship, Shore Duty as Hydrographic Engineers

The Navy desires applications from USNR officers for appointment as hydrographic engineers for the Hydrographic Field Service, according to BuPers Circ. Ltr. 367-45 (NDB, 31 December).

Officers selected will alternate periods of active duty as USNR officers aboard survey ships with periods ashore on inactive duty in a professional civil service status. Shore duty will be in the Hydrographic Office, Washington, D. C. After 10 years, officers will be eligible for cartographic engineering duties (civil service) and civil service retirement privileges.

Navy rank and civil service status will be comparable and determined by experience, education and age, in grades from ensign through lieutenant commander. Duties will include hydrographic surveying and cartographic engineering primarily in foreign waters, particularly in Latin America.

To qualify applicants must have earned BA degrees in engineering, forestry, architecture or geology with courses in land and topographic surveying, or must have completed two college years in the above curricula and have qualifying experience.

Applicants must not be more than 35, and applications must be submitted to BuPers before 1 April.

Applicants Sought For 3-Year Law Course Starting 1 October

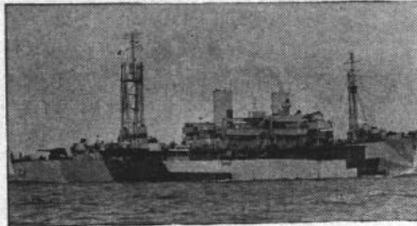
Applications are desired from Navy and Marine Corps officers for a three-year postgraduate course in law to begin about 1 October in Washington.

The course is the regular "general law course" and will lead to certain degrees. Students entering the course who already hold a college degree will become eligible for the degree of Jurist Doctor if their academic average is "B" or better, or the LLB degree if their average is less than "B". Students entering with no college degree will be eligible for the LLB degree if they earn better than a "B" average.

Eligible are regular Navy officers of classes 1940 and 1941; USNR and temporary USN officers who will request and are acceptable for transfer to the regular Navy in accordance BuPers Circ. Ltr. 288-45 (Revised) (NDB, 15 November), and who are 24 or over but have not passed their 30th birthday as of 1 Oct 1946; and officers of the regular Marine Corps not above the rank of major.

Service requirements as of 1 October are: Academy applicants, five years sea duty; USNR and temporary USN applicants, two years sea duty; and Marine Corps applicants, three years service.

Applicants must sign statements not to resign during the course, and to serve three years after completion of the course, if selected. No previous legal training or experience is neces-



Official U. S. Navy photograph

FOUR AKA's of this type are to be converted to AGS's for hydrographic survey. They will also be equipped with several specialized small boats.

sary to qualify. Officers will be assigned to legal duties in addition to general duties upon completion.

By BuPers Circ. Ltr. 216-45 (NDB, 31 July), if an officer appears to be "exceptionally well qualified," and for some reason does not meet all specific requirements, he may submit a request and the CO may recommend him for consideration.

Public Information Billets Open; Specialist Designation Planned

Demobilization is opening public information billets to USN and USNR officers, including the Women's Reserve, according to NavAct 12 (NDB, 31 January). Reservists experienced in public relations, newspaper work, advertising, radio, writing, pictorial editing or graduates in journalism, and USN officers with inclination or aptitude for public information service, may submit requests to BuPers for billets open in Washington, all naval districts and at overseas stations.

Officers accepted for duty will normally be ordered to Washington for indoctrination and further assignment to PubInfo offices. Requests for duty in specific naval districts will be considered. BuPers stated it is felt PIOs can best perform duties in environments with which they are familiar.

A recommendation has been made to Congress which, if approved, will establish specialist designation for PIOs, comparable to other existing specialist classifications. In permanent PubInfo offices, some military billets will be converted to civilian jobs. Wave officers, as well as male officers, may submit applications with the eventual civilian jobs in mind.

This NavAct is separate from the opportunity offered officer and enlisted personnel with experience in editorial, art, circulation, production and photolithographic fields by Alnav 355-45 (NDB, 31 Oct 1945). That Alnav continues in force and positions are open on the staffs of ALL HANDS magazine, Ships Editorial Association and Navy News Bureau in Washington, and Navy News Bureau in San Francisco.

Requests based on Alnav 355-45 may be submitted to BuPers, attention Pers 315 for officers and Pers 637 for EM, stating qualification, activity and type of billet desired, and indication of time applicant expects or is willing to remain on active duty.

Navy Perfects Program To Obtain Best-Trained Medical Corps in History

More details in a program to give the Navy its best-trained Medical Corps in history have been announced by BuMed. The plan for training of medical officers had originally been revealed in December (ALL HANDS, January 1946, p. 66).

The program provides:

- Advanced instruction leading to certification in medical specialties, to be conducted in nine large naval hospitals designated as special centers by the surgeon general.

- Postgraduate training of about 200 medical officers yearly in civilian hospitals.

- Refresher and continuation courses in naval hospitals and large dispensaries for officers not assigned to longer, more formalized instruction.

- Continuation of training in military subjects as aviation medicine, submarine medicine, field medicine and naval administration.

- Resumption, augmented and advanced, of basic courses formerly given at the U. S. Naval Medical School, Bethesda, Md., which were discontinued due to war requirements.

Fields for postgraduate training will include surgery, internal medicine, radiology, obstetrics, neuropsychiatry and ophthalmology among others. About 200 officers will enter this training yearly.

More than 250 medical officers are now receiving advanced instruction in naval hospitals at Bethesda, San Diego, St. Albans, Oakland, Great Lakes, and elsewhere. Specialties represented in these courses include anesthesia, aviation medicine, cardiology, dermatology, eye, ear, nose and throat; epidemiology, clinical medicine, internal medicine, naval administration, obstetrics and gynecology, pathology, photofluorography, proctology, neuropsychiatry, general surgery, neurosurgery, orthopedic surgery, plastic surgery, urology, radiology, deep sea diving and basic indoctrination.

Comdr. Paul B. Titus, (MC) USNR, has returned to the professional division, BuMed, after a period of inactive duty to assist in selection of advisers, instructors and the postgraduate students themselves. Teaching centers are being established at naval hospitals in Chelsea, Mass., St. Albans, N. Y., Philadelphia, Bethesda, Great Lakes, Seattle, San Diego, Long Beach and Oakland.



The Hoist (NTC, San Diego)

"I told him he walked in his sleep and he thought I said talked in his sleep!"

Deadline for Academy Appointments 17 March; Classes Convene 1 July

Applications for entrance to the Naval Academy under Public Laws 228 and 229 should be forwarded to BuPers by 17 Mar 1946, according to Alnav 56-46 (NDB, 15 February).

By Public Law 228 the President may appoint midshipmen from the U.S.-at-large among sons of persons who have been, or are hereafter, awarded a Medal of Honor for acts performed while in service of the U. S. Appointees must otherwise be qualified for appointment.

Public Law 229 provides that the number of midshipmen authorized at the Naval Academy is increased by 40 from the U.S.-at-large. These midshipmen will be appointed by the President from sons of members of the armed forces (including male and female members of the Army, Navy, Marine Corps and Coast Guard) of the U. S. who were killed in action or who die as result of wounds, injury or disease resulting from active service in World War I and World War II. Appointees must otherwise be qualified for admission and will be selected by competitive examination.

