AMERICA MOURNS
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Through Two Wars, He Worked Mightily For These Things He Loved: The Navy, Its Ships and Its Men

By Edwin L. Meese III

Wearing familiar sea cape, President Roosevelt reviewed the Pacific fleet in 1938. With him was Admiral Bloch.

THE SAILOR PRESIDENT

EIGHT soldiers, sailors and marines lowered the body into the grave. A file of West Pointers advanced, fired three volleys. As the last volley sounded, muffled drums began to beat in the distance, and a bugler sounded "Taps."

Franklin Delano Roosevelt, 32d President of the United States, had been committed to his last resting place, on his estate at Hyde Park, N. Y. The armed forces had lost their wartime Commander-in-Chief (see p. 41). The Navy, in particular, had lost a longtime friend, one who had seen it through two wars and brought it to the peak of its power.

More than any man who ever held the office, President Roosevelt was close to the sea, the Navy, its men and its ships.

As Assistant Secretary of the Navy from 1913 to 1920, he was a leading figure in naval affairs throughout the first World War and after it. As President, he saw another conflict looming in the '30s and found ways to build up a stronger Navy in preparation for it. Before he died, he was to see his forces on the verge of victory in Europe, and his Navy, now the mightiest in all history, battering at the door of Japan.

Some 37 years before Franklin Roosevelt died, an earlier Roosevelt— Franklin's fifth cousin—had sent the U. S. Fleet to Japan and around the rest of the world on a 46,000-mile cruise to impress upon the Great Nations that the United States had attained full stature as a world power.

But the family's connection with sea and Navy went back generations before that. President Roosevelt's grandfather, Warren Delano, was sailing before he was 19 as supercargo on a ship which went to South America and China. His great grandfather, another Warren Delano, had been a sea captain of the early 1800s.

The President himself made his first ocean voyage, to Europe, at the salty age of 3. He made his first visit to the White House (at 5) in a sailor suit. His father had taken him there to see Grover Cleveland. President Cleveland, then groping with a na-
tional depression of his own, had heartfelt advice for the 8-year-old.

"I am making a strange wish for you, little man," he said. "I hope you will never be President of the United States."

Wanted Naval Career

The young Roosevelt learned to swim at an early age, and took up sailing at his family's summer camp on Campobello Island, New Brunswick, acquiring a love of small boats which never left him. Some of his earliest reading consisted of the old ships' logs he found in trunks in the family attic. In his father's library at Hyde Park he showed a marked preference for naval history, and by the time he was 13 had decided he wanted to go to the Naval Academy at Annapolis.

Talked out of this by his father, who had other plans for him, he went to Groton, a private school in Massachusetts, and was there when the Spanish-American War broke out in 1898. The old Navy fever rose again and he made plans with two other youths to run away on a Sunday and enlist in Boston. When the day came, however, all three of them were down with the measles.

After Harvard, Columbia Law School, and his marriage in 1905 to his sixth cousin, Eleanor Roosevelt—with T. R., then President, giving the bride away—Franklin Roosevelt went into the practice of law and later into politics. Campaigning hard for the nomination and later the election of Woodrow Wilson, he made a good impression on one of Wilson's elder statesmen, Josephus Daniels.

On the morning of Wilson's inauguration, Mr. Roosevelt ran into Daniels in the lobby of Washington's Willard Hotel, and congratulated him on his new appointment as Secretary of the Navy. "And how," responded Daniels, "would you like to come to Washington as Assistant Secretary of the Navy?"

Nothing, Mr. Roosevelt answered, would please him so much. On the way over, Secretary McAdoo had asked him if he would like to go into the Treasury Department, but, he said, "all my life I have loved ships and have been a student of the Navy, and the assistant secretaryship is the one place, above all others, I would love to hold."

As Assistant Secretary, at 31, Franklin Roosevelt was in a position where he was magnificently fitted for. In recommending his appointment to Wilson, Daniels had said, "I know he has been a naval enthusiast from his boyhood," and this enthusiasm found full outlet during the war.

He knew countless Navy officers by name, and knew their naval history better than most of them. He was interested in the construction of ships, and got to know many younger naval officers so that he could get their ideas and find out when things were wrong and what he could do to correct them.

Won Bluejackets' Regard

"He'd come aboard a new ship," one admiral recalled, "and say to me, 'See that electric clock there? That takes exactly so much money and so many feet of wire and so many man hours to build and install. If that clock hadn't been put there, we could have had two more guns.'"

To encourage swimming among officers and enlisted men in the service, so that fewer Navy men would lose their lives in the water, he issued orders that all midshipmen and recruits must learn to swim. And to stimulate interest, he offered a swimming cup for annual competition.

He won the admiration of bluejackets by an act of personal courage at San Francisco in 1915. The submarine F-3 had shortly before sunk off Hawaii, with all hands lost. Worried about the effect of this on Navy morale, Assistant Secretary Roosevelt went aboard a submarine himself and had the skipper take him down for several dives.

Officers and civilians in Washington soon got to know that there was a live wire in the Assistant Secretaryship, and found that he had a way of slashing red tape when there was work to be done.

Once America got into the war, he tried to resign as Assistant Secretary so that he could don a uniform and get into active service. Secretary Daniels was against it, but took his
request to President Wilson, who said, "Tell the young man that his only and best war service is to stay where he is." Mr. Roosevelt himself then went to see the President, but Wilson refused to let him resign.

Mine Barrage vs. U-Boats

 Probably his most daring and important war achievement was pushing through the North Sea mine barrage—a project which the British admiralty did not think possible and which Admiral William S. Sims at first called the conception of a newspaper strategist.

German U-boats had the Allies worried. One out of every four ships leaving the United Kingdom was sunk before it could return. The British and French had the Straits of Dover pretty well blocked off with mines, nets and patrols, but long-ranging U-boats were leaving their bases at Wilhelmshaven and Kiel and taking the route north of Scotland. If this northern exit of the North Sea could be blocked, the submarine menace could be ended.

The plan of stretching a chain of high-explosive mines, 250 miles long, across the North Sea appealed to Admiral Sims. "Sailors who had been in the war," and Secretary of the Navy Daniels wrote, "particularly in the war days of 1917-18, was invaluable when he became Commander-In-Chief in the conduct of World War II." When he was nominated for the Presidency at Chicago, he told the delegates he was "thankful for my Navy training."

One thing he had learned well was the value of naval preparedness, and he took steps early to see that the Navy would have a little more to fight with if another war was to come. One of the early pieces of New Deal legislation was the National Industrial Recovery Act, passed by Congress in 1933 "to encourage national industrial recovery, to foster fair competition, and to provide for the construction of certain useful public works." Luckily for America's future, it also included another clause: "...and, if in the opinion of the President it seems desirable, the construction of naval vessels within the terms and/or limits established by the London Naval Treaty."

Pay-Off at Midway

With this as authority, the President allocated $238,000,000 to the Navy for construction of 32 ships: 4 light cruisers, 2 carriers, 20 destroyers, 4 submarines and 3 gunboats. The carriers were the Yorktown and Enterprise, both of which participated in the first raids on the Marshalls. It was the Yorktown which later made a dramatic 5,000-mile run from the Coral Sea to help swing the scales in the Battle of Midway. Although sunk herself at the end of the action, she had been a vital factor in inflicting on the Jap Navy its first decisive defeat in 350 years, and the battle was a crucial turning point in the Pacific.

This construction program stimulated the shipbuilding industry to new activity and started the nation on the road to acquiring a Navy of really modern warships.

Other naval legislation followed rapidly. In 1934 the President approved the Vinson-Trammel Act, under which the Navy was authorized to be built up to the strength permitted by the Washington (1922) and London (1930) agreements.

More increases followed: on 17 June 1938, an increase of 290,412 tons, a little over 20%; on 14 June 1940, 167,000 tons; on 19 July 1940, a whopping 1,325,000 tons, almost 70% up.

Naval air strength was also being upped before Pearl Harbor. On 17 May 1938 the Navy was authorized to increase its air strength to 3,000
planets. Three jumps in 1940 increased this to 4,500, then 10,000, then 15,000.
Aided and abetted by its Navy
President, the country was getting its
seagoing forces in shape for the con-
{}

Naval Accomplishments
Among the many accomplishments
for and by the Navy during President
Roosevelt’s 12 years in the White
House were these:
- modernization of the fleet’s old
battleships.
- the building of a new experi-
mental model basin.
- the building up of a tremendous
naval establishment to cope with the
needs of World War II.
- gigantic expansion of naval avia-
tion and carriers.
- the building of much needed
modern fleet auxiliary vessels.
- the construction and manning of
an entirely new amphibious fleet.
- more powerful warships and ord-
inance and carriers.
- the recruiting of women for the
Navy, Marines and Coast Guard.
- the addition to the nation’s “first
line of attack” of the mighty
45,000-tonners USS Iowa, New Jersey,
Missouri and Wisconsin, as well as the
35,000-tonners USS South Dakota,
North Carolina, Washington, Indiana,
Massachusetts and Alabama.
During his 12 years in the White
House, President Roosevelt had seven
different naval officers as his aides. Al-
though they now are all of flag
rank, they were captains at the time
of that duty. In order, they were:
W. N. Vernou, 1922-34; Wilson
Brown, 1934-36; Paul H. Bastedo,
1936-37; W. B. Woodson, 1937-38;
Daniel J. Callaghan (who died a
hero’s death aboard his flagship, the
San Francisco, in the Battle of Guad-
canal), 1938-41; J. R. Beardall,
1941-42; and John L. McCrea, 1942-
43. At the time of his death, Presi-
dent Roosevelt’s naval aide was Vice
Admiral Wilson Brown, who returned
in 1943 to serve for the second time.
Of all his White House intimates, few
were closer to President Roose-
velt than his personal physician, Vice
Admiral Ross A. McIntire, (MC)
USN, Surgeon General of the Navy
and Chief of the Bureau of Medicine
and Surgery. Every morning about
8:30 the President’s doctor parked
his car in front of the White House an-
ex, strolled down the corridor into
the main building, up the stairs and
into the Executive bedchamber where
the President held his daily bedside
session.
Admiral McIntire traveled with
the President on presidential trips and
was known around Washington as
“the only man who gives orders to
Franklin Roosevelt.”
It was Admiral McIntire who had
the sad duty of announcing to the
press the news of President Roose-
velt’s sudden death, opening a press
conference called at the White House
by saying to the assembled news-
men, “This is a tough one for me to
have to give you.”
All four of President Roosevelt’s
sons were in the armed forces at the
time of his death, three of them in
the naval service. Col. James Roose-
velt, USNR, the eldest, is on duty on
the staff of a commanding officer of
an amphibious group in the Pacific.
Brig. Gen. Elliott Roosevelt, Army
Air Forces, is CO of the 22nd Pho-
tography Reconnaissance Wing. Lt.
Comdr. Franklin Delano Roosevelt
Jr., USNR, is CO of a destroyer escort
in the Pacific, and Lt. John Aspinwall
Roosevelt, (SC) USNR, is on the staff
of a carrier division CO in the Pacific.
Many a Navy ship had carried Mr.
Roosevelt aboard, but when he was
President and earlier as Assistant
Secretary of the Navy, he frequently
took week-end cruises down the Poto-
cac or the Potomac. Its slogan, “When
President Roosevelt took
office, the Navy’s operating force plan
for 1933 provided for a total of 455
vessels. By 30 June 1944 the U.S.
Navy, world’s largest, consisted of
1,108 warships plus 65,191 other craft,
a grand total of 61,229 vessels.
At the end of 1933 the U.S. Navy
had 919 serviceable airplanes on
hand. On 30 June 1944 it had 34,000.
Personnel in 1933 numbered 96,227
(79,700 in the Navy, 16,527 in the
Marines). On 28 February of this
year the personnel strength of the
U.S. Navy included 3,269,980 in the
Navy itself, 474,980 in the Marines
and 171,726 in the Coast Guard—a
total of 3,816,786.
Franklin Delano Roosevelt, long-
time friend of the Navy, had left-behind
him a Navy ready, willing and
more than able to take up any task
the nation might assign it. For a
sailor President, that made quite a
monument.

In the first World War, Mr. Roose-
velt had sailed aboard the transport
uss George Washington, which car-
rried a section of the naval hospital
ship that bore his name. He was also
a officer of the destructor Dyer, which
he took to Europe in 1918; the destroy-
er Kimberly, in which he sailed to visit
the American naval base at Queenstown,
in southern Ireland.

Peace time days found him often
aboard the Houston or Indianapolis,
cruisers apparently being among his
favorites. It was another cruiser, the
Augusta, on which he sailed to
the dramatic sea meeting with Prime
Minister Churchill which resulted in
the signing of the Atlantic Charter.

The Navy Is His Monument
Perhaps the greatest monument to
the President’s love of sea and Navy,
and one with which he would be well
content, is the Navy itself which he
had helped grow to such mighty
stature. The fleet which Teddy Roose-
velt sent around the world in
1907-09 was a ponderous one, with its 16
first-line battleships, but it was to
look like just a task force before
World War II was over.

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sailor President, that made quite a
monument.
north of where main landing was made (p. 43). British task force joined U. S. 5th Fleet forces in preliminaries.

FROM THE AIR bombs, rockets, bullets lulled Okinawa for the kill. This is a shot of an air attack on Toguchi, town

FLEET PLANES bomb and strafe Jap cargo ships in an Okinawa inlet. The air preparation involved 1,500 planes.

FLAG is hoisted over Aka Shima, one of Kerama Islands, which were taken to cover Okinawa landings six days later.
HYMN OF HATE roared along Okinawa's west coast Easter Sunday morning as battleships pulled out all the stops and let fly. Then began an Easter parade, Pacific style—lines of landing craft loaded with Yank fighters.

ROCKET-FIRING LCIs also had their basket of Easter eggs to deliver to Okinawa. A beachhead was hatched.

SUICIDE FLEET of small boats loaded with TNT was destroyed, frustrating Jap plans to ram U. S. warships.
OKINAWA cont.

ARMY TROOPS of 77th Division deploy along Tokashiki beach in Navy amphibious and ducks that ferried them in.

SPEEDING INLAND against light opposition, soldiers and marines cut the island in two the day after they landed.

ON THE DOUBLE, marines hop off for the interior over a smashed stone wall. While marines herded part of the Jap defenders into the northern corner of the island, the Army holed the main garrison up in the southern sector.
YONTAN AIRFIELD fell to the Yank assault forces the first day of the invasion. In this view from a Navy plane, American troops and tanks can be seen overrunning the field's bomb- and shell-pocked runways and revetments.

JACKPOT of painstaking preliminaries were these knocked-out Jap planes. A bulldozer cleared them from strip.

WORRIED at first, Okinawa natives soon learned Americans wouldn't torture them as Jap propaganda predicted.
HARA-KIRI is losing its sanctified popularity with the Japanese—at least, with the Japanese Navy.

Reason for this about-face on saving faces: severe losses of manpower. Seems the U. S. Navy is liquidating the Nips at such an accelerated rate that they no longer can afford to indulge in extravagant self-extirpation.

Some 262,000 Jap sailors have died in this war, it was estimated last month in a report on Jap naval men and their ships prepared by the Office of War Information from material made available by the U. S. Navy and other official sources.

As a result, the remaining 850,000 Jap sailors are being told to think twice before drawing the blade.

"The willingness of Japanese to commit hara-kiri is no longer considered a virtue because so many of the Navy's best sailors have done away with themselves," the report said.

Do not, however, let the Japs' staggering losses lead you to believe that the Nip navy is not one to be respected. Comic cartoonists to the contrary, the foe you face is not a goggle-eyed, buck-toothed, gibbering little idiot: Nor is he a stupid, stone-brained savage.

The Japanese sailor is not a goggle-eye, buck-toothed, idiotic cartoon character. He is the well-trained, well-educated, well-equipped fighting man in this photo.

**Big-League Foe**

Before the war, there were many in the U. S. who held the opinion that Japanese seamanship and gunnery were poor. Events have made it necessary to revise that opinion. Make no mistake about it: The Japanese Navy has given the U. S. Navy its first big-league test since fighting ships changed from wood to steel. We are fighting the greatest naval war in all history against a foe who is highly competent technically, and who is continuously aware of improvements in all branches of warfare. If the Japanese had certain technical equipment which has been developed by American ingenuity and made available by American industry, their fighting ability might be even higher.

Combat experience has proved that:

- Japanese seamanship is high.
- Japanese torpedo warfare is excellent.
- Japanese gunnery is good.
- Japanese naval officers are of high quality.
- Japanese naval vessels are excellent.
- Japanese naval men have physical endurance, loyalty, confidence, discipline and foresightedness.
- Americans who know the Jap sailor best have had this to say about him: "The Japanese are taught to be aggressive, resolute and daring. During the heat of battle, they fight without fear... and to the bitter end."

**ENDURANCE.** "The Japanese say that the loyalty of officers and men enables them to endure the hardships of a Spartan life at sea, and their men-of-war accordingly are combatant ships, even sacrificing some things which we consider basic necessities."

**LOYALTY.** "Training and education does much to bring to the front the devotion of the Japanese to his Emperor and country. They revere the Emperor as God, who is the head of the whole family."

**DISCIPLINE.** "The Japanese sailor is easy to command. They expect orders and feel unhappy when left to themselves." (Even on shore leave, the Jap's discipline is high. If a sailor misbehaves, his officers lose face. In the rare instances when Jap seamen have been guilty of infractions, officers have been known to confine themselves to quarters.)

**CONFIDENCE.** "Their morale is excellent, thanks to past victories in former wars and the initial successes after Pearl Harbor. The Japanese feel themselves, man to man, superior to any of us. They believe in their divine destiny to conquer the world. They are not discouraged by single battles. They are confident they will win the war."

**FORESIGHTEDNESS.** "The Japanese are prudent and careful. The war has been long planned, with certain details taken care of years ago. They expect to conquer all of Eastern Asia and the Pacific Ocean and then force us to make a peace which will weaken us, and cause us to grow weaker with time."

**SUSPICION.** "The Japanese do not trust even themselves. They often sus-
pect the motives and words of their closest friends. In spite of their politeness, they lack sincerity.

MORBIDITY. "Japanese sailors are a picked group, taller, heavier and stronger than landsmen. Nevertheless, a considerable number of them are hypochondriac. They worry over various diseases. They are thin-skinned. When they lose face, they occasionally go to pieces."

Jap Sailor vs. Soldier

The average Jap sailor is 20 years old. The youngest is just above 14. The oldest now being accepted for active sea duty is not above 41.

This average sailor is 5 feet 4½ inches tall, weighs 124 pounds, has a chest measurement of 38 inches. In contrast, the Jap soldier is 5 feet 3 inches tall and weighs 117½. The average Jap sailor was born and raised at a seaside community. He is wise to the ways of the sea.

In peacetime 40% of enlisted personnel were conscripts, 60% were volunteers. The volunteers served at least five years, the conscripts three years. After his three-year service the conscript would then become a member of the reserves for 11 years. During this reserve period he would spend five 70-day periods of training. Of course, all reservists have now been called to active duty, and the conscripts remain in the service after completion of their three-year term.

Enlisted men can rise through the ranks to become warrant officers, and since 1942 warrant officers have been eligible for advancement to both line and staff officers' status.

There are nine grades of commissioned officers in the Jap navy. They are sho-i (ensign), chu-i (lieutenant, junior grade), tai-i (lieutenant), shosa (lieutenant commander), chusa (commander), taisa (captain), shosho (rear admiral), chusho or chujo (vice admiral) and taisho (admiral).

Admirals are appointed by the Emperor, after consultation with the Supreme War Council and the Navy Minister. Vice admirals, rear admirals and captains are selected by the Board of Flag Officers. The selection system in these grades is quite drastic.

In the lower grades, selection boards comprised of flag officers and captains are convened in the fleet and in each naval district; these boards select the eligible officers in each command and determine the relative seniority on the promotion list. Results then are submitted to the Board of Flag Officers, which makes the final decision. Excellent officers get quick promotions. Even in peacetime it is not unusual for an officer to become a commander at 37, captain at 41, rear admiral at 45, vice admiral at 49 and admiral at 55.

Officer Training

The major principles of Japanese naval education are as follows: devotion to the emperor, obedience, courage, truth and simplicity.

Japan has three naval academies.
the Imperial Naval Academy at Etajima for line officers, the Imperial Naval Engineering Academy at Mai- zuru and the Imperial Naval Paymasters' Academy at Tokyo.

These academies are rated socially and professionally in that order. However, since the outbreak of the war, attempts have been made to eliminate this snobbery. But there continues to be social friction between the Jap army and navy—friction that, at times, has probably made the task of American forces easier than it might otherwise have been.

Candidates for the line officers' academy must be between the ages of 16 and 19. Most of them come from the upper middle class. Before an appointment is made, the candidate's family is thoroughly investigated to see if it is worthy of producing a naval officer. If, for example, an applicant's brother has a bad reputation, the candidate's chances for appointment would be jeopardized.

Although candidates must have had 11 years of schooling, the prewar scholastic standard was not high because the academic instruction covered merely the essentials of the technical branches. Instead, the utmost stress was and is placed upon "moral training" and, second only to that, upon physical development and endurance. Hence, the entrance requirements to the academy are stiff. In 1935, for instance, 7,000 Japanese youths applied, but only 210 survived the rigorous physical examination and competitive subject tests to gain admission. Today, with the academy's classes expanded and the wartime course shortened from four to three years, more than 400 cadets are admitted annually.

Academy regulations are strict. Rules are many and petty—both official and unofficial. Examples:
- Members of the first two classes cannot smoke.
- When on liberty, cadets may not ride in automobiles.
- Cadets may not go anywhere except on the island of Etajima.
- Cadets cannot be entertained by geishas; to enjoy such female company, they must wait at least until they are ensigns.
- Hazing by upper classmen is the rule. The three upper classes, however, get along fairly well together.

Training in Seamanship

Seamanship is stressed throughout the cadet's academy life. Small boat handling is the most important subject in this course. This small boat handling is not maneuvering in formation, but consists of basic seamanship, such as coming alongside a landing, handling a boat in a heavy sea and in a fog, and the prevention of collisions. The first half of this boat training course is carried out largely in rowboats, the second half in sail or power boats.

An expert on Japanese naval education has said that almost every small boat leaving a Jap man-of-war has a boat officer in charge. If anything happens to a ship's boat or if a ship's boat renders incorrect passing orders, the ship to which the boat belongs loses face and is discredited in the eyes of the rest of the fleet.

Final stage of the academy training is the graduation cruise. Upon completion of this cruise, cadets are appointed midshipmen for 10 months' specialized training before being commissioned ensigns.

While in the academy, students receive all necessary books, uniforms and the like, but are not paid any money by the government. They may, however, receive money from home. Upon graduation, a man receives about 100 yen ($23) with which to buy uniforms. Most of a newly made ensign's uniforms are converted from naval academy outfits.

The staff officers' schools—the engineering and paymaster academies—have entrance requirements and regulations similar to those at the naval academy. However, candidates may be as old as 21 in contrast to the 19-year age limit at the line officers' academy.

The higher naval college is at Meguro Station, near Tokyo. It provides facilities for lieutenants and lieuten-
ant commanders to study strategy, tactics, history, international law, staff work, economics and advanced technical subjects. There are four regular classes of students—line officers, engineering students, special students (languages) and senior officers. The latter are able to take a strategy and tactics course of one year's duration.

During prewar days the Japanese navy gave a short (five months) course annually to 200-300 graduates of the normal schools. These young men were exposed to all the social, religious and romantic aspects of naval life and, thus, thereafter “assist considerably in disseminating knowledge of the navy.”

The Japanese maintain a gunnery school on the eastern side of Yokosuka Bay, a torpedo school at Taura some three miles from Yokosuka navy yard, and a submarine school about half a mile northwest of Kure navy yard.

Submarine and Air Training

Speaking of the sub school, before the war it was believed that one of Nippon's strongest naval assets was a powerful submarine service. Yet today it appears to be the weakest link in their naval chain. Some experts still express astonishment that Jap subs didn’t attempt even a token blockade of the U. S. West Coast immediately after Pearl Harbor. Observers also were surprised at the Nips' inability to cut down our convoys to the South Pacific at a time when they were inadequately protected because of a lack of fighting ships in the U. S. fleet. It is now surmised in some quarters that the Japanese are saving their submarines for a better tactical use than heretofore. (At a press conference on 8 March at the Navy Department in Washington, Fleet Admiral Nimitz expressed the belief that Jap subs have been employed extensively to support by-passed enemy garrisons. He also revealed that subs were active against our forces at Iwo Jima, but without any success; and predicted more offensive use of Jap subs as our lines draw closer to the Empire.)

It is known that Jap sub crews are as carefully selected as ours. A year ago, probably to remedy deficiencies, 500 Jap sailors were taking special courses under the German navy at Wesermunde, Hamburg and Bremen.

In regards to training of naval aviation officers, selected students of universities, colleges and high schools have been given training in various aviation subjects during their school days. Then each summer they practice what they have studied and take lessons in actual flying. After graduation, they are ordered to the Kasumi-
CONCEALED fighting is the specialty of Jap soldier. TRAINING is given the Jap Army mainly in the field.
She Started with a Green Crew, a Black Cat and a Few Red Faces—But Survived Nine (and a Half) Invasions

It shouldn't happen even to an LST: Getting stuck on a sandbar right in front of Jap artillery...wandering accidentally, at night, to the head of a convoy about to land on Leyte...dropping her ramp on a beach that hadn't been secured yet...and being assigned to "temporary duty" that included several invasions, plus her own sinking.

Those were only a few of the events in the life of one LST, the 460, recently lost in the Philippines after a long and lively combat career that ranged from Munda to Mindoro. They call the LST the backbone of invasion armadas—a lumbering, 228-foot, 4,000-ton hunk of steel that crunches up on an enemy shore, drops its huge jaw on the beach and spews out tanks, trucks and men.

Large Slow Target

To the logistics man, an LST is "the largest floating garage in the world." In the book, it's listed as a Landing Ship, Tank. To the men who live on one, it's the Large Slow Target.

LST 460 was only one of many, but her life was typical of what can happen (and to) an LST. It included the mishaps of a green and untrained crew in the early stages of the war—and it included also a remarkable series of combat missions: Rendova, Munda, Vella Lavella, Bougainville and Treasury Islands, Green Island, Hollandia, Morotai, Leyte and Mindoro.

The beginning of that career was anything but glorious. One of the 460's surviving officers recalls that in the days when the 460 first started out, back in the winter of 1942-43, training was sometimes so fast that if you bent over, you missed most of it.

"We had one week of training at Norfolk," he said. "Then we went out to the West Coast to take over our ship."

At Norfolk there had been seven crews training aboard the LST at the same time, all trying to squeeze into quarters meant for one, and trying to learn about the ship without stumbling over each other. The officers had had their sea-going indoctrination at Tucson, Ariz.—"riding the mirages." They were trained for any one of three kinds of landing craft: LSTs, LCTs and LCIIs. When they arrived at NOB, Norfolk, they were asked what they'd done in civilian life and what kind of ship (of the three) they preferred for duty.

Teachers and Lawyers

Three of the officers had been teachers, three lawyers. "Lawyers?" said NOB. "And teachers? We'd better put you fellows on a big ship—you'll have more people to talk to." So they drew an LST.

Assignment of billets followed. The only officer who'd been to sea before was the skipper, an old regular, formerly CQM. He assigned the three teachers as communications and navigation officer, first lieutenant and engineering officer. One lawyer became exec. That left two to choose between gunnery and supply. The one who'd gone duck-hunting once became gunnery officer.

With the billets settled on this engagingly informal basis, officers and crew of the 460 set off across country by special train for the Kaiser Shipyards at Vancouver, Wash. The first time they set foot on their new ship was a half-hour before the commissioning.

"We all lined up on the fantail and got the regulation spiel: we were a green crew now, but the country had confidence in us and we were destined to become a glorious fighting unit of the United States Navy. Then, before we had time to think, they cast our lines off."

Down the Coast

That was 15 Feb, 1943. The LST 460 had a crew of about 75 at that time, although it increased to about 108 later. Only four men in the whole crew had ever been to sea before. "You can imagine what nerve centers they were. Anything from lines to nuts, we had to find out from them and then go do it."

They sweated it out down the Columbia River to Portland, picked up their supplies and headed down the coast for San Diego. In the swells of
the Pacific they got their first taste of the peculiar roll of the lumbering LST—a quick, six-second roll that was something between a snap and a hiccup. Officers and crew promptly got seasick.

On the way down they got to know a little more of the feel and nature of their ship, explored its huge tank deck which would soon be ferrying tanks and trucks and amphicars to invasion shores, learned the workings of its elevator to bring things down from the top deck, studied the huge bow doors and the bow ramp which had yet to drop on its first beach. When equipment wasn't being carried, there was plenty of room on the tank deck for a basketball court, and it was put to this use later in many a Pacific port. The 460 developed one of the best LST basketball teams in the Pacific, playing 50 to 60 games and losing only two.

**Across the Pacific**

At San Diego they got orders to go up the coast a ways for a period of "training." This consisted, as it turned out, of one practice beaching. With everybody coaching, it came off all right. Just as they were retracting from this first beaching they'd ever tried, orders were blinked to them to pick up an Army group to give them a "demonstration."

It was a demonstration, all right. Although they did everything they'd been told and tried to repeat the happy success of that first beaching, the 460 broached. They stayed there helplessly all night, and about noon the next day a tug came up to pull them off. The Army group, having had a demonstration of modern landing techniques, went away very quietly while the 460 was towed to a drydock for repairs to its screws and bottom.

Orders to move on to Pearl Harbor were received with mixed emotions. Other LSTs had set out for Pearl, but nobody ever seemed to hear whether they arrived or not. The 460, full of gloomy rumors, expected to break in two half way across the Pacific. When they finally left, everybody was sympathetic and kind and gave them a party. It was sort of like a last friendly funeral service, they recalled.

From Pearl they went on, via Samoa and Espiritu, for Guadalcanal. The men were manning their guns a day and a half out of Guadalcanal, scanning the sky for enemy planes as the LST crept cautiously along. "You'd have thought we were about to make the original landing," they said. Actually, the island had been secured five months before—just about the time the 460 was being commissioned.

Jap planes were still active, though. The 460 moved across to Purvis Bay and the first night there they had 12 general quarters, starting at 1800. When the first came they thought: well, this is it. After the fifth, they decided, well, anyway, they don't get you every time. After the 12th they decided that it might not be so dangerous but it certainly was tiring.

**Up the Slot**

About a week later they learned they would get their first mission "up the slot," to Rendova. The two preceding LSTs that had gone up had been lost. First the LST 340 went up; they heard she'd been bombed. Then the 341 went up; only one surviving officer came back from her. Rapidly counting on their fingers, the men of the 460 figured there was still some time before they'd get up to 460 at this rate.

But word came for the 460 to go up next. They felt a little like a scared boy walking into a dark cavern. Two minutes out of the harbor they were at general quarters, all set and rarin' to fight. All went well, the night voyage was quiet except for a few dogfights overhead, and the 460 discharged her cargo. From there on she was a "veteran" and was off on a series of combat missions excelled by few LSTs in the Pacific.

Between missions there were occasional restful periods in port. Then
Only time they didn't have deck swabbing to do was when it rained. The ship's first lieutenant used to refer to himself as "chief janitor." Tanks and trucks and motorized equipment meant oil and dirt and mud. When this cargo was discharged, everybody turned to and cleaned the tank decks and top deck before the oil and grease got too firmly stuck. Then men from shore parties would come aboard, tracking the mud and dirt of invasion shores with them.

Biggest routine job, they found, was keeping an LST clean. The ship's first lieutenant used to refer to himself as "chief janitor." Tanks and trucks and motorized equipment meant oil and dirt and mud. When this cargo was discharged, everybody turned to and cleaned the tank decks and top deck before the oil and grease got too firmly stuck. Then men from shore parties would come aboard, tracking the mud and dirt of invasion shores with them.

It kept the LST crew scurrying around like a frantic housewife trying to keep her kitchen clean with a neighborhood boys' club running in and out. The steel tracks of the tanks chipped and cracked the paint, too, so the paint brush became the most used weapon aboard, with a complete paint job for the decks after each mission.

**Rain, Beautiful Rain**

Only time they didn't have deck swabbing to do was when it rained. The men can still remember with relief a spell in Milne Bay when it rained for 30 days. At Leyte there was one spell of about 23 inches rainfall in a month.

Another busy man aboard the LST was the shipfitter, for something was always breaking down and needing repair. When the shipfitter wasn't busy himself, his shop was. The men would use it to make things for themselves or their families or their girls, hammering out a knife or ornament or bracelet.

Sometimes the LST's cargo would be human instead of armored—several hundred soldiers heading for an enemy island, or several score of wounded being brought back from a bloody beachhead. The LST's huge tank deck would be turned into a floating hospital then. They carried one and sometimes two doctors, and two pharmacists' mates. Whenever there were casualties, though, practically the whole crew became volunteer corpsmen and pitched in to help make the wounded men as comfortable as possible.

**Kibitzers in the Galley**

Chow usually varied according to who'd talked to the cook last. The Italian boys would wander down into the galley and show the cook how spaghetti could really be cooked. Day or two later a Greek in the crew would be giving the chief pointers on some native dish of his own. Then the southerners would chime in with some tips on how to make hot bread. Word of this varied fare apparently spread. In the Philippines a group of guerillas came to the CO of the LST and asked if they could serve aboard. Telling with them brought out the fact that they'd heard the food was pretty good. The CO couldn't take them anyway but decided that they were less interested in serving than in being served!

Holidays usually brought a fancy meal for all hands—turkey, if possible. One LST group commander used to send his men ashore at island ports and have them gather up hearts of palms. They varied the diet a bit and made a good salad—sort of crunchy, like celery. Best chance for diet varying came when another ship would come in to port. If it was a big ship, word was passed to lay up to the conning tower to identify it, then find out who knew somebody aboard. A "sponging party" would soon be formed and would set out in the LCVP to see what could be wormed or bargained out of the new arrivals.