A total of 3,742 midshipmen now is authorized each four years at the Academy. Principal sources of appointees are congressional (2,655 for four years), Naval Reserve (100 annually), and enlisted personnel (100 annually).

Congressional appointments total 480 for Senators and 2,175 for Representatives every four years. These appointments are made before 4 March annually to BuPers.

A BuPers circular letter will be published in April requesting COs to nominate for the Naval Academy Prep School class convening 1 Oct 1946 men who are qualified according to BuPers Manual Art. D-6103. Preliminary ex-

amination will be given these enlisted men 1 July 1946. Men mentally and physically qualified will attend the prep school from October 1946 to April 1947, when Navy Academy entrance examinations are given.

SecNav appoints to the Naval Academy the 100 enlisted men and the 100 Naval Reserve men each year who score highest in this entrance examination.

Prep schools are located at NTC Bainbridge, Md., and NTDC Camp Peary, Williamsburgh, Va. Navy Academy classes convene 1 July annually.

Marine Baggage Center Now Handles Requests On Gear Lost During War

Marines who lost baggage and personal effects through errors in routing during the war, and next-of-kin who wish to claim effects of deceased marines, may address their requests to Marine Corps Personal Baggage Center, San Diego Area, Base Depot, Camp Elliott, Calif.

Full name, rank and serial number of the owner are required, as well as full title of the organization to which the owner was attached when the articles were lost. Full shipping instructions must be given.

Lost and unclaimed baggage and effects belonging to officers may be traced through the Depot Quartermaster, 100 Harrison St., San Francisco, Calif.

These activities are the only ones now handling requests for lost baggage. These offices do not handle claims for reimbursement for gear lost incident to action (see p. 66).



TACTICAL observers insigne.

Designation Announced For Naval Air Observers In Amphib Operations

A new designation—"Naval Aviation Observers (Tactical)"—has been established for officers of the Navy and Marine Corps who are performing duties as gunfire spotters, artillery spotters and general liaison and observing duties in connection with amphibious operations. The designation, announced in BuPers Circ. Ltr. 28-46 (NDB, 15 February), will for the present be limited exclusively to Marine personnel. An illustration of the approved insigne appears above.

Navy Will Participate In Food Conservation

President Truman last month committed the nation to a conservation policy to help feed starving millions in Europe and the Far East. The Navy's part in this program is outlined in Alnav 71-46 (NDB, 15 February).

The Alnav calls attention to the critical world shortage of wheat and the demand for this grain in foreign relief. To conserve Navy supplies, the Alnav says: "In addition to food conservation measures now in effect, all naval activities will institute such additional measures as are necessary to conserve supplies of flour . . ."

VOTING INFORMATION

Servicemen who are eligible may vote in the following state elections in May and June by submitting request for ballot (USWBC Form No. 1) which may be secured from the ship or station voting officer. Marked ballots in most cases must be returned on or before the date indicated below to be counted in the polls. Primary elections listed are for the nomination of Congressional officers, and in some cases for state and local officers as well:

Alabama	7 May	primary
	4 June	2nd primary (if necessary)
California	4 June	primary
Florida	7 May	primary
Indiana	7 May	primary
Iowa	3 June	primary
Maine	17 June	primary
Maryland	24 June	primary
Nebraska	11 June	primary
New Jersey	14 May	municipal
	11 June	primary
North Carolina	25 May	primary
North Dakota	25 June	primary
Ohio	7 May	primary
Oregon	17 May	primary
Pennsylvania	21 May	primary
South Dakota	4 June	primary
Virginia	11 June	municipal

June elections will be published next month.

Detailed information concerning Indiana primary and New Jersey municipal elections follows:

INDIANA

Primary 7 May for nomination of Congressional officers. Servicemen's voting law does not apply but absentee voting is permitted under the regular civilian absentee voting law. Post card (USWBC Form No. 1) will be accepted as application for ballot after 7 April and ballots will be available after 22 April. Ballots must have been received by election officials by 7 May to be counted.

NEW JERSEY

Municipal elections 14 May for commissioners and councilmen in the following municipalities: Bergen County: Teaneck (township); Teterboro (boro); Essex County: Belleville (town), Irvington (town), Orange (city), West Orange (town); Hudson County: Union City; Middlesex County: Perth Amboy (city); Ocean County: Beachwood (boro), Island Beach (boro); Passaic County: Clifton (city); Warren County: Phillipsburg (town). Servicemen, merchant mariners and certain civilians attached to these services may vote by absentee ballot. USWBC Form No. 1 will be accepted as application for ballot at any time. Ballots must be in hands of election officials by election day to be counted.



The Hoist (NTC, San Diego)

"Of course you're entitled to your old job back after serving in the Waves, but your qualifications aren't what they used to be!"

For further information concerning May elections, see ALL HANDS, February, 1946, P. 71. Information on

Exclusively Navy Club Plans Membership Drive

The Navy Club of the United States of America, national service organization exclusively for Navy men, has announced a membership drive to broaden activities of the club throughout the country. The number of local clubs, which are termed "ships", now is 75.



Official insignia

Eligible for membership are all persons with honorable service at any time in the Navy, Marine Corps, Coast Guard and the reserve organizations, including women's reserves. The club was organized in 1938 and has national headquarters in Rockford, Ill. National officers are elected by official delegates meeting at annual reunions.

Membership is through individual clubs affiliated with the national association, or as a member-at-large. Organization information is available by writing the national headquarters.

A Navy Club can be organized in any city when 10 eligible applicants sign an application for "ship" commission. The fee for this commission is \$10, plus 50 cents per member for national dues. Dues for "Squadrons" (Navy Clubs within a state) and local clubs are determined by the state and local clubs. There are no paid officers or organizers.

Among purposes of the organization are encouragement of comradeship among persons eligible for membership, to promote public interest in the Navy and to further the ideals of American freedom and democracy.

Marine Officers Need Not Pass Physical Exam To Qualify for Promotion

Promotion without passing a physical examination, granted Navy officers under Alnav 28-46 (NDB, 31 January), has been extended to regular and reserve officers of the Marine Corps under Alnav 29-46 (NDB, 31 January).

Alnav 29 affects approximately 150 MarCorps officers whose temporary appointments to the next higher grade had been held up because of illness or physical disability. The order cancels a stipulation of CMC Letter of Instruction 454 which previously required officers to pass a physical examination prior to temporary promotions.

Officers promoted under the new ruling will hold the date of rank specified in the appointment authorization under which they were previously eligible. Pay and allowances in higher rank accrue from 15 Jan 1946.

All officers affected, except those on terminal leave, will be given physical examinations, but for record purposes only. Officers of the rank of captain may refuse appointments to remain eligible for mustering out pay.

'V' Device Distinguishes Legion of Merit, BSM Awards Won in Combat

Wearing of a block letter "V" on the service ribbons and suspension ribbons of the Legion of Merit and the Bronze Star Medal has been authorized to distinguish those who won the awards in actual combat (SecNav Ltr. 46-319).

The "V," to be worn in the center of the ribbon, is of bronze, one-fourth inch in height. Only one such device shall be worn on each ribbon. Gold or silver stars representing additional awards of the same medal are to be arranged symmetrically, the first star to the wearer's right of the "V" and the second to the left.

Authorities awarding the Legion of Merit or the Bronze Star Medal for combat services will note on the temporary citation that the wearing of the Combat Distinguishing Device is authorized. Where the award is made posthumously, the citation will indicate that the "V" is authorized and it will be attached to the ribbon of the medal delivered to the next of kin.

Over 100 Billets Open For Officers with Law Experience or Training

Officers with legal training and experience are urgently needed for assignment to legal billets, BuPers announced in NavAct 11 (NDB, 31 January). More than 100 such billets already are open, and the prospect is more will become available since legal requirements have not tapered off with the cessation of hostilities.

Wide latitude has been left in determining training and experience required for these legal billets. Generally, applicants must be members of state bar associations or possess law degrees and should have civilian or naval legal experience. Particularly desired but not required is experience in the fields of courts martial, admiralty law, or civilian trial practice.

Officers desired for this "interim program," designed to tide the Navy's legal services over until adequate USN legal specialist officers are available, are those now eligible for separation or who will become eligible within the next four months and who will agree to remain on active duty at least 180 days from date of assignment to legal duties if their services are required for that length of time.

Replies to NavAct 11 should be addressed to BuPers, via air mail from continental stations and by dispatch from overseas, indicating legal training and experience and preference as to location of next duty. COs will indicate availability in their endorsements. Dispatch request should be followed by written request.

Officers not receiving orders within one month of submission of request may assume their services are not required or relief not available.

Scarcity Cuts Clothing Sales by Small Stores

Skivvies are scarce. So are socks, handkerchiefs, shirts, dungarees, towels and pillow covers. Alnav 34-46 (NDB, 31 Jan 1946) says sales of these articles henceforth will be limited to the actual individual needs of all personnel.

All activities are directed to review their clothing and small stores inventories and to turn in items in excess of normal requirements to distributing points, particularly undershirts and shorts, towels and overcoats. Ships being decommissioned or in out-of-service status will turn in stocks, and ships in-commission-in-reserve will maintain stocks not in excess of three months' actual issue, the Alnav states.

A previous directive (Alnav 371-45; NDB, 15 Nov 1945) limited sales to discharges to one blanket, two pairs of heavy and six of light drawers, 12 handkerchiefs, one jackknife, three shirts, one pair of low and one of high shoes (or two pairs of low), 10 pairs of socks (six black and four natural wool), six light and two heavy undershirts and two pairs of dungarees. Alnav 443-45 (NDB, 31 Dec 1945) directed overcoats are not to be sold to enlisted personnel having suitable overcoats in their possession nor to officers.

Rules Set for Disposal Of AFRS Transcriptions

Transcriptions distributed by Armed Forces Radio Service are property of the War and Navy Departments and are not to be retained by any other agencies or individuals. Retention of such transcriptions by agencies or individuals for private or commercial use will be considered misappropriation of government property.

BuPers Circ. Ltr. 26-46 (NDB, 15 Feb 1945) directs activities outside the continental U. S. to destroy such AFRS transcriptions when they are no longer needed and report destruction to AFRS in Los Angeles. Excess transcriptions at continental activities should be returned to AFRS headquarters.

Doctors Get Training Under GI Bill of Rights

Doctors who served in the armed forces may take advanced training as resident physicians in hospitals and receive the educational benefits of the GI Bill of Rights, the Veterans' Administration has ruled.

Although such residences formerly were classified as on-the-job training, the VA has ruled now that such training is institutional training, and hospitals may collect tuition from the government for physicians so enrolled. The doctors also are eligible for subsistence benefits.

The VA emphasized that hospitals must justify their requests for tuition by offering organized educational programs of high quality.

Advanced Training in Electronics at M. I. T. Includes Atomic Studies

Advanced training in electronics is offered to qualified USN and USNR officers in the second class of a 20-month course beginning about 17 June at Massachusetts Institute of Technology. The course includes a study of atomic structure and nuclear physics.

The course is intended to provide the Navy with trained personnel to keep pace with the rapid development of new equipment, and duty assigned will include maintenance, installation and development of electronic gear, atomic weapons research and training of other personnel. Sea-going billets will be available but electronics will be primarily a shore assignment.

The electronics course will train about 120 Navy, Marine Corps and Coast Guard officers this year in three classes of 40 each.

Applicants must have the equivalent of two years of college level electrical engineering and must have completed mathematics courses through differential and integral calculus and a first year course in college physics designed for engineering students.

The course will lead to a Bachelor of Science Degree in electrical engineering. For those who already hold the degree, variations in the curriculum may be made with credit toward a Masters' Degree possible.

Applications from USNR or temporary USN officers must be accompanied by statement of intent to transfer to the regular Navy if selected, or willingness to remain in service three years after completion of the course, either on active duty or affiliated with the Naval Reserve.

Applications should reach BuPers prior to 1 April and COs are expected to comment in their endorsements regarding the applicant's military quali-

fications and aptitude for further training.

In addition to the course described above, a two-month refresher course, convening weekly, is offered for officers graduated from the wartime course at NTS (Radar) M.I.T. and recommended to BuPers by their commanding officers.

Line Reserves Sought For Administrative Duty

Reserve lieutenants (junior grade) and ensigns of the line who have served afloat for at least six months and who are now either at sea or on foreign duty may apply for shore duty at large supply depots or supply departments, providing they agree to remain on active duty until 1 Aug 1946 (NavAct 16-46; NDB, 15 February).

If chosen these officers will fill junior administrative billets and receive on-the-job training in transportation, warehousing, cargo handling, inventory control, material inspection and other fields not involving accountability of public funds. Previous business or supply experience is desirable but not mandatory. Officers' classifications will not be changed.

Applications of volunteers who meet the above requirements should be sent by dispatch to BuPers, attention PERS-31261B.

Ribbons Must Be Worn, BuPers Ruling States

A victory ribbon may be all you have to show for six months of rugged duty, but even so you must wear it whether you want to or not.

Wearing service ribbons or not wearing them is not a matter of individual choice, but is governed by regulations, BuPers has ruled. Commissioned officers, warrants, and CPOs must wear all ribbons to which they are entitled on blue, white, and working uniforms. Lower ratings must wear them on dress blues.

Naval uniform regulations treat service ribbons as a part of the uniform just as rating badges and rank insignia.

Many flag officers, actually entitled to a chestful of ribbons, choose to wear only a select few. By long-standing custom this practice is accepted as a privilege of rank.

Wearing of ribbons by enlisted men on uniforms other than dress blues is not authorized by regulations. They were mandatory on dress whites before such uniforms were abolished. While there is no actual authority for wearing ribbons with undress whites, some commands have permitted the practice in areas where such uniforms are worn ashore.

Foreign decorations, medals or awards may be worn if desired by personnel entitled to them provided they wear at least one U. S. medal or badge at the same time. Foreign awards are worn in their proper order after all U. S. decorations, medals and badges.