LCVPs were the 460's liberty boats. They had two of them, so they decided to fix one up real pretty, making it their "Saturday night sports roadster." They did a good job of it. Too good, in fact. The flotilla CO took one look at it and said, "That's fine, just what I need."

**Large Stranded Target**

The LST's first really close call came when they got orders to go up a little creek in the Munda area. It was twist and turn all the way, and they knocked several blades off one screw in the narrow channel. Just as they got stuck on a sandbar, the Japanese opened up from Kolombangara with artillery and laid down a barrage, coming step-by-step closer to the LST as she lay there stranded on the bar. For some reason nobody yet can figure out, the barrage stopped about a hundred yards short of the ship. "I guess the deck was pretty well washed from the sweat which flowed from our pores."

The next combat mission was to be Vella Lavella. There wasn't much point in her zig-zagging on the way as the general motion of an LST was pretty close to a zig-zag anyway. In one convoy they were in, the instructions were sent out to ships as follows: "Destroyers and transports will zig-zag. LSTs will waddle."

The LST 460 was breezing its slow way along to Vella when word suddenly came to turn back. They found out later that the Battle of Kula Gulf was taking place, and the Navy apparently didn't figure that the LST's 20-mms. would turn the tide.

They went in at Vella Lavella the following afternoon around sunset, looked around, and all they saw was bodies floating around the water. No-
Sometimes cargo would be soldiers. body came out to meet them. They didn't know whether our men ashore had been wiped out or not.

The skipper got out maps to see if they'd hit the wrong place. Just then the general's aide crept out of the bushes and told them to get the hell off the beach. They retreated and that night spent nine hours under constant torpedo attack from Jap planes. Thanks to a beautiful smoke screen put up by our destroyers, the 460 came through OK, but one LST was lost and another damaged.

Any hopes the crew might have had for a short war were abruptly dispelled after Vella. When survivors came back to Tulagi, some from an LST and others from a destroyer, the crew of the 460 noted with grim amusement the different orders that resulted. Two different sets of instructions rang through the barracks. The first was: “All survivors from DD No. ___ lay down to the dock for transfer to another destroyer and return to the States.” This was shortly followed by: “Survivors of LST No. ___ lay down to the dock in working clothes prepared to unload cargo.”

LST vs. Pillbox

Hitting Treasury Island and Bougainville next, the 460 went in on the second echelon, missing most of the heavy mortar fire that met the first group. Most exciting adventure there fell to another LST which rolled up on a beach where there were two pillboxes. In what must be one of the first recorded engagements between an LST and pillbox on land, this LST nosed right up to one pillbox at the edge of the beach and dropped its heavy bow ramp smack on top of it, crushing the pillbox and smothering its crew inside. Then a bulldozer rolled off the ramp and headed for the other pillbox, the Seabee driver raising the shield before him for protection. Roll-

ing over the pillbox, he crushed it and then backed up and pushed loads of sand over it. Later on, when men dug it out, they found about a dozen dead Japs inside and a couple of new guns.

After that came the Green Islands (“no excitement”); several weeks of resupply movements and then—orders to head for New Zealand for leave. Their welcome at Auckland was an enthusiastic one. When the New Zealanders saw the LST coming into the harbor, they lined up to meet them at the pier. Before they could even get their lines over, people were trying to pass ice cream and strawberries and other delicacies aboard to the crew.

Women! With Shoes!

This reception caught the 460 at an emotionally vulnerable time. As the months went on, you had found that their US sweethearts were more and more writing them letters which began: “Dear Joe, you know we always said we’d come right out with it if it ever happened that way, and this boy I used to know, etc., etc. . . .” As a result, officers and crew were in a fine mood of romantic melancholy. As one of them put it, “Here were the first women with shoes on that we’d seen in over a year. We all fell madly in love.”

It was catching—even to the 460’s mascot, a nondescript feline known as Kittypuss. Every time the 460 beached, Kittypuss would be down there at the bow doors and be the first to go ashore, sniff around and come back. When the crew went on liberty, they’d always bring things back for the Kittypuss. New Zealand’s reception was too much for Kittypuss, who found herself a perfectly lovely tom-cat. That was Kittypuss’ first A01; she stayed away from the ship overnight, for the first and last time.

After a spell in port, the 460 got orders to go to Pearl Harbor. The lift in morale was spontaneous; the war was over for a while and they were headed home. They put the engines at all flanks ahead and turned them up a few knots higher than they’d ever gone before. A day and a half out the order came: “Return to Guadalcanal.”

Low Spot of the War

“That,” they recall, “was the low spot of the war.” Spirits sank and even the ship seemed to ride lower in the water as she sloghe d指导地ly back to the Solomons. Back at Guadal, they learned that the 460 was going to get temporary duty in the 7th Fleet. The “temporary” duty lasted through four major invasions, until the ship went down.

After training at Milne Bay and later at Buna beach, the 460 started to get in on some real man-size operations, beginning with Hollandia. The first beach they headed for there was actually so hot it was on fire, so she was directed to another beach. That was too shallow. The 460 headed up a creek and tried several times to get to the beach, but could only get so far and then have to stop, so they pulled off and took up a position just off the creek entrance. That night Jap planes came over and dropped flares. The 460 had then some ammunition and high-octane gas aboard that they would have had to treat the crew for shock if even a flare landed aboard her. Destroyers came in and drove the planes away in a running fight.

After further training, and a landing on Morotai, the 460 went up to Leyte and nearly became a one-ship task force. She was “way back in a convoy due to hit Leyte on D-plus-2. The ship’s radio went out and they couldn’t see or hear anything, so they just kept plugging along through the

Illustrations by Lt. (jg) Mitchell Jamieson, Navy Combat Artist

Usually the Army unloads the LSTs while the LST crews stand gun watches.
Towed to Mindoro

After Leyte, they went back to Hollandia and laid around awhile, after which they were ordered up to Leyte again. Something had happened to another LST so the 450 was told: "We're going to put you in on D day at Mindoro." On the way up, one engine went and the 450 kept dropping back further and further. LCIs and PTs kept going by and waving farewell to them. The prospects were not too inviting; instructions had been, "If you fall behind we will be unable to give you protection. After several hours someone apparently took pity on them and sent a tug back, another LST taking the 450's regular position in the convoy.

The change saved the 450's life—for the moment. They reached at Mindoro on 15 December. Cruisers and destroyers had shelled the beach thoroughly beforehand, but Jap planes came over and got an LST laying off the beach—the 472. It was the 472 that had taken the 450's place in the convoy line.

On Borrowed Time

From there on the 460 felt that she was living on borrowed time. A formation of Jap planes came over, cleared her but got two ships nearby. Usually the Army unloads the LSTs while the LST crews stand gun watches. But this time the Army was busy and the beachmaster said they'd have to go down to another beach. The other beach, he added, somewhat as an afterthought, had not been secured yet. There were some troops down there, though, and he thought they had the Japs "cornered," so the 460 was to go in and unload anyway.

Of course, when they got there the Army had its hands full with Japs and didn't feel like taking time out to unload the LST. Wait around, they said: "Just as soon as we get this here beach secured, we'll give you a hand."

With seven to eight hundred drums of high-octane gas aboard, and Jap planes buzzing around in the air, the 460 had no intention of waiting. All hands turned to, secured the gun mounts, and cleared that cargo out in 32 minutes flat. Then, by way of anticlimax, it took them three hours to get off the beach. Finally a tug came along to give them a lift and they rejoined their convoy.

It was quiet on the way back, but lively at Leyte. You could tell when an alert was coming because the lights would start to go out on the beach. Then, when it was black, you'd see tracers going up, searching the night sky for Jap planes overhead.

Five LSTs were picked to load up again that night and leave the next

Several gave their lifejackets to wounded men, though they knew their own chances were lessened.
QUESTION: If you had complete choice of sea duty, what type of ship would you pick to serve in—and why?

J. L. WALDEN, SC2c, of Jacksonville, who's had duty in Eagle boats and PYCs: "Does it have to be a ship? Frankly, my first choice would be a houseboat safe and secure on a nice, quiet river way off in the middle of the dear old U.S.A. But, if it's got to be a regular ship and sea duty, well, I'll go back to the PYCs (coastal patrol craft). They're small ships, with small crews, everybody knows everybody, so everybody's got to pitch in and do his share. And it's good liberty, too."

HARRY R. GALLOWAY, Slc, Idaho Falls, Ia., formerly in aircraft carrier Randolph: "You can put me on a carrier any day. That's the only kind of ship for me. It's clean and big and the chow's good and you've got movies and you can bet that you'll have plenty of action."

DENIS PASCHALL, Slc, Hazel Ky., formerly in carrier Intrepid: "What ship? I hope I never see a ship again—any kind of a ship. But if I've got to be on one, I guess I'd take a destroyer. No, I've never been on one, but I just don't ever want to be on a carrier again. Nope, I never want any part of a carrier. Why? Well, it's too much of a target—too easy to hit, if you ask me."

WALTER C. W. PEACOCK, EM1c, Jacksonville, formerly in destroyer Sproston: "I've served on battlewagons, heavy cruisers, old four-stacker destroyers and the big new DDDs—and I'll take 'em without any question; the destroyers. You see, you can learn more, on a destroyer regardless of your rate. Why? Because you are required to do all the work yourself if anything happens to any of the equipment. Destroyers don't always have tenders nursing them along like the big ships do, and whether you have enough space aboard to carry more than one set of equipment. So when anything goes wrong, you just can't signal for the tender to come alongside and help out, and neither can you just unwrap some new piece of equipment and install it. What you've got to do is to patch up the old and make it new. And that's what I mean when I say you learn more on a destroyer."

T. J. McGinnis Jr., GM1c Pahresburg, W. Va., formerly in heavy cruisers: "Another heavy cruiser. That's a cinch. There're the best ships in the Navy. They get around more and you see more. Sure a battleship gets around a little, but not like a heavy cruiser. They aren't built T. J. McGinnis, Jr. to travel like a cruiser. Battleships are built to fight, but a cruiser is built to scout and fight both."

C. R. DAVIS, BM1c, Baltimore, tanker Chikawa: "I'd stay with the auxiliary fleet. That's the best duty of all. I've been on cruisers and destroyers, and they're good, I'll admit. But the auxiliaries are better. They have so many regulations and they've got better chow and the duty is better all the way 'round, no matter how you look at it."

PHIL CONNELL, SF2c, Boston, destroyer Hamilton: "That's easy. I wouldn't have anything else but tin cans. Why? Well, that's an easy one to answer, too: Once a tin can sailor always a tin can sailor. Tin cans got small crews and you get acquainted fast with everybody. It doesn't take a year for you to meet 'em all, and they're regular fellows. There's something about destroyer life that makes everybody regular."

Heroes

The surviving officers had many words of praise for the heroes and self-sacrifice of the men on the 400, many of whom lost their lives on that final day. "Several gave their lifejackets to wounded men, although they knew their own chances were lessened." One of them was Gordon Spredeman, SC1c. After giving his jacket to a wounded man, he jumped in the water to safety himself, but is listed as missing in action.

One motor mach gave his jacket to a wounded soldier aboard (the 400 was carrying about 500 of them at the time), although chances were against his swimming to the nearest LCM. As he waited to go off over the fantail, he witnessed the bodies of a dead soldier floated by. His shipmates told him to grab the jacket for himself, since the soldier had no use for it now. The motor mach shook his head at that, but jumped in and held on to the jacket; he got picked up later, after floating around with the dead soldier for a while.

The 400's final injury was also her first one. Despite all her combat missions, she hadn't been scratched before (except by sandbars and such). She'd accounted for at least four planes, including the one that got her. With the possible exception of the 472, which got it at Mindoro in her place, they think the 400 had about as many combat missions as any in the Pacific. Her surviving officers, brought back to BuPers to make their survivors' reports and aid in establishing casualties, straighten out their accounts, think that the 400 turned out to be a pretty good ship despite those first strange wanderings on the Pacific Coast two years ago.
In the Western Pacific (Delayed)

—All but six of our planes were back from their strike on Tokyo and safely landed.
The six formed a separate flight, and we couldn't believe that all of them had been lost, and for that reason our officers didn't feel too concerned.

And then came a radio message from the flight leader. It said that one of the six was down in the ocean and that the other five were hanging around to try to direct some surface vessel to his rescue. That's all we knew for hours. When we finally got the story, this was it:

Ens. Robert Buchanan, of Clementon, N. J., was hit by flak as they were diving on their target some 20 miles west of Tokyo. Buchanan himself was not hurt.

He kept his plane up till he got over the water, but it was still very much Japanese water. In fact, it was in Tokyo's outer bay—the bigger one of the two bays you see on the map leading into Tokyo.

Ens. Buchanan is an ace, with five Jap planes to his credit. He ditched his plane successfully and got out in his rubber boat. He was only eight miles from shore, and five miles from the big island that stands at the bay entrance.

Then the flight leader took charge. He is Lt. John Fecke, of Duxbury, Mass. He is also an ace and an old hand at the game. He has drowned seven Jap planes.

Fecke took the remaining four of the flight, and started out looking for an American rescue ship. They found one about 30 miles off the bay entrance.

They talked to him on the radio, told him the circumstances and he sent back word he was willing to try. But he asked them to stick with him and give air support.

So Lt. Fecke ordered the other four to stay and circle above the ship, while he went back to pick up Buchanan's location and guard him.

But when he got there, he couldn't find Buchanan. He flew for 25 minutes around Tokyo Bay and was about to despair, when he began getting sun flares in his eyes.

He flew over about three miles, and there was Buchanan. He had used his signal mirror, just like it says in the book.

In the meantime the ship's progress was slow. It took almost two hours to get there. And one by one the aerial escort began getting in trouble, and one by one Fecke ordered them home to our ship, which was getting farther away all the time.

Lt. Irl Somer, of Petaluma, Calif.,

Into mouth of Tokyo bay went the Navy ship to rescue flyer at point X. lost the use of his radio and had to leave.

Lt. Max Barnes, of Olympia, Wash. got dangerously low on gas, and Fecke sent him home. Gas shortage also sent back Lt. Bob Murray, of Muncie, Ind.

That left only Lt. Fecke, circling above the man in the boat, and Lt. Arnold Berner, of Springdale, Ark., flying lone aerial escort for the rescue ship.

Finally the ship was past the bay entrance. The skipper began to have his doubts. He had to go within three miles of the gun-dotted island. He was within five minutes' flying distance of land, and Jap planes could butcher him.

Furthermore he looked at his chart and saw that he was in "restricted waters," meaning they were probably mined. It was certainly no place for a ship to be.

The skipper radioed Fecke and said he couldn't go any farther.

Fecke radioed back and said, "It's only two miles more. Please try."

The skipper answered and said, "O.K., we'll try."

And they pulled it off. They went right into the lion's mouth, pulled out our pilot, and got safely away. Then, and then only, did Fecke and Berner start home.

They came back to us three hours after all the rest had returned. They had flown six hours, nearly five hours mission. But they helped save an American life by doing so.

That night I lay in my bunk reading a copy of Flying magazine. It was the issue of last October, nearly six months old. It was the annual naval aviation issue.

And in an article entitled "Life on a Carrier," on page 248, was this paragraph:

"It's a mighty good feeling to know that even if you were shot down in Tokyo harbor, the Navy would be in to get you."

It had never happened when that piece was written. But it has happened now.

ERNIE PYLE KILLED BY JAP MACHINEGUN FIRE

From the White House came word last month that Ernie Pyle had been killed. President Truman, revealing the beloved war correspondent's death in a note of condolence, called him "the spokesman of the ordinary American in arms."

All the Navy—from Secretary Forrestal, who said "the Nation owes him its unending gratitude," down to the youngest seaman on the smallest invasion craft—mourned the passing of the thin, gray little Hoosier.

Death came 18 April on Ie Island, off Okinawa, as Pyle was moving up to be with the foot soldiers. A Jap machinegunner ambushed the jeep in which he was riding with Lt. Col. Joseph B. Coolidge, USA. They dove into a ditch; then peered over the top to see if all was clear. . . . Another burst hit the road over our heads," the colonel related, "and I fell back into the ditch. I . . . saw he had been hit. He was killed almost instantaneously, the bullet entering his left temple just under his helmet."

Pyle, 44, long had a premonition of death on a battlefield. Once he wrote: "Somehow, I feel I'm pressing my luck . . . ."
NAVY SAILS THE RHINE

PREPARING to ferry Army across Rhine to inner Germany, khaki-clad bluejackets used mobile machine shops to service LCVPs on grounds of a French cavalry school.

MOVING UP to Rhine in preliminary operations of Navy's "Drang Nach Osten," landing craft rolled through narrow street of Belgian village below on Army trailer-trucks.

Official U. S. Navy photographs
LOADING for the inland amphibious strike, Navy landing craft take aboard Army tanks in historic crossing of Rhine that set the stage for final U. S. drive across Germany.

CROSSING at point shown below was made under a shield of smoke and river mist. But for the foliage, this scene on the Rhine might be an island beach in the Pacific.

Official U. S. Signal Corps photograph
LANDING a carrier plane on water at 176 miles an hour can be likened to nudging a speeding auto to a stop against a telephone pole. It’s that safe. Lt. Comdr. Albert O. Vorse Jr., usn, not only did it, he ... but we’ll start at the beginning:

Off the southern coast of Formosa, the Camp Hill, Pa., flyer dove his bomb-carrying Helicat through flak at a Jap destroyer. Releasing his bomb at 200 feet, Lt. Comdr. Vorse felt a terrific explosion and found his plane flipped over on its back, a large chunk chewed out of the right wing.

Managing to level the plane, he saw over his shoulder that the destroyer had exploded. Satisfied, he started limping for home. Five times, the plane almost rolled over on its back again. He knew he wouldn’t be able to land safely on the carrier’s deck; nor gain enough altitude to parachute safely. He would have to land in the water ... and at a roaring rate of speed to avoid “spinning in.” So, down he came, at 176 miles an hour...

Thirty minutes later, drying out aboard an American destroyer, he took a census of his limbs and found that his only injury was a scratch on his knee, suffered, not in the landing, but when he climbed out of the plane into his life raft.

P. S.—Water landings are old stuff with Lt. Comdr. Vorse. This was his fourth.

His Brother’s Keeper

"John could tell this story much better than me," said Norman Worstell, S2t. "Only maybe it’s a good thing I’m telling it ... he’d forget to say how he saved my life."

The 19-year-old Smithfield, Ohio, bluejacket propped himself up on his cot in a Southwest Pacific naval hospital.

"You see," he said, "John’s my older brother—23. He’s a seaman, too. This is the first time we’ve been separated since 22 May 1944. We came into the Navy on the same day, took boot together, went on leave together, got assigned to the same ship together, sunk together, sunk again together."

On 6 January 1945, the Worstell’s ship lay off Luzon, belching shells from every gun during the pre-invasion bombardment. Norman, at his 5-inch mount, could see John at his 20-mm. gun. A Jap divebomber attacked.

"It didn’t look so good," Norman grimaced. "The bomb exploded. I couldn’t see anything, but I felt myself flying—I must’ve been blown more than 100 feet through the air and into the water. When I bobbed up, John spotted me first. He was about 50 feet away. He called: ‘Norman!’ I couldn’t hear so good. My head phones were still on my ears with about two feet of cord trailing from them.”

The brothers swam to each other and were picked up by a minesweeper. Later, a larger sweep came alongside to take off survivors. "I guess," said Norman, "I must’ve been weak. Stepping from one deck to the other, I lost my balance and got my foot wedged between the rolling ships."

Jon pulled him free, carried him across. Norman couldn’t stand on the injured foot. All night he lay on the deck, John right by his side.

Just before dawn, a Jap torpedo plane attacked. "When the ‘fish’ hit," Norman recalled, "John dragged me to the rail, threw me overboard and dove in after me. When I came up, my foot hurt so, I almost wanted to go down again, but I felt a hand under my chin, holding me up. Sure, it was John’s ... Howdyja guess?"

Supporting Norman with one hand, John swam away from the exploding ship. Norman’s wounds had opened; he was fast losing consciousness. "I felt myself going. I said to John: ‘Lemme go! You’ll go down, too!’ And he said: ‘The hell we will!’"

Moments later, they were picked up by a small boat. For three days, they lay in a battleship’s sick bay. On the fourth, Norman was taken off to a hospital ship.

"As we pulled away," said Norman, "I could see John at the rail, waving goodbye. . ."

What’s in a Name?

No ship ever has been more fittingly named than the USS Preserver. This repair and salvage ship of SeafPac has been hit by a Jap bomb ... ripped by an 8-inch shell ... showered with shrapnel ... damaged by a near-miss ... and, in all in all, has 27 holes or dents in its hull and superstructure. Yet not a single casualty has occurred aboard her.

The bomb crashed into the motor room during the Battle for Leyte Gulf—but didn’t explode.

The 8-inch shell dropped into the crew’s washroom—which was empty. A shell fragment slashed into an officer’s bunk—but it was unoccupied. Closest call came when a motor machinist’s mate was struck in the thigh by a piece of shrapnel. But it was the flat side of the fragment that hit him, and he suffered no more than a bump.

Missed the Train

During five months’ action in the Pacific, Air Group 20 participated in
the sinking or damaging of nearly
1,000,000 tons of Jap naval and mer-
chant shipping, including five battle-
ships, two carriers and eight cruisers.
It fought 23 different actions, softening
up the Palaus and Philippines, mixing
with all three Jap fleets in the
Battle for Leyte Gulf, sweeping over
the South China Sea and attacking
Hong Kong, to name a few. Its tor-
pedo bombers and dive bombers flew a
total of 1,155 sorties.

Yet, throughout the five months, the
23 actions and 1,155 sorties, the
group didn’t lose a single bomber!

Commander of the marauding outfit is
Comdr. Daniel F. Smith, USN., of
New York City and Pittsburgh, Tex.
On his way home for a rotation leave,
Comdr. Smith stopped off at Pearl
Harbor and picked up the Legion of Merit, Silv. Cross, three Distinguished
Flying Crosses and two Air Medals
for organizing training, leading and
fighting with the group.

The mission Comdr. Smith likes best
is the time he was leading “29” low
CM2c, USNR, “and I sure was glad I
could see my ‘dozer tracks that day.
When they picked up the bomb, what-
taya know? My track marks straddled
both sides of her...”

Blasted Luck
Uncounted thousands have been
killed in this war by depth charges,
but Robert G. Wilcox, Slc, USNR, owes
his life to the explosion of one.

During the Luzon invasion, a ter-
nific blast blew Wilcox off a mine-
sweeper’s deck. Soon as he hit the

En route, the skipper had a dream
about Ens. Foye. “I dreamt,” he re-
ported, “that he came back safe and
sound. And, what’s more, I dreamt
he claimed he had shot down 20 Japs!”

Two days later when the ship
docked at Pearl Harbor, the flyers lin-
ing the rail saw a khaki figure on the
wharf waving up at them. There was
a wild moment of surprise; then a
surge of disbelief; and, finally, a roar
of recognition: It was Ens. Foye!

The reunion was a riot of back-
thumping and hand-pumping. Breath-
less questions brought breathless
answers: Yeah, he had to bail out;
yeah, he landed in the mountains;
nope, he wasn’t hurt—at least, not
much; yeah, the Japs knew he was
down and were looking for him; nope,
they never got hold of him; yeah, he
had some close calls... once they
came within 20 yards of a bush he
was hiding in, and another time he
could almost feel the hot breath of
their police dogs on his trail when a
heavy rain came and washed
away the scent.

But the squadron skipper’s dream
wasn’t entirely true. Ens. Foye claimed
only one Jap plane.

This Takes the Cake

Even in the excitement of the night
before the Luzon invasion, Ronald C.
Hoover, Bkr2c, USN, placidly baked
biscuits aboard his landing ship; and,
next morning, cheerily baked cakes.
Suddenly there was an explosion to
port. Hoover was hurt. But, like a
housewife worried that heavy foot-
falls might make her cake “fall,” he
was concerned only with: “My bis-
cuits? I couldn’t serve ‘em! And my
cakes! They’ve fallen!”

When the cakes were baked, all had
a decided port list.
TRUK, END OF A BOGEY

Fleet Attack on the Japanese 'Pearl Harbor'
Blasted Not Only Installations but a Myth

This article is a chapter from the recently published book "Carrier War," a review of the fleet air arm's triumphs in the Pacific from the September 1943 raid on Marcus through the Battle for Leyte Gulf. The book, a supplement to "The Navy's Battle Report" series, was written by Lt. Oliver Jensen, USNR; illustrated with pictures by the photo units of DCNO(Air), Bunker and Public Relations; and published by Pocket Books, Inc., New York.

By Lt. Oliver Jensen, USNR

"THEY didn't tell us where we were going until we were well on the way," said Air Group Nine's new commander, Phil Torrey. "They announced our destination over the loudspeaker. It was Truk. My first instinct was to jump overboard."

When even the group commanders didn't know the target, we weren't too eager to try it. It was a real secret. The ships now steaming south-west from our new bases in the Marshalls were engaged in the most secret operation the Navy had ever attempted. Never before had it gambled for such high stakes; never before was excitement so anxious and intense.

More Than an Atoll

For Truk was considerably more than another atoll. It was more than a major Japanese air and naval base. It was a gigantic mental hazard, an aviator's bogey, a legendary, impregnable fortress to which military critics pointed shaking fingers: it had thousands of planes; it bristled with ships and guns; it would be sheer suicide to fly over it. Truk was the object of more awe than was ever lavished upon Singapore at the height of its prestige.

Nevertheless, Truk was high on the priority list of targets which Admiral Nimitz kept locked away with his war plans at Pearl Harbor. The reasons were plain. Truk lies southwest of the Marshall Islands in a commanding position north of the Solomons-Bismarck Archipelago-New Guinea area. It had long been a key position from which Japan had attacked Allied forces in those regions. Fleets had sailed from here to the battles of Santa Cruz and Guadalcanal and had returned here for repairs. From a defensive standpoint Truk protected the Carolines and was a decided threat to the flank of projected U. S. operations against the Marianas, the next island group to the north.

A Natural Fortress

Geography alone lent Truk natural strength. The long, roughly circular perimeter of its outer reef encloses a lagoon some 33 miles in diameter, studded with mountainous, formerly volcanic islands. Truk and its sister Carolines are vastly unlike the older Pacific atolls farther east. While both types have somewhat similar reefs, Gilberts and Marshalls, for example, are only strips of flat land around empty lagoons beneath whose surfaces the ancient volcanic cones have long since settled. The land area of Truk is infinitely greater, its hills well suited to deep-set, hidden guns. Acquiring this prize from Imperial Germany during the last war andalienating it thereafter as a League of Nations mandate, the Japs had made its principal settlement on the island of Dublon, one of the "Four Seasons" group which also includes Fefan, Moen and Uman ("Summer," "Autumn," "Spring," and "Winter," respectively, in the local tongue). Other groups are named after days of the week ("Monday," "Tuesday," "Wednesday," etc.) and family relationships ("Husband," "Sister," "Nephew," etc.). It was all very charming, save that the half-dozen passages leading through the outer reef of this idyllic retreat to the excellent deepwater anchorages within were vigilantly guarded.

Carefully sealed from the outside world for a quarter of a century, Truk was a place of secrets. Few white men had ever seen it. Theoretically, of course, Japan as a mandatory power could not fortify the islands, but the handful of outsiders who chanced upon Truk were rushed away with obsequious politeness, or, if they had seen too much, met with regrettable "accidents." Existing charts were only approximate. The extent and even the general location of Truk's defenses were riddles as obscure as the unsolved writings of ancient Etruria.

Off with the Lid

In fact, it was only twelve days before the fast carriers' raid that two daring Marine photographic planes finally—and partially—pried the lid off Truk. Led by Marine Maj. James R. Christensen of Salt Lake City, with Navy photographers aboard, the two planes flew a perilous 2,000-mile round trip over enemy waters from a base in the Solomons, fought their way through freak weather which sheared off their wings as they crossed the equator, and spent thirty minutes 24,000 feet over the target taking pictures. Caught off guard, the Japs were unable to shoot them down, and the two Liberators returned to rush their pictures to the anxiously waiting admirals.

Alas, that day over Truk had been cloudy, and the photographs were incomplete. One airfield, which later turned out to be tiny Eten Island, close by Dublon, was visible, but no others. Maybe there were more. There were numerous gun positions. Maybe there were more of those too. Afterward, during the briefings on board the carriers, the intelligence officers would tell their fliers, "Here, right here, there may be an airfield."

The fliers would look and X would mark the spot, right on a nice fleecy white cloud.

Ships, Ships, Ships

But the big thing in those pictures, the item that made everyone sit up and take notice, was a big group of ships. There were 25 of them, mostly men-of-war, which appeared through a hole in the clouds. Here was the opportune moment for which Admiral Nimitz had been waiting. The report came in even as Nimitz himself was at Kwajalein, personally prowling
through the ruins of that island, followed by a staff which hoped anxiously that none of the lurking snipers would spot the four stars gleaming on their commander's open shirt.

At once Nimitz dispatched Spruance and Mitscher to Truk. The Navy now had golden opportunity to return a blow at a big chunk of the Japanese fleet right in its own Pearl Harbor. Moreover, the mission was a necessity, for those ships might conceivably attempt to interfere with the landings scheduled for 17 February on Eniwetok.

It was no secret that Admiral Spruance, who was in over-all command of the attack on Truk, hurried there ready, willing and eager—enormously eager—for a surface battle. To that end he had quickly stripped down the enormous force which took Kwajalein to a workable, high-speed fleet with tremendous striking power. The Japs might get the wind up and vanish, but there was always a chance that they might stand and fight. Hence Spruance took a group of the newest and fastest battle wagons, supported by cruisers and 28 destroyers. "You could tell by looking at those babies that they could lick anything afloat," commented one aviator admiringly, "but the trick was finding something to lick."

Under Spruance, Admiral Mitscher disposed the carrier portion of a slightly reduced version of Task Force 58. He had enough carriers—including the Yorktown, then his flagship—to send up over 500 combat aircraft. The slower CVEs were left behind to help further consolidate our positions around Kwajalein while other large carriers, including the Saratoga, were busy at Eniwetok. (When he discovered what was up, Jumping Joe Clifton mourned sadly that he and his boys were "missing all the gravy.")

Battle Plans

In case of a surface engagement the battle plans called for the less heavily armed carriers to stand off out of surface gun range, protecting their own battleships and attacking the enemy's by air while the great opposing ships of the line slugged it out with their 16-inch guns. The cruisers and destroyers deployed on their flanks. Spruance would have what the Navy calls "tactical command," that is, run the battle, in case of a surface match; Mitscher would have it in case it was strictly an aviator's show. It was almost definitely assumed that the attackers would encounter enemy patrols—sampans, picket boats and prowling aircraft—to warn of intruders on the Emperor's domains, and a message was dutifully sent out by the flagship:

"WARNING. ALL SHIPS OUTSIDE TASK FORCE ARE ENEMY."

But nothing ever appeared.

At launching time on the morning of 16 February (west longitude date), dreeded Truk, which lies only ten hours away by air from Tokyo, was but a mere 46 minutes by air from the avering armada. And 46 minutes later, as a sweep of Hellcats streamed over the little islands in the half light of early dawn, one of the greatest all-fighter-plane battles of history began.

Fighter Against Fighter

"A Hollywood war" was what Fighting Five's skipper Ed Owen satirical called this first big fighter scrap of the Central Pacific offensive. The sides were almost evenly matched. On that first flight there were no bombers around to be protected. It was simply fighter against fighter. There were dogfights everywhere, in a tangle of smoke and flame and hurtling aircraft in the best Cecil B. DeMille tradition.

The fighters wheeled in from north of the atoll and, in a long circle that took nine minutes to complete, passed nearly around the whole lagoon. Lt. (jg) Tom McClelland of the Yorktown remembers feeling that Truk was deserted, that the fears everyone had felt the night before had been ridiculous. Owen, who was leading the division, broke off his section to dive down and strafe. It was just really getting light now. Suddenly a stream of tracers whipped by McClelland's fighter and, as he looked, a Jap float plane, diving from a high point of vantage, zoomed up past him into a cloud and disappeared. There were enemy fighters in the air now, plenty of them, and the low and medium cover layers of fighters were soon scrambling in a general melee.

Zeros on the Run

Then, down below, McClelland spotted a dark green Zero closing up on the tail of a section of F6Fs. Diving
down, he opened fire and the Zero started smoking and entered a cloud. The clouds were the Zeros’ protection, for Truk that day was about half covered with fleecy cumulus. Once a Zero lost the terrific speed and attack advantage from a high altitude dive, it would veer off and hide. With the initial advantage gone the Japs didn’t know what to do.

“They fought as though they were in a daze,” said One-Slug McWhorter, and the rest of Fighting Nine’s pilots bore him out by shooting down 36 of Truk’s defenders. “My wingman and I ran into three Zeros. The first had a perfect bead on me but for some reason or other didn’t fire, and Bud, my wingman, knocked him down. The other two ran right into my sights, one after the other, inside ten seconds, and went down. Less than a mile away another Zero was bearing down on me. He could have got me. But, strangely, he didn’t fire either. I let him have one burst and set him adrift. He bailed out.”

Over and Over

The same story was repeated over and over. It sounded like propaganda, like the old bar-room boast before the war: “Any American can lick any ten (Japs) (Germans) (dirty furriers).” But it was true that the Navy pilot was head and shoulders above his Jap adversary in tactics, training and teamwork. One lost Essex Helldet, piloted by Lt. (Jg) Eugene A. Valencia of Alameda, Calif., was attacked by six or more Jap fighters who pursued him for miles out to sea until Valencia decided they couldn’t hit an elephant if it was tied down for them. So he turned, brought down three of his attackers and put the rest ast a..

"Those Grummans are beautiful planes,” said Valencia. “If they could cook I’d marry one.”