Here's New Schedule For 'Navy Reporter'

A new schedule of broadcasting times for the Navy Reporter series went into effect on 11 February as listed below. All times given are GCT.

The program discusses matters of interest to personnel planning a naval career. Subjects to be covered on the 15-minute programs will include the latest news of recruiting and important changes of Navy policy or procedures that are considered of interest to "career men."

East Coast Transmissions

Wednesday

TIME	STATION	KCS	BEAM
2000	WOOC	15200	England-Europe-Mediterranean
2000	WOOW	11870	England-Europe-Mediterranean
2000	WCBN	9650	England-Europe-Mediterranean
2000	WBOS	9897	Greenland-Iceland-England
2000	WLWL-1	9700	South Atlantic-Africa
2000	WLWL-2	15230	South Atlantic-Africa

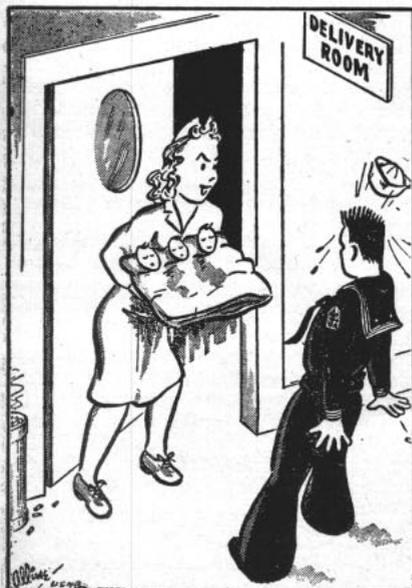
West Coast Transmissions

Monday

2145	KNBX	15240	Alaska-Aleutians-China
2145	KGEX	15210	Southwest Pac-Philippines

Tuesday

0015	KGEI	15130	Alaska-Aleutians
0115	KGEI	15130	South Pac-Mid Pac
0345	KGEI	15130	South Pac-Mid Pac
0345	KGEX	15210	Southwest Pac-Philippines
0345	KWIX	11890	South Pac-Mid Pac
0345	KRHO	17800	All Pac-China-Japan-India-Burma
0345	KNBX	15150	China-Japan
0345	KCBR	11770	China-Japan
1115	KWIX	9570	China-Japan
1115	KWID	9855	South Pac-Mid Pac
1115	KGEI	9550	Southwest Pac-Philippines
1745	KNBX	9490	Alaska-Aleutians-China
1745	KWID	9570	China-Japan



ATB, Coronado, Calif.

"... It's a discharge!"

NATS Restricts Officer Travel; New Priorities Set for Moving Cargo

Restriction on air travel by officers and a new system of air priorities for Navy cargo moving via Naval Air Transport Service have been placed in effect.

Due to decreased carrying capacity of NATS and the necessity for delivery of air mail, air travel by officers will be restricted insofar as practicable, according to NavAct 5 of 11 January (NDB, 15 January). When air travel is considered necessary, authorities writing orders are to "authorize" rather than "direct" such travel, except in urgent cases.

NATS officials attribute the decreased lift experienced since V-J day directly to losses of key personnel through demobilization. These losses have not been as heavy among flight personnel—pilots, navigators, radio operators—as in the ranks of maintenance and administrative workers. Also, the end of the war and the easing of censorship restrictions brought a tremendous increase in the volume of air mail, transportation of which is NATS' responsibility.

Priorities for movement of Navy cargo via NATS will be classified as follows (Alstacon 29 Jan 1946):

• Class A—Material required to meet acute emergencies which under no avoidable circumstances should be delayed enroute. Medical supplies, for example, would be included in this category.

• Class B—Material which would speed up administrative procedure if given air transport, and fast transport of which would reduce the funds tied up in long transportation supply lines.

All other material meeting NATS eligibility requirements, but not falling within A or B above, will be transported on a "space available" basis only and will not be entitled to advance allocation or confirmation of space. Such cargo moving in or through the United States should not be tendered to NATS unless the shipper ascertains from the nearest NATS station that the cargo may be moved within a few days. Otherwise, such cargo should be moved by surface means.

A reorganization of NATS, effected by a letter from the office of CNO (21 Dec 1945), divides the service into four units—Atlantic, Pacific, Asiatic and Ferry Wings, adding the Asiatic Wing to the administrative organization as previously established.

In all respects the mission of the service remains essentially as it was—to provide naval air transportation and the ferrying of aircraft, to provide maintenance of aircraft, and to conduct training of air transport personnel.

Shopping Service Offered For Overseas Personnel

A shopping service for personnel abroad is offered by the United Nations Service Center, 500 No. Capitol St., Washington, D.C. The Center will endeavour to fill requests promptly,

mail and insure gifts to recipients, return a description to the servicemen and enclose the change, if any.

The service is specializing now in gifts for Easter (21 April) and Mother's Day (12 May), and is available for birthday and anniversary gifts the year 'round.

Here's what you do: Write the Service Center at the above address telling them the name and address of the person to whom the gift is to be sent; description of several choices of gifts; money order made out to Volunteer Director; message for card; and your name and address.

Suggest Active, Inactive Duty Personnel Regard 'Each Day as Navy Day'

A suggestion that personnel regard "each day as Navy Day" in bringing to the attention of every American the value of the Navy's peacetime activities and the need for a Navy organization sufficiently strong to guarantee the peace is included in Alnav 73-46 (NDB, 15 February).

All personnel on active duty, or discharged, are asked to emphasize to friends their feeling of pride and loyalty in the Navy and to answer questions concerning the value of peacetime Navy operations. The Alnav sets forth in part:

"Now that the war is won we must think of the peace, and with our pride in a task well done combine thought of our continuing responsibilities to our Nation and to ourselves. Our post-war Navy will be maintained at but a fraction of its wartime peak strength, but its efficiency can be maintained and increased by the zeal, industry, and enthusiasm of its active duty personnel and the loyal and sympathetic support of its veterans. Our Navy and Marine Corps, with their naval flying forces, must be adequate for their peacetime functions of patrolling the sea lanes of the world, protecting our far-flung bases, and assuring our prestige as a member of the family of nations. . . ."

Articles for Government of Navy Amended by Law

Article 38 of Articles for the Government of the Navy was amended and reenacted to read as follows by Public Law 297, 79th Congress, effective 12 Feb 1946 (Alnav 79-46; NDB, 15 February):

"Convening Authority — General Courts Martial may be convened:

"1. By the President, the Secretary of the Navy, the commander in chief of a fleet, and the commanding officer of a naval station or a larger shore activity beyond the continental limits of the United States; and

"2. When empowered by the Secretary of the Navy, by the commanding officer of a division, squadron, flotilla, or other naval force afloat, and by the commandant or commanding officer of any naval district, naval base, or naval station, and by the commandant, commanding officer, or chief of any other force or activity of the Navy or Marine Corps, not attached to a naval district, naval base or naval station."

WHAT'S THE ANSWER?

World War II

You have lived through and helped make this history rather than studying it in textbooks, but can you recall the following facts?