The visit to Truk was one of individual feats. It was a field day for Fighting Five. Ed Owen shot down two Japs. So did Stevens. McClelland got out and Commander Robbins, who was supposed to be taking pictures and running the show, had to take time off to shoot down a Zero which attacked him. Dapper Nelson, who was new to the squadron and had never so far been on a flight when any enemy aircraft were sighted, shot down three in one hop. Lt. (Jg) Teddy Schofield, the Mormon youngster from Provo, Utah, and youngest man in the squadron, brought down two, one of which “declared an extra dividend.” On fire, the enemy pilot headed down to make a forced landing. Schofield followed on his tail, pouring more lead into him and watching closely. The unfortunate Jap tried to set his plane down on its wheels. Instead, one of his wings hit the ground first and then his craft started down the field in flames, spinning end over end through a row of parked torpedo planes. Promptly three of the torpedo planet caught on fire and added their flames to the pyre, but Schofield came home complaining because his cartwheeling quarry came to rest just short of hitting a big four-engine plane at the end of the row.

Top Scorer

Top score of the day, however, belonged to easy-going Bob Duncan from the clay hills of southern Illinois. Back in the fighter ready room of the Yorktown he draped his parachute harness over his chair, hung his Mae West, microphone and goggles on a hook, folded the writing board across his lap, lit a stale cigar, and began his terse, technical, official report, as required by Navy Regulations.

My God, every aviator thinks when he sits down to this task, you can’t tell them how it feels. You can’t tell them how fast it is or how terrible or how thrilling or how frightening. You can’t tell them about your legs felt and the sensation in the pit of your stomach or the exultation when you saw your bullets hit and the flames spread down his fuselage. You can’t tell them about that profound feeling of relief when the prop stopped spinning and you got out stiffly and walked down to the ready room. Duncan wrote: ‘That was the way I put those things on paper. You just give them the facts, Navy style, and then hit your sack.

Readers are invited to study part of Duncan’s report (the “narrative sum-
over him he burst into flames. His only action was a gentle right-hand turn which an F6F could easily get inside. (Three)

Zero from Zero . . .

"But as I pulled out from this I blacked out and when I came to again found myself at about 4,000 feet . . .

I climbed back to 8,000 feet as quickly as I could to spot a Zeke coming at me from one o’clock about 300 feet overhead . . . We approached each other head on. While still fairly far apart he began firing at me, but only a short burst. Then he quit. He was still coming straight at me and I opened up on him with my starboard guns. (My port guns had jammed.) Just as it looked like we were going to crash head on, he rolled over on his back and I pulled up. Banking sharply, I started coming around to get at him again, but evidently I had killed the pilot. Slowly he began a gliding, right-turn spiral and finally crashed into the hills of Dublon . . .

(Four)

Did Duncan’s report bore you? It was quiet, factual and heroic, yet for some strange reason it probably reminded many people of a weekend sportsman telling a long story about his golf game. It was included precisely for that reason, to show the kind of heroism that has grown routine.

. . . Equals Zero

The worst of the fighter battle was over in a few hours. A total of 204 Jap planes had been destroyed, 127 of them in the air. Usually, more planes are destroyed by strafing on the ground than are shot out of the sky, but this time it was not safe to make strafing attacks until the skies were cleared, and that gave more of the Japs time to get off the ground. Nevertheless, by two o’clock in the afternoon of the first day there was not a Japanese still flying, and next day not a single enemy plane took off. It had taken but a fraction of time longer to gain mastery of the air over Truk than it had over Kwajalein.

But what of the great surface battle for which Admiral Spruance had hoped? Unfortunately, it never materialized. The Jap men-of-war which the Marine fliers had spotted twelve days before had departed. Once again the Imperial Fleet was declining battle and letting another Japanese stronghold go default. A great deal of merchant shipping and a few men-of-war still lingered within Truk’s lagoon, but the U. S. battlewagons were doomed to a major disappointment. There was, however, a minor surface battle which took place when certain surface ships of Task Force 58 were sent to intercept a group of Jap vessels attempting to escape from Truk. The significance of that battle — relatively a skirmish — cannot be over-emphasized.

Task Force 58 Waits

The story begins early in the morning of the first day of the attack.

Because the fleet had not retarded its clocks as much as is usual in traveling this far west, the full light of day did not come until well after eight. On the ships of Task Force 58, then lying some sixty miles northeast of Truk, word slowly trickled back to the admirals about the situation over the target: the fighter battle was in progress but its outcome was unknown. The shipping in the lagoon was mostly merchantmen — “mericans” as the Navy calls them — plus a few cruisers and destroyers. It was plain that destroying them within the lagoon where our ships could not approach was a job for divebombers and torpedo planes. Wave after wave of them were launched under cover of protecting fighters and commenced their attacks.

Meanwhile, however, one individualistic, resourceful fighter pilot was doing a little exploration. His name was Lt. E. T. (‘Smoky’) Stover, a word about him is in order. A famous character of the war in the Pacific, Smoky had fought in Fighting Five on the old Yorktown back in 1942. In those days he had shot down four Japs in his old Wildcat; once he had crashed head on into an enemy plane and still managed to get home and land. Like Jo Jo Clark and the present skipper, Ralph Jennings, he was one of a handful of veterans who carried the traditions of the old Yorktown over to her namesake. The Navy had given him a shore job but he had wrangled his way back aboard ship only recently, and now he was on the prowl again. His initiative was rewarded, but at a heavy price.

Japs Run for It

Suddenly the carriers heard his voice radio open up with the flash that “three or four light cruisers or destroyers and a merchant ship” were steaming rapidly north through the long lagoon toward the North Pass. From there they could escape the blazing trap inside and pass out to the open sea. Stover went closer to inspect the fleeing enemy. Their anti-
aircraft guns opened up. Stover was hit. Lt. (jg) Merrill, his wingman, saw him bail out, and in the water just outside the lagoon to the northeast, got in his rubber raft. Merrill circled the spot until his gas ran low, while hoping to attract a rescue ship. Other flyers who searched for him afterward never found him but Fighting Five still clings to the quite reasonable hope that he may have drifted safely ashore and been captured.

Meanwhile other confirming reports followed. It was now around ten o'clock. A striking group of planes was seen to the Yorktown's side as they attack the fleeting Japs in the lagoon.

Stover's news was what Admiral Spruance had been waiting for. With a fast surface force led by two battleships and two cruisers, he set out to intercept the Jap ships. But even as this eager, expectant flotilla steamed at full speed south and west for the North Pass, the Yorktown's attacking aircraft streaked in around eleven in the morning to strike the Japanese before they emerged from the long inner sea of the lagoon. Lt. J. W. Cooper damaged the small merchant ship (later it was decided this might have been a mine-laying vessel, instead), Ens. C. R. Van Buren made six runs on one destroyer before he finally felt that he was sure of hitting, then dropped his bomb and placed it squarely on the destructor's bow; Ensies A. C. Raup, L. E. Benson and W. R. Thurston left a Katori-class cruiser in smoke and flames. Perhaps one ship may have been sunk here, but the others kept on.

Ship-Plane Team

The Yorktown attack was the beginning of close, effective liaison between ships and planes. Soon after noon, with an escort of two other Hellcats, Comdr. R. H. Dale, a carrier group commander, hastened across the lagoon, heading north. Suddenly, down below, he noticed an oil slick leading up through the North Pass, as if a large oil well had exploded. Following the slick, he ran north and found the enemy, now some 28 miles northwest of Truk. There were three men-of-war in a group, two of them anxiously circling the third, the badly smoking Katori cruiser which the Yorktown planes (and others, perhaps) had hit. Evidently the Japs were discussing the possibility of getting the ship away, but they found time to throw up heavy flak at Dale.

Shying away, he reported the bearing and position of the enemy to Spruance and his own ship and then, estimating that it would take the U.S. ships some 45 minutes to get close enough to open fire, he sounded out farther to make sure that no more Japs had escaped. None had, although Dale did encounter a Jap seagull in a rage, no doubt unaware of the $60,000 business steamimg south for Truk. He strafed it and set it afire.

During this 45-minute period when the undamaged Japs might still have gotten away, planes from several carriers, including the Enterprise and Bunker Hill, successively kept the enemy ships under constant harassment. Further hits were scored so that both the Katori cruiser previously mentioned and a Shiguri-class destroyer were crippled when our surface ships reached them.

One important result of these air attacks was that Spruance never lost contact with the enemy. But even more important was the effective way in which they slowed the Japs down. Every evasive turn and maneuver they undertook to escape the strafing and bombing meant added time for our battleships within range.

Racing over thirty miles, Spruance at length overhauled his targets. The wounded mine-layer was sunk first, by destroyer fire, plus one or two heavy 5-inch broadsides from a battleship. Our cruisers soon dispatched the crippled Katori-class cruiser. She turned in the nick of time the big ships turned, with helms spinning and flanks sped up in the engine rooms. One torpedo passed a matter of a few yards astern of one big battleswagon, while the other streaked close between the cruisers. Ship's captains said afterward that without those warnings from the air they might never have escaped being hit.

One Escapes

The Jap destroyer which had come so close to drawing blood was promptly sunk, the battleships disbanding to use their main batteries but merely blowing her out of the water with their 8-inch guns. About this time a stray Jap divebomber was shot down by carrier planes while attacking a cruiser, and a little later a destroyer sighted and sank a Jap patrol craft. In fact, the only events which marred the day for the U.S. force were the hitting of an SBD by our own flak and the eventual escape of the remaining enemy ship. After several near misses by shells from the force, she gradually drew away and vanished. Dale, who had been spotting for the gunners, was forced to turn back for lack of gasoline.

In the exultation of the moment, Spruance ordered his ships to hoist their largest-size ensigns, the so-called “victory flags,” and, as if at a fleet review, boldly steamed around the full circumference of Truk to rejoin the main carrier force.

“Thad,” said one aviator who was present, “is how we can win battles in the future. Teamwork is the answer. We find them and slow them down. The battlewagons close in and pretty soon there aren’t any more ‘possibles’ and ‘probables.’ They’re all about sunk!”

Thundercloud

While this naval battle had been proceeding to the north, carrier bombers and torpedo planes had been pounding rear echelons as well. Every fifteen minutes fresh blows were delivered at the battered anchorages and airfields—in spite of anti-aircraft fire which one pilot asked to his eyes like “a big, black thundercloud rolling right up toward you.”

For two days this process continued, unloading a record weight of destruction on the trapped Jap ships, although, necessarily, less attention could be paid to the ground installations. As for records, one torpedo squadron alone dropped 49 tons of bombs. That was Torpedo Five.

Set alongside statistics of two and three-thousand-ton raids in Europe, these figures seem small and petty—until the damage inflicted is considered. The big bombers usually aim at a general area from an altitude of some five miles. Hard-working carrier planes fly many sorties a day and go down to low as a few hundred feet for specific targets—ships, pillboxes, gun positions. Instantaneous-fuse bombs must be dropped from a little greater height (2,000 or 3,000 feet) if
The Navy’s return punch was much heavier. It was pushed home by Torpedo Squadron Ten. It was a moment for which that squadron had been preparing a long time, and it went back to an idea which a Navy flier named Bill Martin had been thinking about for years. William I. Martin, commanding officer of Torpedo Ten, was a big, tall, brown-haired flier who sported a Clark Gable moustache. He came to the Naval Academy from a small town in Missouri, then went into aviation. Fascinated by aerial gadgets, he wrote a Navy training booklet on instrument flying, taught it at Corpus Christi, then came to the fleet. About a year ago, he began to mull over an idea, the idea that carrier planes, attacking by night with the use of all the newest instruments and devices, could sink enemy shipping twice as well as by day. They could come closer without detection, pick up their targets and destroy them without fighter cover, saving time and effort.

Torpedo 10 Prepares

The full story of the plans Martin and his associates worked out during the year that followed cannot be told just yet; but the great project was ready in February 1944. Torpedo 10 had gone through long, intensive training in simulated night attacks with friendly ships. Each man had been carefully assigned to his job. Flying with the skipper himself was not the usual enlisted radioman but a young Boston lieutenant who had taken the project so closely to heart that he had spent his 25-day leave from the Pacific attending radar classes at M.I.T. in Cambridge. His name was Lieut. William B. Chace.

One day about a week before the raid, Martin went out to the forecastle for exercise, fell and came back rubbing his arm. The pain grew worse. The doctors looked at it—a broken arm. “No flying for you, Martin,” they said, “until that arm heals up.”

Martin grumbled a little, but decided to wait. The week went by—they came to Truk. The strike was scheduled for the night of February 16-17. Martin tried to talk his way into flying again. No luck. Then he gathered together the air group commander, the exec, a doctor, and the air officer, Comdr. Tom Hamilton, former two-year All-American football star of the Naval Academy. Leading these dignitaries to a plane parked on the flight deck, Martin clambered into the cockpit and told them to watch while he proved he could manipulate the controls. Hamilton looked on carefully.

Rudder and stick were easy to move. Then, with the same arm, Martin reached for the tabs and tugged gingerly. They didn’t budge. Martin winced.

“Pretty stiff tabs on this plane,” he apologized.

“Yes, I guess they are, Bill,” said Hamilton, smiling.

So Martin was on the bridge as an unhappy onlooker four hours before sunrise on 17 February. Without him, the big TBPs took to the skies, rendezvoused at low altitude and started in low toward Truk, running lights burning until they left the force. The moon, a thin crescent, furnished a little light and here and there there were occasional clouds. A good night for the job.

The lead had been turned over to a tall, rangy Mississippian, Lt. Van Bason, the squadron skeptic, convinced, as he often said, that night bombing wouldn’t work, but willing to try. Chace was flying with him, manning the instruments below in the radio compartment while, above, the radioman kept watch at the turret gun. Torpedo 10’s twelve planes were alone in the air. Going down low, to 500 feet, they bored in steadily the 100 miles to Truk; to a point just east of the outer reef, then by rearrangement split into two sections: one of seven planes, led by Lt. R. W. Nelson of Great Falls, Mont., and Lt. B. F. Kippen of Gloucester, Mass., to approach Moon and Dublon from the northwest; the other of five planes,
led by Eason, to attack ships in the Dublon-Enen Island anchorage from the east.

**Attack**

Now the pilots began gaining speed and dropping down—500 feet, 400, right down to 250, a deadly altitude in daytime. Eason had Dublon dead ahead. Below, Chace hugged his instrument panel. Then suddenly the ship's light went on to the north, the bright floodlights of a hospital ship laying in the lagoon. If this ship knew enough to illuminate its big red crosses, then certainly the Japs had been alerted. A warning flare arched up from Moen Island. There was no doubt about it now. Flashes appeared on the ground, bright licks of flame, then tracers and shells exploding high overhead. The Japs were firing in all directions at once, with plainly no idea where the attacking Americans could be.

Each of the TBFs carried four 500-pound bombs, rather than one big one-tonner, in order to be able to attack more than once. Each bomb carried a short delayed-action fuse.

To the north the seven-plane group had found a row of ships now in Moen anchorage. One by one, at short intervals, the TBFs were speeding down the line of merchantmen, carefully selecting a target, approaching, dropping a pair of bombs, and turning away from the ship's antiaircraft fire to prepare for another run. The other group followed suit. Eason, the skeptic, leading.

**A Near Miss**

For the first 20 minutes, before they could find their targets, the Japs' antiaircraft was terrible. Eason's plane first attacked a cargo ship, and Chace, sprawled prone on the bottom of the plane, watched through the little hole in the tail of the TBF from which the 30-caliber machine gun usually fires. The bombs straddled, one on each side, starting a small fire on the ship's deck. A near miss. Swinging away, Eason commenced a new approach, twisting, turning, finally finding a new target with Chace's help. Sometimes the target would turn out at the last moment to be a coral island and that meant starting all over again. The antiaircraft was getting all too accurate now. The enemy gunners had spotted the glowing exhaust flames. Eason and Chace were hit slightly, but that was nothing, for seven of Torpedo 10's planes came back with holes in them, and one, piloted by Lt. Lloyd Nicholas of Elcor, Minn., didn't come back at all.

Now Eason was heading for another ship. Chace saw her—a tanker—flash by a few hundred feet below, saw the bomb hit the deck. There was an agonized pause—then a blinding flash. The tanker's after deckhouse lifted free of the ship and flew 25 feet into the air, spraying wreckage far and wide. She sank to the bottom of the lagoon at the same time, silhouetting the other ships in the Dublon lagoon for further punishment.

**Percentages**

Results of this novel attack were tallied as soon as the last TBF rookc to a stop in the arresting gear, fifteen minutes before sunrise. Torpedo 10 had scored thirteen known direct hits, besides seven probables which could not be fully observed in the darkness. With them they sank eight merchantmen and damaged five more ships, one of them apparently a destroyer. "The point of all this," exclaimed the protagonist of night bombing, "was a matter of percentages. Torpedo 10 had the best record of any other group, including Eason's."

**Submarine Rescue**

But not all the 19 crews were lost. For the Navy seemed to be handling its vital rescue detail a better little each time. We had a submarine on the spot. On the second morning hard-working Ensign O'Sullivan, the one who had dropped his bombs so carefully and deliberately, picked up a piece of Truk's formidable flak in his boat. He found the submarine, and the gunners on the plane helped him back to the carrier. A Jap destroyer was approaching and began to lob 5-inch shells toward him. Altogether Blair's predicament was much like that of the old-time men who were hanging from the edge of a cliff while

**HOW DID IT START?**

**Gun Salute**

A gesture of respect and confidence, firing a gun salute showed that you were willing to render your own guns harmless and leave your fate in the mercy of the other party. (In Columbus' time, it took nearly half an hour to reload.) Even before there were guns, it was customary for foreign vessels to lower their sails in English waters to lower their sails to English vessels. This had the same effect: in one case, you couldn't navigate; in the other, you couldn't shoot. Sailors were fired with shotted, or live, rounds; the splash was an important part of the ceremony. Blank charges are used now because one of the complimentary cannon balls was fatal to the man it was meant to honor. The United States Navy has always fired blank charges, live ammunition being used for business purposes only.

**What's in a Name?**

**Captain**

This comes from the Latin word captus, meaning head or chief. In the latter half of the 14th century the captain was a courtier or army officer who commanded English ships with his soldiers for passenger and fighting purposes. The ships sailed by masters and boatmen, with a crew of sailors assisting them. When Elizabeth was queen (1558-1603) ships became men-of-war and the navigating was combined with the fighting, with the captain in command of both forces. The rank was first clearly defined in the British Navy in 1748, ranking with colonel of the army. The first four captains of the United States Navy were commissioned in 1775 by the Naval Committee.
the villain pounds his fingers with a hammer.

**Planes vs. Destroyers**

Meanwhile, Lt. Childers' squadron mate, who had seen him go in the water, broadened the position by radio. He also asked for a fighter relief, since his gas needle was flapping against the zero mark. Then, to repel the destroyer, he and several other fighters hastily formed a strafing circle and went after her with machine guns. The enemy craft backed off, then hovered at a respectal distance to see what was happening. In a few minutes the destroyer started back for another look and was again driven off. This process was repeated several times, but once by one the fighter were running out of gas and turning regretfully home until last all were gone. But by then, fortunately, the destroyer had lost heart and decamped for good. These events were all mysterious to Blair down in the water, because he could not see the destroyer and had no idea where the 5-inch shells were coming from.

Alone now, Blair was beginning to get a little discouraged. There was nothing in sight, and the only distant islands, and now and then, high above, attacking groups of Navy planes. Then suddenly an old Kingfisher (OSU2) seaplane appeared, guarded by two fighters. It had been sent from a cruiser in the task force, following Childers' excellent directions, and was piloted by Lt. (jg) Denver Baxter, the first White man to land voluntarily at Truk. Blair was waving frantically and releasing his green dye marker when Baxter saw him and taxi'd over. At first Radford R. F. Hickman, Baxter's rear seat man, climbed out on the wing and lifted Blair aboard. The two men got in the cramped back seat together, Blair sitting in Hickman's lap.

"I suppose the trip back was a little uncomfortable for him," Blair said, "but it was the best plane ride I ever had."

**The Last Pint**

The aircraft which snatched Blair out of the jaws of this enemy base had been loaded with just enough gasoline for the round trip, because of the weight involved with an extra passenger. There was only a slight margin to take care of anticipated difficulties in taking off from the rough water. Consequently when the OSU2 was hoisted out on the cruiser's deck there was less than one pint of gasoline left. They drained more salt water into Blair than out of Blair.

Later on, when the cruiser came alongside the carrier to deliver Blair and the band blared, "Maryland, My Maryland," and everyone stood around shaking hands, a great many pilots felt relieved. No matter how great the risk, no matter how troublesome or difficult, you could be certain now that if anything happened to you the Navy would be out there looking for you too.

**LIBERTY SHIPS deliver the goods of global war at a Mediterranean port.**

**Maritime Day, 1945, Finds U. S. Merchant Fleet Bigger Than All Others Combined**

On 22 May 1919, the steamship *Sasawake* bitted out of the Georgia port for which she was named, and pointed her prow at England. Almost a month later, she puff ed proudly into Liverpool after American steamer to cross an ocean.

In honor of this historic event, 22 May was set aside by Presidential proclamation to be observed annually as Maritime Day. This year's will be the 10th—and it finds the American merchant marine at the peak of its glory and strength. More than two-thirds of all the commercial ships in the world are flying the American flag. This fleet, its decks bristling with guns manned by some 1,000,000 men and officers of the Navy's Armed Guard, has been the life's blood of the far-flung Allied forces. In 1944 alone U. S. ships rushed upwards of 78,000,000 tons of cargo to the fighting fronts—more than had been moved from American ports in any previous year. And, too, merchant ships have been a part of every major invasion—in the French invasions, for instance, there were 700. Death has been in the merchantman's crew, danger has hovered over its masts with the persistency of a meal-seeking seagull. From September 1941 to 12 April 1945 merchant marine casualties totaled 6,057, with 767 dead, 4,755 missing and 555 prisoners of war. Armed Guard casualties from 7 Dec. 1941 to 31 Dec. 1944 have totaled 1,640—1,286 dead and 354 missing. These figures are casualties directly resulting from enemy action.

In the early war years, when the Navy operated on a shreded shoestring, merchantship sinkings were many. In fact, until 1943, 12 of every 100 vessels going to Russia were sunk. But as the Navy's escort fleet grew, the enemy toll diminished. By March 1944, only one of 100 ships failed to make Murmansk.

The foresight of ship-minded men, vitalized by epochal Congressional action, laid the groundwork for the merchant fleet's tremendous expansion back in 1936. That year Congress created the U. S. Maritime Commission, charging it with the development of a merchant marine. The shipyards took the ball from there. The first of a modern fleet of American cargo ships was completed in 1938. When we returned to the Philippines, more than 4,000 U. S. war-built cargo ships were plying sea lanes.

Our merchant fleet today is composed of more than 2,500 Liberty ships, about 450 C-type Victory ships, some 500 fast ocean tankers and more than 100 of the speedy new Victory ships, plus hundreds of other ocean and coastal craft. In addition, many have been allocated to the armed forces.

Operation of this fleet is under the War Shipping Administration, created in 1942 to enable the Maritime Commission to concentrate on ship construction. WSA also trains new personnel. In 1941 officers and men totaled only 55,000; today there are well over 200,000.

"Because the Navy shares life and death, attack and victory, with the men of the U. S. merchant marine," Fleet Admiral King has declared, "we are fully aware of their contribution to the victory which must come."

**NAVY Armed Guardsman passes the ammunition on a merchant ship.**
Moving—to the Pacific

With the coming of V-E Day—the surrender of Germany and the return of the Pacific—there is a substantial number of our 5,100,000 Army men overseas face the greatest moving day in history.

Release from combat on the western theater of operations, for building of our millions of troops in Europe, means a journey to the opposite side of the globe—from Berlin to Tokyo, 14,000 miles. Joining more millions in the Pacific war theater on the way, they will help to deliver a knockout blow to Japan. . . Seagoing moving vans for this world-wide shift of manpower range from giant steamers to tiny landing craft and include troopships such as veterans of World War I. I never dreamed of. Cargo ships, the indispensable auxiliaries that carry supplies and heavy weapons, likewise have taken on new guise and missions. . . For months past, the Navy has been settling up the APA’s and AKA’s. . . Although the super troopships have rendered distinguished service for some time, the Navy Department only recently has permitted publication of their details . . . They provide comfortable air conditioning in any climate by means of 106 separate ventilating systems. Contemporary living space makes the vessels practically luxury liners, compared with the troopships of World War I.—From “History’s Biggest Moving Day,” by Alan P. Armanagac, in Popular Science for April.

Plan for Japan

Recently my staff and I have been discussing a plan for controlling Japan after she is conquered—and that is strictly a question of time. We want to prevent any future wars with Japan. We believe we should profit by the mistakes made at the Versailles peace conference after the last World War when, in a defeated Germany, a man named Hitler was allowed to rise to power and, by sheer skill and by mobilization of the country into a fanatical military machine eager to gobble up the world.

This plan of ours is still in the formative stage, but we believe it basically calls for a prolonged armistice after hostilities cease. During this period no peace treaty would be signed and the entire Japanese Empire would be under the military control of the Allied Nations with a supreme commander in charge. I don’t care whether he is Army or Navy so long as he is given a free hand with no interference from outside—meaning, of course, from well-intentioned but misguided civil governments.

These terms may seem too harsh, too jingoistic to the layman, but we who have been fighting the Japs for the past three years realize there is no other solution for a permanent peace with Japan. And let me point out how vital that noninterference clause is.

Suppose a postwar incident occurred—say Japan had been ordered to evacuate her troops from the Dutch Indies. Japan would be under the Allied.Near and had made no move to do so when the deadline was reached. Under the old peace-time system our State Department would register a protest to the Japanese government; the protest would be taken under advisement, and after long deliberation and exchange of notes, a decision might be reached.

Present the same problem to the Allied Supreme Commander, as set up by our plan, and he could take immediate action without consulting any of our own offices or getting around with protocol. He could assign our troops in sufficient strength to march the Japs to their transports. Then the Navy could take over and see that the Jap ships and troops were returned to the homeland. It would be as simple and as speedy as that. In effect the Japanese Empire would be under martial law.

During that long armistice, there would be plenty of time to talk over peace terms against the day when we are ready to welcome Japan back into the family of nations. To achieve this peace, however, we must first make the Japanese race powerless, then we must keep it powerless.—From “A Plan for Japan,” by Admiral William F. Halsey, as told to Frank D. Morris, in Collier’s for 28 April.

The People on Okinawa

Nobody knows how the Okinawans originated. They themselves claim that their ancestors go back more than seventeen thousand years, but the matter is debatable. Their culture is a mixture of Chinese and Japanese, with the predominating. Their first recorded contact with the outside world came in the year 605, when the Chinese invaded the islands. For several centuries thereafter, the Chinese exacted a nominal tribute from the natives and took a benevolent interest in their welfare; for instance, the sons of the island chief were sent to China to receive an education in China free. The first Jap ruler arrived in the twelfth century. He was a deposed prince looking for a place to reign, and the Okinawans indoctrinated in Japanese ways to a limited extent. Things went along quietly until the seventeenth century, when the Japs invaded in force. Then the islanders had to pay tribute to both China and Japan. They are an amiable people, and even after being thus put upon, they used to remark gracefully that China was their father and Japan their mother.

Dinner in the Ryukyus is almost certain to be pork, sweet potatoes and bananas. The pigs live in pens with coral walls and are carried instead of driven from place to place. It isn’t surprising to see a native woman carrying two little pigs on her head. Because of interbreeding, the upperclass Okinawas now resemble the Japs so closely that even the Japs can’t tell the difference. By our standards, the lower classes are much better-looking—not so slant-eyed, more gracefully proportioned, and hairier. They are farmers and fishermen. Despite the Chinese and Japanese influences, these lower-class Okinawas tended to practice almost complete matriarchy until late in the nineteenth century. The women did the work, handled the money, and made all the decisions, while the men sat home smoking and drinking tea. Even now, the women work harder than the men, who are nevertheless no sissies; they’re good boxers and enthusiastic drinkers of sweet-potato liquor.—From “Our Own Bonedeck,” in The New Yorker, 31 March.

Working Toward Health

The Arma Corporation, of Brooklyn, New York, has never done anything but make fire-control and navigation devices for the Navy. No commercial product ever came from its plant, founded during the last war. You would hardly expect so single-minded and specialized an outfit to pioneer a new technique in military medicine.

Like most war-production plants, Arma was stuck for personnel a year ago. They had hired women until the force was one third female, pestered the life out of trade schools and state agencies for the handicapped, even successfully installed totally blind workers. And still, hiring could not keep pace with expansion to twenty-five times prewar production.

Then somebody recalled that work with the hands is important in modern treatment of wartime casualties and that the Navy, Arma’s sole customer, had large hospitals near by at the Brooklyn Navy Yard and at St Albans, Long Island. After putting two and two ingeniously together, an Arma emissary went to the Navy’s Bureau of Medicine and Surgery:

“We need extra hands. You have lots of patients whose hands need...
work. They are Navy personnel. We make indispensable Navy equipment. The more hands at work for us, the quicker the Navy gets delivery. We'll pay them at the same rates we pay civilians and union rates. Do you follow?"

The Navy followed.

This actual work with a compelling purpose fills a long-standing need in occupational therapy—the breaking of physical and mental hygiene which helps patients recover through being busy and interested in skills. Both orthopedists and psychiatrists have used this stimulation for years with excellent results. But there have always been troubles with many patients' understandable tendency to feel futile about punching designs in leather or fiddling with baskets that nobody really needs.

Some kinds can and do get healthily absorbed in pottery or weaving," a Navy doctor explains. "But it's hard for these Navy ratings with high-school training. Why, lots of them could make with their own hands the tools they give them to use in regular occupational therapy. The special value of this industrial work isn't that it's very exacting or absorbing in itself but that it leaves no temptation to wonder: What am I doing this for? It's unmistakable that every assembly finished is directly helping the Navy win the war. It's the idea of the little selling to the average hospitalized casualty.—From "Give Me a Man's Job," by J. C. Furrer, in The Saturday Evening Post, 7 April.

Beautiful Boredom

According to the standards of a marine in a skimpy foxhole, with bullets singing past his skull, Hawaiian duty is a beautiful dream, composed largely of steaks, beautiful brown maidens, malted-milk shakes, suwanee music, and magnificent vistas of sea and sky. . . . From the GI's point of view, Honolulu is a place where the bars close at 3:30 or 4 p.m., which is about an hour before you can get to town. It's a place where two thousand bucks' worth of wood and plaster is listed for sale as a house worth $27,000 . . . and where the slums are enough to gag a goat. The much publicized "beach" is a beaching strip of dirty sand resembling a Coney Island on a hot Sunday, and the blue Pacific a snare which is full of coral to catch a fish that's not in your ants.

. . . . . orange peel, newspapers and scraps of box lunches.

The worst feature is the work. A war-profected carrier rides into the harbor, or a submarine comes in to give its bearded crew a breather, . . . intimate information on the war crowds your head, and you—yes, you—must sit behind a desk and play with paper and fumble with paper clips and fight telephones. It is true somebody must do the office work for the war, but it seems like such a futile thing to do in Hawaii.—From "Ho-Hum," by Lt. Robert R. Ruark, USNR, in Liberty, 21 April.

Heart Repair

Heart wounds used be considered invariably fatal. Now front line surgeons boldly operate on that vulner-

able organ every week. Last week they reported the astonishing case of Pvt. Ray Shaffer Jr., of Greensburg, Pa. He was hit in the heart during a battle in Italy. The slug entered a heart chamber and was promptly pumped along with the heart's blood into his main artery. In a two-hour, seven-transfusion operation, Army surgeons 1) mended the wounded heart, 2) removed the slug from Shaffer's abdomen, 3) gave it to him for a souvenir.

The war surgeon with the greatest heart operation record is probably Major Dwight Emery Harken, 34, formerly of Harvard Medical School and now at the Army's 160th General Hospital in England. By last week, he had operated on 328 men with the terrifying diagnosis (made by X-ray): "foreign body in the heart," had saved all 328.—From Time, 23 April.

Unshared Experience

I have said that combat is incomunicable. I will expand that by saying that the life of the soldier during a time of war is not a thing that can be learned at second hand. Millions of words have been written, will be written, to try to tell the civilian what war really is. He will never learn it until he has experienced it. It is of major importance for the soldier to realize this before he comes home to America. It will help him to realize that between him and the civilian who has never known war, such civilians will be the majority of our country's population—there will be a huge gulf of unshared experience. That gulf cannot be bridged by telling him about the civilian, or the civilian about him. It can be bridged only by recognizing its existence as a fact and fighting it every step.

How often in this war, in the combat areas, has not the soldier heard this: "The home front doesn't know there's a war on"? It would be far more accurate to say, "The home front doesn't know what war is." How can it know? The people on the home front have never even been bombed. There is no glory for them. Life goes on, and it's just business. The citizen is begged to put his money into war bonds, at interest, and he is called patriotic for doing so. Or for working overtime, at high wages. He gives some of his blood, he gives his leisure time to salvage, civilian defense, hospital work, canteens, whatever. At best he is cheerful and hardworking and uncomplaining. His millions have been what. More can he do?

. . . So when he comes home with all the joy that is inherent in that phrase —the soldier will carry with him the knowledge that it is not going to be a simple job to readjust. It is going to be difficult. He is going to find freedom and democracy and the things that haunt that freedom, hard to take. There is going to be no Post Exchange for him to shop at, at cheap prices, and no supply dump. There are going to be no free meals three times a day. His wife, his children, other people (perhems even employees) are going to come to him now for decisions, and on these decisions will rest his own happiness and the prosperity of this country—and there is bound to be, suddenly, that he has no way of knowing surely who is above him or below him. The powerful often wear awful clothes; the weak are often dressed to kill, or to cover up their weakness. There will be no stripes, no bars, no insignia, no medals. The man of authority will be the man who can identify as the Admiral when he goes in swimming.—From "Soldier into Civilian," by Christopher La Farge, in Harper's for March.

Arid Shrine

Leveled to shadless desolation by bombs and bulldozers, the sweltering sand of Tarawa is hallowed ground. Many an embattled place has flared into brief, exclamatory prominence during six years of mobile warfare; but in the memory of the living, Tarawa remains a symbol of unconquerable will. Tarawa is Dunkirk, Corregidor, El Alamein, Stalingrad, Guadalcanal and Iwo Jima. For those who stop briefly at Tarawa on the way from Guadalcanal to Southwest Pacific, the arid atoll is a shrine. For those earthbound sailors, Seabees, and aviation mechanics who have stationed there a year or more, Tarawa has become, simply and unsentimentally, The Rock . . .