1. The engagement at which the blow was struck that "definitely checked Jap aggression" was:

- (a) Battle of Midway
- (b) Battle of Coral Sea
- (c) Battle of Surigao Straits
- (d) Battle of Cape Esperance

2. The German surrender document was signed in:

- (a) a train in France
- (b) the Hall of Mirrors at Versailles
- (c) the Townhall in Luxembourg
- (d) a schoolhouse in Rheims

3. What "incident" occurred in 1937 in which Japan first tweaked the nose of the U. S. Navy?

4. Identify the outlines of the Pacific islands sketched here identifying the one at the right as (a), the one below left as (b) and below right as (c).



5. Match these happenings with their dates:

- (a) Atom bomb dropped on Hiroshima (1) 8 Aug 1945
- (b) Fall of Corregidor (2) 3 Sept 1943
- (c) Russian declaration of war on Japan (3) 22 June 1940
- (d) Invasion of Italy (4) 6 May 1942
- (e) The fall of France (5) 6 Aug 1945

6. What two flag ranks did the Navy have at the conclusion of this war that it did not have at the start?

7. _____ nations met in _____ in _____ 1945 to form the plan of a world assembly known as the UNO.

8. Name at least three important military figures of World War II who died after the signing of the Japanese surrender.

9. Name five scientific innovations brought to light through their use in World War II.

10. The following are well-known quotations—who said them?

- (a) "Never have so many owed so much to so few"
- (b) "Take her down"

ANSWERS TO QUIZ ON PAGE 77.

Veterans May Reinstate Service Insurance If Policies Have Lapsed

World War II veterans who have let their National Service Life Insurance lapse and desire to reinstate it may do so at little cost, the Veterans' Administration announced.

Policies which have not been converted from the level premium term form (the policy as originally issued) and have been allowed to lapse may be reinstated at any time prior to the expiration of the term period. Submission of satisfactory evidence of health—the veteran's own statement of health—and payment of two monthly premiums without interest on the amount of term insurance to be reinstated, is all that is necessary. However, the application for reinstatement must be made within six months after the date of separation from active service or within three months after the due date of the first premium in default, whichever is later.

Reinstatement on the basis of the comparative health statement submitted within six months after date of separation is restricted to applications submitted not more than six months after Congress or the President declares the end of the war emergency. After expiration of the periods stated above, insurance may be reinstated upon submission of a satisfactory report of physical examination, together with payment of necessary premiums with interest.

Permanent policies can always be reinstated by the veteran upon compliance with health requirements and payment of all premiums in arrears with interest.

If the veteran is unable to keep the full amount of insurance he carried while in service, he may continue any part of it in amounts from \$1,000 to \$10,000 in multiples of \$500. He may reinstate all or part of a lapsed policy upon submission of evidence of good health and payment of the required premiums.

Congress has extended all five-year level premium term policies issued effective on or before 31 Dec 1945 and not converted to permanent policies before that date, for an additional three years. Such policies issued after that date have five years to run. In either case, policies after one year and before their expiration date must be converted to one of the permanent plans offered by the VA—ordinary life, 20-payment life or 30-payment life.

One year after effective date of conversion National Service Life Insurance begins to have a cash and loan value. The term policy does not have a cash or loan value.

Under another liberalized feature, the first named beneficiary may be paid a monthly income for life with the guaranty that if he or she dies before the face value of the policy is paid, monthly payments will continue to any secondary beneficiary or beneficiaries until the total amount of pay-

ments equals the face value of the policy.

Once a man is discharged from the service, he cannot apply for new or additional National Service Life Insurance.

Proper Preservation of Combatant Gear Stressed

The need for proper, speedy preservation and protection of combatant equipment, particularly electrical and fire control gear, is emphasized in NavOp 4-46 (NDB, 15 February).

Priority should be given to the preservation of valuable equipment which deteriorates rapidly, particularly in view of the shortage of manpower during demobilization.

GI Handicraft Contest Prizes Total \$3,300

Cash prizes totalling \$3,300 will be awarded to winners in the GI Handicraft Contest now being sponsored by Popular Science Monthly. Eligible entrants are service men and women and veterans of World War II.

Entries may include any type handicraft except paintings or drawings and photographs. No limit has been placed on the number of entries made by one person.

Prizes include a first prize of \$1,000; second, \$500; third, \$250, and more than 50 other prizes ranging down to \$25 each. Entries may be sent direct to Popular Science Monthly, 353 Fourth Ave., New York City 10, N. Y., and must be post-marked not later than 1800 1 Apr 1946.

Interested persons should see their welfare and recreation officers.

V-Disc Kits Available Through June Despite Cancellation of Funds

Ships and stations which have ordered V-Disc Kits for the third and fourth quarters of this fiscal year (January through June), and which had planned to pay for them with third and fourth quarter allotments under appropriation 1760433, Welfare and Recreation, Navy 1946, will continue to receive the kits despite cancellation of these funds by Alnav 30-46 (NDB, 31 January). This assurance was given by Alnav 52-46 (NDB, 31 January).

Activities having existing orders or intending to reorder V-Discs using non-appropriated welfare funds or appropriation 17X8723, Ship's Stores Profits, Navy, are not affected by Alnavs 30-46 and 52-46.

V-Discs may still be ordered by ships and stations, and BuPers will grant additional subscriptions as long as the supply of kits permits. Kits will be available through June of this year, after which status of the program is undetermined.

New York Guide Service Now Available to All

A New York guide service formerly for the benefit of motor torpedo squadron personnel is now extended to all naval personnel. The service is sponsored by the New York State Women's Council of the Navy League.

The league has offices at 45 Astor Place, New York City, and will act as an information center to aid ex-servicemen in readjustment to civilian life and assist in job hunting.

Way Back When

Early Frigate Built in Nine Months

The speed with which ships were built during World War II and the manner of their construction together with the effort of the nation to help in their completion stand in marked contrast with the building of ships for our early infant Navy.



Way back in 1798 when our country first became aroused over the outrages committed on our commerce by France and England, nations with whom we are now allies, the following advertisement appeared in a Salem, Mass. newspaper in November in reference to the building of the Frigate *Essex*:

"Ye Sons of Freedom! all true lovers of the Liberty of your Country! step forth, and give assistance in building the Frigate." The ad further requests "every man in possession of a White Oak Tree be ambitious to be foremost in hurrying down the timber to Salem." It speci-

fies four trees were needed for the keel which was to measure 146 ft. in length and hew 16 in. square. The subscriber, Enos Briggs, asked that he be called upon by whoever wanted to make contracts for large or small quantities.

In January 1799, Mr. Briggs again inserted an ad in which he thanked the good people for their enthusiastic response; for, in the short space of four weeks, the full complement of timber had been furnished.

Thus in October 1799 the Frigate *Essex* of 32 guns was launched and slid into the water with ease and grace. Such was the patriotic zeal with which our citizens were impressed that in all of nine months they had been able to produce a 32-gun frigate.

In December 1941 the bombing of Pearl Harbor was the only advertisement required to induce the descendants of these people to go "all out for war" and men to produce ships like the *USS Munda* (CVE) which took only 71 days between laying the keel and launching!