In the four weeks I have been here, I have yet to hear a humorous story. Tarawa was not funny about the early days on Tarawa; there is nothin funny now. Nowhere else have I encountered such a deadered group of men. Even the Officers' Club is a sober place. It's a fact of course, but no raucous hilarity. The laughter is tired. Perhaps these men buried their levity along with the dead else there they have run out of new stories to tell.—From "Marooned on The Rock," by Edgar L. Jones, in Atlantic Monthly for April.
NEW BOOKS IN SHIPS' LIBRARIES

For your gayer moments, tour Broadway with Sophie Tucker. For plain relaxation, ride a range with Silvertip or go sleuthing with Michael Shayne (see more serious reading, explorations with the electron microscope, a look at Communist China and Philippine guerrilla fighting will all be found in books recently bought for distribution to the service.

Not all of the new books will be supplied to each unit; rather it is the practice of BuPers to circulate titles to small units operating in the same area to encourage the exchange of books. Units may request titles of special interest from the Bureau.

Paper-bound Armed Services Editions are expected to provide most of the recreational reading for the fleet and other units beyond the continental United States; so most of the cloth-bound books supplied to such units will be non-fiction.

FICTION

AGE OF THUNDER by Frederic Prolosec. A young soldier arrives by parachute in southern France. A secret reading, spends five days and nights on his journey to the Swiss border, and meets a small contingent of people.

CAPTAIN OF ST. MARGARET'S by Perico Mengual. From the quick career of a post-preparee captain of the 3rd Division.

CROWS ARE BLACK EVERYWHERE by Carl Grabo and Herbert G. Yardley. Excellent study of how the alphabet characterizes this story of espionage in Chungkow.

FURY IN THE EARTH by Harry Harrison Krohe. A fast-moving historical novel of the pioneer era when a prolonged series of earthquakes reduced a thriving Mississippian community to a ghost town.

LOOKING FOR A BLUEBIRD by Joseph Westram. A story of the adventures of a young Czech musician on prewar days on various ships of the French Line, as a crewman in Nice and as a member of the Vienna symphony orchestra.

POOK CHILD by Anne Parrish. Engrossing story of the effect a rich and irresponsible woman has on a 12-year-old boy.

TWO SOLITARIES by Hugh MacLennan. Fine character study of Canadian families, highlighting the conflict between old and new ways.

VOCATION by Margaret P. Ficke. A Gilligan. Captain John Rennan finds good fishing and salty adventures.

FACT

AMERICAN GUERRILLA by Irwin Wolfert. Resort of guerilla fighters under the leadership of Lt. iff D. Rich- ards and Nava Silvera, one of Bulkeley's PT-boat operators.


CHINESE POWS by David N. Rowe. China is discussed as a future world power. Practical plans show how Russia, Great Britain and the U. S. can help China develop into a nation strong enough to halt the Communist threat to the power center in the Pacific.

CLIPPER SHIP MEN by Alexander Kinman Ladd. The seamen who contributed to the achievements of the clipper ship.

FORGE OF GLORY by John W. Gerber. The war in the South Pacific from early 1942 until April 1943, a grim fight both against the Japanese and nature. The environment is on the Australian and New Zealand fronts.

REPORT FROM RED CHINA by Harrison Forman. In the summer of 1944 Cheng Kung Sze, the China Lobby, a blockade of six weeks duration to allow a party of observers to visit Communist China. This is the first account in book form of their trip.

SEEING THE INVISIBLE by G. C. Hawley. Present use and future possibilities of the electron microscope clearly and concisely told.

SOLOMONS IN WOOL by Owen Lattimore. An American authority on Asiatic affairs presents the problem as he sees it.

SOUTH AMERICA UNCENSORED by Roland Hall. Hall's portrait of South America highlighting Fascism, its centers and dangers.

STANZAS OF DANCE by Varian Fry. Escapes and near-escapes from occupied France. Stories of writers, writers and liberals in whose fate the Emergency Rescue Committee had a hand. Composed by their American director.

YOUNG JEFFERSON by Claude G. Bowers. Glimpses of Jefferson at home, as legislator and governor of Virginia and as diplomat in France.

ACTION

BIRTHDAY MURDER by Lange Lewis. A successful director of Grade B movies is poisoned, and wife and her first husband are primary suspects in a baffling mystery.

CAUGHT IN PASSAGE by Ernest Haycox. Oregon and California set the scene for an adventurous and romantic tale of a pack-train owner, a gambling banker, and Lucy, glamorous object of their desire.

DEADLY DOVE by Rufus King. Here's a mystery story of action about a hired killer who slaughters his victims and accidentally or not, kills off all the wrong people.

DEATH STALKS THE RANGE by Brett Driver. Death stalks the range and a ranger's wife must kill the runner after the driver gets shot. Plenty of shooting from there on, and a romantic ending.

HEIMET OF THUNDER KING by Jackson Gregory. With a girl in the snow and fighting forever—but somehow manages to jangle with both.

MURDER AT MEETING by Brett Halliday. Michael Shayne, detective, uses an old lady's letter, a canary, a newspaper editorial to solve a compli- cated murder.

ORCHIS TO MURDER by Hubert Footner. Mary Stemmard suddenly disappears after her wedding. The orchis he wore lead detective Lee Maplin to apprehend her emanent sacro slavie chief and finally succeeds through the help of a Chinese-born American nurse with whom he falls in love.

EARTH AND HIGH HEAVEN by Geetha Varyalan (R-17). A story of an American crewman in the Pacific and a surveyor employed by a self-made unprincipled man of vast wealth.

GRACE WOMAN by Edmund Gillian (R-19). Tale of a Gloucester fishing skipper's daughter, a young girl who stands up against the U. S. pack—rolling, salty and exciting.

HORSE THAT RAN THE DYSTY by Roderick Peattie (R-12). Lucid and entertaining discussion of geography's history-making role.

KITTEN FOLK by Christopher Morley (R-5). Story of a white collar girl and how she meets her first boy.

LONG CHANCE by Max Brand (R-24). One of Brand's best—about a hard-fighting, straight-shooting Westerner who gets out of one trap only to find himself in another. A headstrong girl adds romantic interest.

ONE MAN ON LAND by Victor Ross (R-35). Program notes by one of the country's most able interpreters of music.

ORCHESTRAL PIECES by Stefan Heven (R-44). Undergraduate activities of the German General Staff Corps, the German Army, the German Command and the Imperial Vichy form element, the backdrop for a story of action in North Africa.

ONE MORE SPRING by Robert Nathan (R-3). The winter of the great depression found a string of people living together in New York's Central Park. The story of their months together.

NEW BOOKS IN THE ARMED SERVICES EDITIONS

The 40 new titles published each month in the Armed Services Editions are distributed to all ships in commission and shore-based activities outside the U. S. These books are special editions of the best reading from old classics to the newest best sellers, published by the Army and Navy. Their size and shape make them especially easy reading. They are to be freely used and passed from man to man so that they may be enjoyed by as many as possible. Send any comments you may have or inquires to BuPers.

Books currently being shipped are:

AFTER 1950 by Robert Benenich (R-5). Mr. Benenich deals in his accus- tomed manner with such matters as Midget Inferiority, Three Men in the Dog House and Honor for Cheese.

AMERICAN CHARACTER by D. W. Brown (R-16). Shrewd and generous observa- tions on the American scene by an Irish historian.

BERMUDA CALLING by David Garth (R-13). Zach Taylor's investigation of some- thing "fishy" in Bermuda almost cost him his life but he uncovers a Nazi spy plot.

BRIDAL WREATH by Sigrid Undset (R-10). Warm and human—the story of a wom- man's love and rebellion in olden days of Norway.


CAPTAIN BLOOD by Rafael Sabatini (R-32). Peter Blood's adventures as a for- eigner, soldier, country doctor and finally Governor of Jamaica—gives color to an exciting hero.

CLINT BROWN by Margery Sharp (R-22). Clunny was a parlor maid who simply did not know her place.

COMMOTION ON WHEELS by David L. Cohn (R-26). Two prairie型 automobile are in America from the Stanislaus area to the Pacific Time Zone to the lost 1942 Chevrolet on the Wyoming prairie.

CREME ON MY HANDS by George Sanderson (R-16). The exploits of a group detectives tries his hand at solving a murder on his own movie set.

DARK PASSAGE by Samuel Michael Fuller (R-16). Murder, suspense and love play their parts while Lance McLeary hunts down the killer.

DEER RIVER by Henrietta Buckmaster (R-39). Savannah, a girl from the plant- ation, wins the love of the mountain-born Simon triumphs over her heavy-souled priestly predecessor—tale of Georgia in the 1850's.

DIEFAND PASSAGE by Thelma Duglas (R-37). Story of a young medical student who struggles for recognition and reprieve from his eminent but sacrificial chief, and finally succeeds through the help of a Chinese-born American nurse with whom he falls in love.


GRACE: WOMAN by Edmund Gillian (R-19). Tale of a Gloucester fishing skipper's daughter, a young girl who stands up against the U. S. pack—rolling, salty and exciting.

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THE MONTH'S ALNAYS IN BRIEF

No. 52—States that threatened shortage of fresh and canned meats, dairy products, poultry, fats, oils and most canned goods and vegetables makes adjustments in menus necessary to provide maximum use of more plentiful products; all activities to make maximum use of canned products and prevent waste.

No. 53—States that in commands which are authorized to issue change of duty and temporary orders, such orders when signed either by the officer designated as "deputy" or "acting" are considered as being competent for authorizing reimbursement for travel.

No. 54—Provides that commissioned and warrant officers requiring hospitalization for an indefinite period, with return to normal duties improbable, will be issued orders by CO or reporting senior directing officer to report to MOINC appropriate hospital (governmental or non-governmental), including stationed or detached officer from permanent duty station; establishes procedures for reporting such detachments and requesting reliefs when necessary.

No. 55—States that applications from regular Navy officers, rank of commander and above of either line or staff corps, for one year post-graduate course, including applications to send via official channels to each BuPers prior to 15 July 1945.

No. 56—Requests applications from reserve line officers for training at Naval Academy (see p. 70).

No. 57—Announces appointment to next higher grade, to rank from 1 April 1945, of regular and reserve Navy Nurse Corps lieutenants (junior grade). Rank occurs 1 Aug. 1944 or before and who reported for continuous active duty as ensigns on 30 Sept. 1942 or earlier, and those Army who have served on continuous active duty in rank of ensign since 31 Dec. 1942 or earlier.

No. 58—Amends Alnav 162-42 (NDB, cum. ed. 1943, 42-2045) to provide that original dispatches from ships and stations within continental U. S. reporting deaths shall contain all information required by Navy Regs, Art. 908 (2).

No. 59—Cancels Alnav 164-44 (NDB, July-Dec. 1944, 44-977) and all references to bills of lading other than those of rank of 2 Dec. 1943 to 31 Dec. 1943 inclusive, and those warrant officers of Naval Reserve whose dates of commencement of continuous active duty in their respective ranks are within the same period.

No. 61—Announces appointment to chief warrant rank for temporary service, to rank from 1 April 1945, of those warrant officers on active list of regular Navy whose dates of rank are within the period 2 Dec. 1943 to 31 Dec. 1943 inclusive, and those warrant officers of Naval Reserve whose dates of commencement of continuous active duty are within the same period.

No. 62—Requests applications for heavier-than-air flight training from members U. S. Naval Academy of 1945 and applications should be forwarded to BuPers as soon as practicable.

No. 63—Calls for applications for flight training from graduates of U. S. Naval Academy 1943, 44 and 45 and from commissioned and warrant officers, Naval Reserve, and warrant officers, regular Navy, who are less than 27 years of age and who is dates that officers who previously applied should resubmit; cancels Alnav 139-44 and 191-44 (NDB, July-Dec. 1944, 44-854 and 44-1164).

No. 64—Authorizes wearing of Philippine defense and liberation ribbons (see p. 72).

No. 65—States that provision for use of assigned material (first four stock number S4-156 Giensia stam, made by Hartman-Leddon Co., Philadelphia, delivered by Alnav 43-46 (NDB, 15 March 1944, 43-46 lines 1 to control numbers one and two only.

No. 66—Prohibits, as precautionary measure to prevent introduction of yellow fever, the importation or transportation of lemons, apricots and more by naval vessels, aircraft or personnel traveling to India or Indian waters or calling at places or ports in India.

No. 67—Announces COs of activities at which BOQs are available to modify per diem temporary duty or TAD orders to eliminate $3.00 subsistence to officers of Navy, Marine Corps and Coast Guard if in opinion of CO mess facilities are adequate and per diem unwarranted.

No. 68—Calls for applications from regular Navy officers, classes of 1938 and 1939, with not less than five years sea duty, and from regular Marine officers, not above rank of major and with not less than five years service, for three-year postgraduate course in law to convene 1 Oct. 1945 in Washington; applications to be submitted via official channel to BuPers and Mar Corps by 15 June 1945.

No. 69, 70 and 71—Announced to the naval service the death of President Roosevelt and specified memorial services to be held.

No. 72—Announced rebroadcast schedule of special message broadcast by President Truman to armed forces overseas (see p. 42).

No. 73—States that new U. S. Public Health Service regulations do not require a vessel which has been given free pratique in Alaska, Territory of Hawaii, Puerto Rico or Virgin Islands to clear quarantine upon arrival at any port of continental U. S., its territories or possessions, and that such ships are subject only to coastwise regulations provided they have not entered a foreign port after receiving pratique.

No. 74—Requests applications from reserve officers below rank of lieutenant commander for 10 weeks course in photographic interpretation to convene in Washington, D. C., on 11 June 1945. Applicants shall be qualified and held after; these qualifications desirable: age 21 to 31 years, college degree with major in geology, forestry, cartography, architecture and minimum of one year practical experience in one of above fields of photogrammetry; endorsement is to include comment on fitness of applicant for photographic interpretation duties and necessity for relief; applicants previously rejected because of reserve classification may resubmit.

No. 75—Calls for forwarding to BuPers of sample copy of all ship or station publications, including details on mission of publication, composition of staff, editorial and production facilities, and distribution; also requests for clipserve service and editorial assistance in accordance with BuPers Cir, Ltr. 70-45 (NDB, 31 March, 45-596).
"WHAT IS A SAILOR?"

Sir: On the back cover of your March 1945 issue is a poster headlined, "What Is a Sailor?" Three years ago that same essay was sent to me by a friend. Ever since I have wanted to know if he was the author of it. His name was George James Lewis Lil, and he was then stationed at the Boston Net Depot. Last year he was reported missing in action.

Believe me when I say that it would mean a great deal to me and many friends if you could furnish any information whatsoever as to the author of "What Is A Sailor?"

• A naval officer, who said that the essay was taken from a book, let it be sent to us in 1942, and it was printed in the "Navy Bulletin." When we decided to reprint it this year we tried to find its origin, without success.

In the interest of guidance it would perhaps benefit the readers of Navy Bulletin if they were aware that the essay was written by Ed J. O'Meara.

—Ed.

AMPHIBIOUS INSIGNIA

Sir: So far as I know there is no special insignia authorized for amphibious combat demolition units. Are men in this duty authorized to wear the insignia of the amphibious forces?-C. C. St.

COINCIDENCE

Sir: I read with interest the account in the Feb. 1945 issue, p. 24, of the sinking by our own forces of the APD, USS Ward. As a member of the hammock party on that ship and the only man to survive three days towards the end of the war after the ship had been hit by a 47-mm shell head on 26 Dec. 1941, when she was hit by the first shot against the Japanese.

It is indicative of the fact that the CO of the American destroyer which administrated the fatal blow to the Ward was Comdr. William W. Outerbridge, the same officer who commanded the ship on 7 Dec. 1941, when she was hit by the first shot against the Japanese.-W. G. P., L.C.C.

G. I. BILL OF RIGHTS

Sir: Wouldn't it be a good plan to give each man at the time of his detachment from the various services a chance to see if he can expect or ask for under the G. I. Bill of Rights?-T. S. E., 5K1e, U.S.M.C.

• It not only would be; it is. The armed services adopted it last year. A 20-page booklet titled "Your Rights and Benefits: A Handy Guide for Veterans of All Armed Forces and Their Dependents" is handed out to every man when he leaves the time of his exit interview (Information Bulletin, Aug. 1944). In addition, Civil Rela-

tions Officer goes over the rights and benefits of each point by point, explains all items of interest concerning education, employment, loans, etc., and directs him to the services for any further aid he may wish.—En.

POSTWAR OPPORTUNITIES

Sir: There has been a lot of publicity on the G. I. Bill of Rights and it is true that the armed services man when he is handed his discharge should be referred to a nephew for getting out of the Navy to take advantage of these wonderful opportunities. But, in spite of all these, I am of the opinion that the GI is not going to be so easy as we are led to believe and that it might not be so bad to stay in the Navy. Although there will be thousands of el-

vilian jobs to be filled, there will be millions of men to fill them.