VD Cases Increase Since V-J Day; 300,000 Sorrier Than Safe During the War

You know him—he's the guy who props himself against the nearest bulkhead with his little fingers crooked under the bottom buttons of his well-belled blues.

He knows all about *sex*—he admits it. He doesn't even mind giving out with a little advice to the mates who haven't been *around*. With assurance and certainty he describes his own experiences—real or imaginary—and jeers at all doubts and fears.

But what *does* he know about it?

Statistics compiled by BuMed on the period of the war show up Joe Blow as something less than an expert. Just about 300,000 men turned up with brand-fresh cases of VD—because apparently they listened to Joe instead of to the folks in the Navy who make a business of health.

BuMed says there are two reasons for an alarming increase since V-J day, evident in the statistics it is now assembling:

- Opening of Asiatic ports to ships of the U. S. Navy.

- Overconfidence in the "miracle" cures of VD by recently-developed drugs and methods of treatment.

Despite what Joe Blow says about VD being a breeze since the sulfa drugs and penicillin came along, the facts tell another story. Actually the medics who know all that has been learned so far about the new treatments are far less confident than Joe.

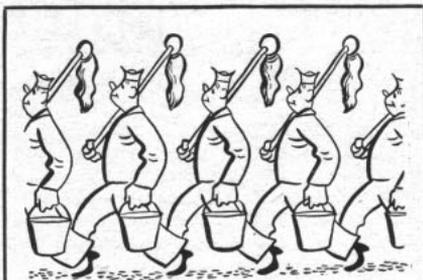
They say the new drugs are *too new* for proper evaluation, and may even prove harmful in some cases. They do work most of the time. But there are far too many cases of relapses and failures on record to allow complacency—on the part of either the doc or the guy on the little end of the needle. In fooling around with the forms of venereal disease which lurk in foreign ports it's much smarter medically not to get VD than to take chances. The diseases generally are far worse, and the chance for success with standard treatment is much smaller.

Contrary to the claims of the salty Joe who insists "you're not a man until you've had it once", is the sound, reasoned judgment of the doctors who observe and treat VD daily. They testify that VD and its results can do much harm both to the individual and the society he lives in. The evidence which bears them out is long and sordid.

With the facts so well known and with VD so easily avoided, most men who get it can be marked down as ignorant or indifferent. That's a sad situation in either case, adding no prestige to the individual nor to the naval service.

Choosing misinformation and bum advice in favor of accumulated scientific experience and knowledge is the privilege of every man. So is learning the hard way, but it's not very smart.

For proof, says BuMed, look in on sick bay most any morning after a stop in port—or take a trip to any mental hospital.



Less Paint, More Scrub

That's life, Mac. Just as they announce there'll be less painting (and chipping), they say there'll be more scrubbing.

Alnav 63-46 (NDB, 15 February) directs all interior painting of ships be cut to a minimum consistent with preservation, adding that all painted surfaces should be scrubbed rather than repainted wherever possible. Minimum use of white, light gray and light green fire retardant paints is stressed particularly.

Purpose: To conserve materials needed for national reconversion.

Reason: Shortage of titanium dioxide needed in quick-drying white enamels for painting refrigerators, stoves and similar articles.

Object: To save four million pounds of titanium dioxide in the Navy.

Effect on seamen: Swabs and paintwork rags instead of paint brushes and wire brushes.

Wave CPOs May Wear Gilt Buttons on Coats

Wave CPOs may wear gilt buttons on their overcoats, under authority of BuPers Circ. Ltr. 16-46 (NDB, 31 January). The new directive extends to Waves a privilege previously given to male CPOs.

French Cease Redeeming Currency Issued for AEF

Disbursing officers no longer will exchange American dollars for obsolete French currency, it is stated in Alnav 64 (NDB, 15 February). The Bank of France and French authorities have refused to redeem any longer the French currency, which ceased to be legal tender after 4 June 1945.

Obsolete is French currency in denominations of 50, 100, 500, 1,000 and 5,000-franc notes issued by the Bank of France and supplemental French currency (Tri-Color Series) of the same denominations issued for AEF use in France, which ceased to be legal tender on the above date.

PAL Stripes Abolished

The blue and white striped, three-piece uniform formerly prescribed for wear by prisoners-at-large at naval shore stations is abolished by BuPers Circ. Ltr. 18-46 (NDB, 31 January). Uniforms to be worn by PALs, and markings thereon if any, will be left to the decision of local commanding officers.

Welfare, Ship's Service Funds Not to Be Used For Charity Purposes

Distribution of ship's service funds or non-appropriated welfare funds among crew members or donating them to charity is not a proper way for ships and activities being decommissioned or going out of service to close out these accounts, Alnav 61-46 (NDB, 15 February) ruled.

The funds must be remitted to BuPers upon liquidation of ship's service activities afloat and welfare funds (NA) afloat and ashore, as set forth in SecNav Ltr. 45-775 (NDB, 15 July 1945), and BuPers Circ. Ltrs. 334-45 (NDB, 15 Nov 1945) and 361-45 (NDB, 31 Dec 1945). This latter circular letter offers a resume, also, of what constitutes legitimate welfare expenditure.

Funds received by BuPers are expended for the recreation of personnel throughout the naval establishment.

Ship's stores, as distinguished from the funds mentioned above, must be closed out in accordance with provisions of BuSandA Manual Art. 1274-2 (B) (3).

Unobligated Recreation Funds Report Requested

Due to an additional reduction in the budget allotted to Navy welfare and recreation, ships and stations have been directed to send BuPers, attn: Pers 5111, a report of all unobligated quarterly allotments for the second half of this fiscal year (Alnav 30-46; NDB, 31 January).

These funds are appropriated yearly by Congress for welfare and recreation at naval establishments throughout the world and are allotted in a lump sum to all activities involved. The money is apportioned on quarterly allocation. Funds for the fourth quarter and unobligated quarterly allotments from the third quarter have been cancelled. After all returns are completed, and if money is available, information will be issued regarding possible regrating of allowances on a reduced scale.

ANSWERS TO QUIZ ON PAGE 75.

1. (b)
2. (d)
3. The sinking of the gunboat Panay.
4. (a) Luzon, Philippines, (b) Iwo Jima, (c) Japan
5. (a)-(5), (b)-(4), (c)-(1), (d)-(2), (e)-(3)
6. The rank of Commodore was revived and the new rank of Fleet Admiral established.
7. 51, San Francisco, April. The State Department arrives at the figure by counting the three Russian representatives separately.
8. Vice Admiral J. S. McCain, USN; Gen. G. S. Patton Jr., USA; Maj. Gen. J. D. Patch, USA.
9. Radar, atom bomb, Vt fuse, jet propulsion, Ioran
10. (a) Winston Churchill
(b) Comdr. Howard W. Gilmore, USN

ALNAVS, NAVACTS IN BRIEF

Alnavs apply to all Navy, Marine Corps and Coast Guard ships and stations; NavActs apply to all Navy ships and stations.

Alnavs

No. 29—Announces promotion of certain Marine Corps officers whose promotions previously were withheld for physical disqualification (see p. 73).

No. 30—Cancels unobligated welfare and recreation allotments for remainder of 1946 (see p. 77).

No. 31—Orders submission to BuPers via air mail of various ship's service, ship's stores and officers' messes financial reports.

No. 32—States commands and officers authorized to determine claims of naval personnel for reimbursement for personal property lost, damaged, destroyed or abandoned incident to service (see p. 66).

No. 33—Gives directions to prolong use of current pay records until 30 June 1946.

No. 34—Limits sale of various clothing and small stores items to individual needs (see p. 73).

No. 35—Orders activities to requisition via regular channels future requirements Class 54 equipment chargeable against appropriations of cognizant bureaus.

No. 36—Gives directions for COs to follow in making continuing survey of enlisted personnel, to furnish data for demobilization and postwar Navy.

No. 37—Requests applications from regular officers of Navy and Marine Corps for three-year postgraduate course in law (see p. 71).

No. 38—States USN reenlistments in regular Navy shall be made at Navy Recruiting Stations unless made within 24 hours after discharge, in which case they may be made at the discharging activity. Directs potential reenlistees having three or more dependent children under 18 to sign waiver of privilege of dependency discharge.

No. 39—Announces on 1 Feb 1946 temporary advancements in rating including changes in status to pay grade one effected subsequent to 30 June 1944 shall be permanent and all such advancements and changes made subsequent to 31 Jan 1946 shall be perma-

nent (see p. 65, ALL HANDS, February 1946).

No. 40—Announces reduction in critical discharge scores applicable 15 March and 2 April (see p. 68).

No. 41—Corrects Alnav 35-46 (NDB, 31 January) to read "Alnav 141-44 revoked" instead of "Alnav 141 revoked".

No. 42—Sixth weekly report of regular Navy enlisted strength.

No. 43—Directs COs forward to Board of Review for Decorations and Medals, Navy Department, all recommendations for awards that have been returned to originator disappointed.

No. 44—Announces extension of management and industrial engineering course (Alnav 18-46; NDB, 15 January) to include limited number of officers to be selected for Material Inspection Service. Closing date of applications was 10 February.

No. 45—Directs surplus property declarations be expedited by commands concerned.

No. 46—Authorizes subsistence on general mess aboard Navy and C.G. vessels of dependents acquired overseas during period of emergency by naval and military personnel, who are traveling to destinations of their own selection.

No. 47—Formulates advance change to Navy Regs; Art. 1412 cancelled, terminating authority for honorably discharged personnel to elect their home on board receiving ships.

No. 48—Opens certain previously announced training courses to officers who were denied opportunity to apply by circumstances of the war. Deadline for new applications was 1 March.

No. 49—Changes precedence of decorations [BuPers Manual Part A Chap. 1 Art. A1001 (A)] which shall be worn in following order: Distinguished Service Medal, Silver Star Medal, Legion of Merit.

No. 50—Announces new personnel claims regulations published in NDB, 31 January (see p. 66).

No. 51—States rules for regular Navy enlistment in specialist ratings (see p. 13).

No. 52—Announces V-Discs ordered under appropriation 1760433, Welfare and Recreation, Navy 1946, will be delivered despite cancellation of these funds by Alnav 30-46 (NDB, 31 January) (see p. 76).

No. 53—Cancels Alnav 311-45 (NDB, 15 October) which stated terms of monetary exchange relief awarded personnel (see p. 73).

No. 54—Promotes for temporary service following USN and USNR officers of active list, including Waves: USN lieutenants with dates of rank between 2 Jan and 1 Feb 1944 inclusive; USNR lieutenants who began continuous active duty in that rank between 2 Jan and 1 Feb 1944 inclusive; USN lieutenants (junior grade), ensigns and non-commissioned warrant officers with dates of rank between 2 July and 1 Aug 1944 inclusive; and USNR lieutenants (junior grade), ensigns and non-commissioned warrant officers

Navy Blue

Styles of uniforms may come and go but the color "navy blue" remains unchanged. Women

have always had something to do with the Navy and it is not surprising to learn that the choice of "navy blue", traditional and practically standard color of the uniforms of the navies of the world, was to a large degree influenced by a woman.

Back in 1745, the British naval officers decided they would petition the Admiralty for an official uniform. This was done and the Admiralty requested certain officers to appear in what they considered a good design. Some liked gray with red facings; Captain Philip Saumarez is reported to have worn a blue uniform with white facings.

However, the final decision lay with George II. The story goes that he selected "navy blue" and white, because they were the colors of the riding habit of the First Lord's wife, the Duchess of Bedford, who was riding in the park.



who began continuous active duty in those ranks between 2 July and 1 Aug 1944 inclusive.

No. 55—Directs more careful audits of postage stamp stock when Navy post offices are discontinued.

No. 56—Provides certain increases in number of midshipmen authorized at the Naval Academy (see p. 72).

No. 57—Sets procedure for handling of pay accounts of USNR officers recalled to active duty (see p. 69).

No. 58—States personnel who have entered term of USN enlistment since 28 Sept 1945 ineligible for discharge without BuPers approval under Alnav 298-45 (NDB, 30 Sept 1945), which released men having three or more legally dependent children under 18 years (see p. 68).

No. 59—Announces Alnav 449-45 (NDB, 31 Dec 1945), which concerns requests for title A and B equipment, applies only to material in "Index of Special Ships Material."

No. 60—Enlistment figures (see p. 68).

No. 61—Directs attention to SecNav ltr. 45-775 (NDB, 15 July 1945), and BuPers Circ. Ltrs. 334-45 (NDB, 15 Nov 1945) and 361-45 (NDB, 31 Dec 1945) regarding proper final disposition of welfare funds (NA) and ship's service funds (see p. 77).

No. 62—Lists locations where reserve MarCorps officers afloat interested in transfer to regulars may be interviewed (see p. 70).

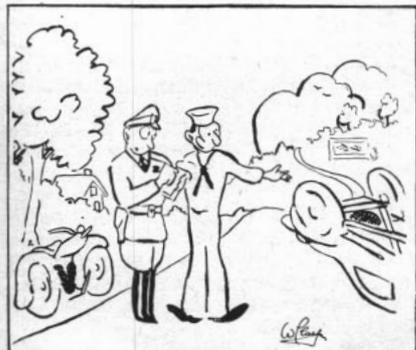
No. 63—Orders interior ship painting reduced to minimum (see p. 77).

No. 64—Halts exchange of non-legal tender French currency (see p. 77).

No. 65—Directs compliance Cominch ltr. serial 7425 (NDB, 30 Sept. 1945), which orders certain commands cease submission of war diaries.

No. 66—Reports regular Navy enlistments (see p. 68).

No. 67—Announces awards above Commendation Ribbon to personnel no longer in active service shall be mailed



The Breeze (NY, Mare Island)

"And then the road took a sharp list to starboard."

to home naval districts for formal presentation (see p. 54).

No. 68—Restricts travel of dependents overseas to that approved by area commanders, due to housing shortage (see p. 49).

No. 69—Refers to new para. 210.1 in next revision of Property Redistribution and Disposal Reg. No. 1, regarding gifts and loans of material for historical or memorial purposes.

No. 70—Ninth weekly report of USN enlisted strength (see p. 68).

No. 71—Directs conservation of flour (see p. 72).

No. 72—Announces rate of exchange for Italian lira.

No. 73—Encourages Navy men and ex-Navy men to inform their relatives and friends with regard to the Navy (see p. 75).

No. 74—Gives procedure for recommendations for awards in accordance with Alnav 23-46 (NDB, 31 January) which requested such recommendations.

No. 75—Corrects Alnav 61-46 (NDB, 15 February) which referred to SecNav Ltr. 45-775 (NDB, 15 July 1945) incorrectly as a BuPers Ltr.

No. 76—Announces reductions in critical discharge scores on 15 April and 2 May (see p. 68).

No. 77—Directs all ships transfer narcotics, medicinal alcohol and spirits in excess 12 months' normal requirements to nearest medical supply facility.

No. 78—Directs commands check health records on hand against muster rolls and to forward records of individuals not attached whose present station not known to BuMed.

No. 79—Amends Art. 38 of Articles for the Government of the Navy (see p. 75).

NavActs

No. 9—Orders Staging Centers and Intake Stations to refrain from modifying orders directing officers to report for separation either to SepCen serving home of record or SepCen nearest post of debarkation or duty station if officer established hardship under Alnav 234-45 (NDB, 15 September), unless the officer concerned obviously had no chance to exercise the hardship option or his orders are obviously in error.

No. 10—Requests applications from USN or USNR officers for advanced training in electronics at M.I.T., beginning about 17 June 1946 (see p. 74).

No. 11—Requests officers with legal training, who will become eligible for separation within four months but would agree to remain on active duty 180 days if assigned legal billets, to advise BuPers attention Pers 31501 (see p. 73).

No. 12—Requests applications for duties connected with public information from USN and USNR officers with experience or inclination and aptitude in the field (see p. 71).

No. 13—Authorizes and encourages commands authorized to convene local boards to process applications of officers desiring transfer to USN, regardless of their duty stations.

No. 14—Authorizes unlimited advancement from pay grade 6 to pay grade 5 for qualified personnel who have served three months in grade 6.

No. 15—Adds phrase "automobile at port of debarkation" to list in Alnav 234-45 (NDB, 15 September) of reasons establishing hardship under which personnel may request separation at port of debarkation rather than at home of record.

No. 16—Opens certain shore duty billets in supply activities to USNR line ensigns and lieutenants (junior grade) (see p. 74).

No. 17—States USNR officers upon release from active duty entitled to travel allowances *only* to address which was home of record upon reporting for active duty (see p. 67).

No. 18—Allows USNR officers with pending requests for USN transfer to be released when eligible without affecting their requests, which will continue to be considered (see p. 68).

No. 19—Issues instructions regarding travel allowances to clarify Alnav's 209-45 (NDB, 31 Aug 1945) and 360-45 (NDB, 31 Oct 1945).

No. 20—Directs NavPers 625 reports for ships and division, squadron and flotilla staffs shall show postwar allowance in complement column in lieu of adjusted allowance.

ALL THUMBS



SHIP'S COMPANY

FANTAIL FORUM

QUESTION: Has service in the Navy changed your ambitions held in civilian life?

Harold T. Hester, Jr., Y3c, Portland, Tenn.: "I was an automobile dealer in civilian life, am married and have two daughters. My main ambition is still centered on my family and my business and I intend to return to the comforts of home life soon. The one big thing that Navy life and overseas duty did for me was



make me appreciate how fortunate we are to be citizens of this great country."

Fred S. Tyburski, SK3c, Thorndike, Mass.: "It has always been my ambition to have a business of my own and be my own boss. Having to take orders in the Navy has made me even more sure of that. I've had a restaurant or some kind of an eating place in the back of my mind and that is what I am planning on. Although I've lost some time getting started, being a storekeeper in the Navy will make me a better businessman."



Willie R. Porcher, S1c, Atlanta Ga.: "Before the war I worked as a rigger's helper in a shipyard. Since then my wife and my parents moved to Cleveland and if I can't get a shipyard job there I'll start looking around for something else. Maybe my Navy jobs as truck driver, stevedore and athletic instructor will give me a lead for something new."



Joseph J. Turki, AOM2c, Wheeling, W. Va.: "I really haven't made up my mind yet what I want to do. I'm going to loaf a while first when I get home. Before I entered the Navy I worked at odd jobs, but if I could get into some kind of ordnance work I think it would be a pretty good idea since I have learned quite a bit about it during my duty in the Navy."



Willis W. Bair, CPhM, Celina, Ohio: "My ambition in civilian life—to be a pharmacist and have my own drug store—has remained essentially the same during my tour of duty. Most of my Navy work has served to amplify those plans and the experience I've had will be helpful in the long run, I'm sure. I can say



that I've really enjoyed most of my war experiences."

Arthur T. Wickstrand, CM2c, Portland, Ore.: "No, I expect to return to civilian life with the opportunity to continue work for a building contractor—which is just where I left off. But the time I've had in the service has given me a broader outlook on the needs of our country and the world, and I'm not sorry for the time lost in my work at home."



Roy F. Johnson, S1c, Lubbock, Tex.: "No, not in the least. I enjoyed my stay in the Navy, but my highest ambition is to become a civilian again. My work before getting into the Navy was in the theatre—mostly acting. That is what I really want to do so I intend to get back to it. I'll get a new start by going to a dramatic school when I get out of the Navy."



Edward H. Yeckley, RdM3c, Glendale, Calif.: "I never heard of radar before I got into the Navy, but I believe it has a great future in the aviation industry. I intend to follow it up if at all possible. I am looking forward to the time when every airfield is equipped with radar for use in tracking incoming and outgoing planes and making flying much safer than it is now."



ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs. If therefore cannot always fully record achievements of units or individuals, and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin; followed by the initials "cum. ed.," they refer to the cumulative edition of 31 Dec. 1943, which superseded all semi-monthly issues through that date; by "Jan.-July" or "July-Dec.," to the collated volumes for those six-month periods of 1944, containing all 1944 letters still in effect at the end of each of the two periods.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

OLD SCENE (REVISED)





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YOU DROP IT, YOU MAY NEVER BE ABLE TO HAVE IT AGAIN**

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★ Don't be in a hurry to convert your term policy to permanent insurance. You may find later you can't afford the higher premiums and you may have to drop some or all of the policy, so it's generally wiser to wait until you're back in civilian life, know what kind of a job you will have and how much permanent insurance you can carry.

★ For information or assistance after you're discharged write to Veterans' Administration, Washington 25, D. C. Be sure to include this data in your letter: (1) full name (print first, middle, and last names), (2) service number, (3) rate (at time of discharge from the Navy), (4) date of discharge, (5) insurance certificate or policy number—if you know it, (6) permanent mailing address (street and number, town or city, postal zone, and state).

REMEMBER

**YOUR NATIONAL SERVICE LIFE
INSURANCE IS GOVERNMENT IN-
SURANCE—IN OR OUT OF THE
SERVICE—BEFORE AND AFTER
CONVERSION**