Why doesn't the Navy do a little cam-

paigning and show some of its postwar advantages? The least it can do is to give you three years training and a place to hang your hat, which is considerably more than all its glorious opportunities, can promise and live up to. The Navy Department, as far as I can see, is saying that it intends to expedite the peacetime Navy. From the present outlook, everybody will want out so they can take advantage of all these opportunities. The "G. I. Bill of Rights," honored, it will be.-A. P. K., Y.

• While the Navy is formulating plans for the return, it has not been announced when does not plan to anything new until future legislation will be passed. In the meantime, one possibility is the possibility of the Navy being "G. I. Bill of Rights" on the coast. It will be helpful, especially to those officers overseas, if you could publish more on the plans for the postwar Navy, as questions are constantly coming up for which no answers are available here.

BOB'S UN IN LOVE

Sir: While stationed overseas I have met a girl that I would like to marry. Must I obtain permission from the Navy CSU to marry her?-D. H., Calif.

• Yes, Almaw 144-14 (NDB, cumd. ed., 3-28) provides that no member of the Navy or Marine Corps stationed overseas for duty in any U. S. possession or foreign country may marry without the approval of the senior commander of such forces stationed in that country, possession, or area. This approval shall apply to personnel who marry within the continental U. S., including Oahu, as well as otherwise, as provided by Almaw 38-49 (NDB, 58 Feb., 3-18-41).—Ed.

NAVAL RESERVE MEDAL

Sir: As I understand it, the Naval Reserve Medal was to be awarded upon completion of 10 years in the Naval Reserve. Would he eligible if he served four of those 10 years as an enlisted man?—S. H. E., N.C.

• Yes; the rating Naval Personnel may award the medal to both enlisted personnel and officers who complete 10 years in the Naval Reserve (Bur. Pers. Manu., Art. A-10-49).—En.

ARTIFICER BRANCH RATING

Sir: Is the special artificer rating a special rating or not?—J. P. K., C.S.A.D., U.S.M.C.

• No. The special artificer rating is a general rating in the artificer branch of the enlisted rating structure. For complete rating setup, see special section on Artificers of the U. S. Navy." (Information Bulletin, May 1944, pp. 51-57).—Ed.

OFFICERS ON ACTIVE DUTY

Sir: Would it be possible for you to publish the list of Navy officers on active duty, by rank, of the line and staff corps?—R. L. E., Ind.

• As of 31 Dec. 1944, the following naval officers, both regulars and reservists, were on active duty:

<table>
<thead>
<tr>
<th>Rank</th>
<th>Line Corps/Staff Corps</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flint Admiral</td>
<td>3 0 0</td>
</tr>
<tr>
<td>Vice Admiral</td>
<td>4 0 0</td>
</tr>
<tr>
<td>Rear Admiral</td>
<td>4 0 0</td>
</tr>
<tr>
<td>Commodore</td>
<td>4 5 0</td>
</tr>
<tr>
<td>Captain</td>
<td>4 0 0</td>
</tr>
<tr>
<td>Lt. Comdr.</td>
<td>5 12 5 0</td>
</tr>
<tr>
<td>Lt.</td>
<td>6 15 5 0 3 1</td>
</tr>
<tr>
<td>Lt. (jg)</td>
<td>4 0 0</td>
</tr>
<tr>
<td>Ensign</td>
<td>4 0 0</td>
</tr>
<tr>
<td>Warrant Officer</td>
<td>4 0 0</td>
</tr>
</tbody>
</table>

Total: 300,100

These figures include retired officers on active duty.—Ed.

AVIATION GREENS FOR CPOs

Sir: In your article which reports the uniforms available through the Navy Office Uniform Program (No. 73) you state in describing the aviation winter working uniform: "the aviation greens have appropriate insignia, regulation for Navy CPOs.

Sometimes permit all CPOs with aviation ratings to wear the green uniform, while others restrict it to CPOs who have been designated as naval aviation pilots, as provided by Uniform. Regs. (No. 73)

I believe these erroneous in your article, and I know of no such confu-

sion which already exists and is of suffi-
cient importance to justify a correction.—

C. E. T., Ens., U.S.N.

• We mean, of course, that the uniform worn by naval aviation pilots is approved for wear by, which according to a change in Uniform. Regs., Art. 1135 (NDB, 4-1-33) limits the aviation green uniform to those aviation CPOs designated as naval aviation pilots and serving in pilot status.—Ed.

CLOTHING ALLOWANCE

Sir: Does the Wave advanced from POI to CPO rate a clothing allowance?—M. C. McG., C.B.K.

• Whereas men advanced from PO1 to CPO receive a clothing allowance of $200 to provide the uniform required for a CPO rating, none is provided for Waves making the same advancement, since the difference between the requirements for a Wave PO1 to PO is very slight. (SubOrdCm) and WAVES see from via official channels.—Ed.

EMERGENT DEMOLITION DUTY

Sir: In your January 1945 issue, p. 78, is a story which states that officers are invited to volunteer for underwater demolition duty. Is there a need for officers from enlisted men? If so, how would they be selected?—P. C.

• Although the article called only for vol-
unteers from line officer and line personnel and men assigned to the duty (who are employed in underwater demolition work. Applications for this duty with the amphibious forces would be submitted to the headquarters of SubLt and/or Cmrs through official channels.—Ed.

EXCHANGING SALUTES

Sir: Some of the enlisted Waves on this station contend that when walking down the street with a male or female officer, they should return all salutes addressed by other enlisted personnel to the officer. They say that when in his or her company they assume the rank for salutes and courtesies. Is this correct?—B. C.

• No, only the officer would return the salute of an enlisted man or woman, as provided by Navy Order No. 356. The enlisted Waves would in no way assume the officer's rank. (SubOrdCm) and WAVES see from via official channels.—Ed.

FIRST NAVAL AIR STATION

Sir: "What Is Your Naval L. Q.?" (In-
formation Bulletin, Feb. 1945) states that the first naval air station opened in 1914 at Pensacola, Fla. "Our Flying Navy" (MacMillan Co., 1944) says that the first naval air station opened in the fall of 1911 on the River Bank at GreenWich Point, now New York City, now Annapolis, Md., and that the first naval flight school opened in Pensaco-
la. Please explain.—B.F.T. C., U.S.M.C.

• The Office of the Deputy Chief of Naval Operations (Air) says that "Pensaco-
la was the world's first "Naval Air Station" that the activity in 1911 was designated the "Naval Air Station, Pensacola." This was the "Naval Air Station, "camp" and was never regarded as per-
manent. It was moved to San Diego for a period during the war and in January 1914 was disbanded and its equipment transported to Pensacola.—Ed.
WAVE CAP INSIGNIA

SIR: We have heard that the new sterling silver and gold-plated pin-on device recently authorized for wear on the left side of the new garrison cap by enlisted Waves (other than CPs) will be of the same design as the embroidered lapel device authorized by all members of the Women's Reserve, Right—N. A. C., SLC, USNR.

The new insignia is shown here and it was authorized by a letter from the Bureau of the Navy and Personnel dated 13 March 1945, which set forth the background and details of the device.

be incorporated in the Women's Reserve uniform regulations.—(Information Bulletin, April, p. 77.EDITOR)

SCOUTLETT SPIKED

SIR: Scuttlebutt has it that there is a bill before Congress which would release Waves to be on duty after two years service, if they so desire. Is there any truth to the rumor?—C. J., PHM3, USNR.

NO.—ED.

SIR: Is the Navy considering the establishment of an aviation pharmacist's mate rating?—W. H. PHM3, USNR.

NO.—ED.

COMMISSION PENNANT

SIR: What do the seven stars on the commission pennant represent?—J. L. DM3, USN.

In 1933 there were three 7-star pennants (4, 6, and 9 ft. in use as boat pennants. Upon the introduction of aviation, smaller ones were adopted as ship pennants. In 1942 there was introduced a writing pennant, six as the were the four 11-star pennants (30 to 70 ft. used then). The Pennants are visible from the earliest days of our Navy. The original meaning, if any, of the seven stars has been lost. In 1953 it was simply said that the number provided a suitable device to represent the original colonies.—ED.

NAMING OF MASTS

SIR: If a warship has only one mast, is the mast called a foremast or a mainmast?—G. A., L.t., USN.

The 1944 edition of The Bluejackets' Manual states that the single mast would be called a foremast or simply a mainmast. —ED.

OVERSEAS-DUTY CHEVRONS

SIR: I am in a Subocean outfit which has been overseas for over 18 months. We have been told that our stevedores battle each night and are not likely to report. For these 18 long and hard months, away from home, is there anything we can do?—G. H., L.t., USN.

Is it any wonder that we would be particularly proud if the Navy would permit us to stay, when we return home, three chevrons on our devices, similar to those worn by the Army, to indicate the time we have been away from home?—J. R. S., BM3, USN.

SIR: You mentioned in the Dec. 1944 Information Bulletin, p. 39, that area ribbons have been authorized, instead of chevrons, for overseas duty. That is true, but unfortunately the beribboned heroes with 18 months, the CPOs and others outside the controlled areas of the U. S. The bronze stars worn on these ribbons also provide adequate indication of participation in recognized combat and hazardous operations. No change in this policy on overseas chevrons for naval personnel is anticipated.—ED.

OFFICER-TRAINING

SIR: I am a Negro with two years of college work and 14 months of overseas duty. Is there any officer-training program in the Navy for which I may be eligible?—H. C. BM3.

Negro personnel are participating in the Navy officer-training programs, for which they are eligible under the same rules as are white personnel. Complete details may be found in BuPers Circ. Ltr. 375-44 (MD) dated July 8, 1944 (NDB, 15 Aug., 33-371; see report on p. 78 of this issue).—ED.

MOBILE DRYDOCKS

SIR: In your April issue, p. 15, it is stated that the concrete drydock which the caption describes as self-propelled is not right on that point; at least, all the mobile drydocks I ever saw or heard of could get around only by being towed or pushed.—J. G. T. B. B., USNR.

You are right. The nearest thing to a self-propelled drydock that the U. S. Navy has is the “ED” (expanding drydock, dock) which, besides ferging landing craft to invasion areas, can berth them for repairs.—ED.

CITIZENSHIP REQUIREMENT

SIR: I have been a citizen of the U. S. since 7 Nov., 1934, and have any regulation regarding the length of time a man must be a citizen prior to which he can be appointed as a chief warrant officer?—H. F. S., MM3, USNR.

NO.—ED.

MAMERNITY EXPENSES

SIR: I am the Navy pay office at a civilian hospital of a maternity case for an enlisted man's wife if Navy hospital facilities are unavailable?—A. C. AO, USNR.

NO. Medical service is provided for the dependents of Navy and Marine Corps personnel, but only at Navy hospitals or at other military hospitals of the Navy, where such service has been established. This service, while paying Navy doctors for maternity cases, does not provide payment of hospital expenses. At naval establishments where facilities are available, however, maternity cases are admitted to the hospital or dispensary without charge to dependents. Information as to the availability of medical service is given in the nearest Navy medical establishment, or from the commandant of the Naval district in which the hospital is located.

Also, under a plan of the Children's Bureau of the U. S. Department of Labor, the theft of of the Naval, Marine Corps or Coast Guard in the four lowest pay grades (Pet., seaman or below), is eligible, irrespective of her legal residence or teaching,” for free medical and hospital maternity services. Application forms are available from state and local health agencies, American Red Cross chapters, prenatal clinics, etc., interested in participating in the program.—ED.

DISRUPTED CPO

SIR: If a CPO (PA), who was recalled from the fleet reserve to active duty, is dismissed or seconded to civil labor, is the CPO eligible for a warrant officer, what rate will he have when he again goes in active duty?—R. Cots.

Unless the court-marital sentence specifically states that the rating to which he was reduced is to remain in effect after he is again placed on inactive duty, he would revert to CPO, his former rating. This is provided for by BuPers Circ. Ltr. 78-49 (NDB, cum. ed. 1945, 19-27).—ED.

CREDIT FOR TIME IN V-12

SIR: Does time spent in the V-12 program count as time in the armed forces and if the map is separated from the program? Is it considered to be part of a man's active service?—C. T. BM3.

NO. As service requirements prescribe that specific periods be served in the lowest petty grade before advancement. As men are enrolled in V-12 in 1945, this plan is designed toward promotion in the event they are separated from the college program.—ED.

FIRE FIGHTERS

SIR: Before enlisting in the Navy was with the New York City Fire Department for 10 years. At the time I enlisted (June 1943) I was a second lieutenant in the Fire Department, with a rat of which which specifically covered my profession. I am a Fire Fighter. If so, how would I apply for this duty?—R. H., SF2c

Men with previous fire-fighting experience, particularly those who served in the armed forces, may be selected for duty aboard ships and stations. SF2c rating which specifically covered my profession. I am a Fire Fighter. If so, how would I apply for this duty?—R. H., SF2c.
FAREWELL AND HAIL TO THE CHIEF

The Navy which Franklin Delano Roosevelt loved and led feels an especial sorrow in the passing of its Commander-in-Chief.

No matter when it came, his death would have been a great tragedy to the cause of the peace for which the Navy with the other armed forces of the nation and her Allies are now fighting. That it had to come when the final battles are still to be won—on the sea, on land, and at the treaty tables—is a grievous loss.

But the facts of war must be faced. Casualties occur. When a leader falls in battle, someone else must step up to take his place.

So the Army and the Navy have a new Commander-in-Chief, the new President of the United States, Harry S. Truman. As he said in his broadcast to the armed forces (see p. 42), he has assumed the duties which the Constitution and fate have put upon him.

With a heavy heart for our loss, but with faith and allegiance for our new leader, we salute and say:

Hail to the Chief!

QUOTES OF THE MONTH

- Mrs. Eleanor Roosevelt, in message announcing death of the President to their four sons in the armed forces: "He did his job to the end as he would want you to do."

- Secretary of the Navy Forrestal: "The Japanese are not devoid of any of the standards of what we call sportsmanship. . . . There is no persuasion, I fear, except that expressed by bullets, bombs and cold steel which will reform them."

- Fleet Admiral King: "Today there are people who gaze into the future and confidently predict that sea power—control of the seas—will not be a significant factor in determining the outcome of another war. Some of these prognosticators are the same as those who, earlier in this war, sang the swan song of the battleships and consigned the foot soldier to oblivion."

- Vice Admiral Marc A. Mitscher, commander of Fast Carrier Task Force, to Maj. Gen. Curtis E. LeMay, commanding general of 21st (B-29) Bomber Command: "We are proud to operate in the same area as a force which can do as much damage to the enemy as your force is consistently doing. May your targets always flame."

- DNB, Nazi news agency: "The position of Japan has become, in many respects, similar to that of Germany."

- Maj. Gen. Willis H. Hale, acting commander of Army Air Forces, POA: "The noose of air bases which we have been drawing around the industrial heart of Japan tightened with a sharp jerk with the fall of Iwo Jima."

Pacific

2. B-29s hit Nagoya aircraft plants (24 March).
3. 14th AAF destroys, evacuates Laechekow bases as Japs advance in China (26 March).
5. U. S. forces invade Okinawa (1 April) after 10-day pounding, occupation of Kerama Islands (26 March).
6. B-29s blast Tokyo factories (2, 4, 5, 14, 16 April).
7. Yanks head toward Borneo, invade Tawi Tawi (3 April), Jolo (9 April).
8. U. S. carrier planes sink last large Jap battleship, 2 light cruisers, 3 destroyers off Kyushu (6 April).
10. Americans in Philippines make two new Mindanao landings, at Malabang and Parang (17 April).

Europe

1. Four Allied armies bridge northern Rhine (23 March).
2. Russians capture Gdynia, Danzig (28, 30 March).
4. British 8th Army crosses Comacchio lagoon, near Adriatic, in Italy (2 April).
5. Red troops take Koenigsburg on Baltic (9 April).
6. British 8th Army captures Massa, Italy (11 April).
7. U. S. 9th Army crosses Elbe River, 50 miles from Berlin (12 April).
8. U. S. 3d Army takes Weimar (12 April), smashes into Czechoslovakia (18 April).
9. Russians capture Vienna (13 April).
10. RAF bombers sink German pocket battleship Luetzow at Swinemunde (16 April).
11. U. S. 1st Army takes Leipzig and Halle (19 April).
12. Russians drive within 7 miles of Berlin (20 April).
THE MONTH'S NEWS

PERIOD 21 MARCH THROUGH 20 APRIL

Commander-in-Chief

FRANKLIN DELANO ROOSEVELT, 32d President of the United States and Commander-in-Chief of the Army and Navy in America's greatest war, died suddenly on 12 April at Warm Springs, Ga.

At the White House in Washington that evening Vice President Harry S. Truman took the oath of office as his successor and, in his first statement, declared: "The world may be sure that we will prosecute the war on both fronts, east and west, with all the vigor we possess to a successful conclusion."

The change in leaders, which the new President emphasized would mean no change of strategy in the fight for both military victory and lasting peace, came at a moment when U. S. armies stood less than 50 miles from Berlin and warships of the U. S. Fleet steamed defiantly off the shores of the Japanese homeland.

Mr. Roosevelt, who had been President for 12 years, one month and eight days, died of a cerebral hemorrhage at the age of 63 while on a brief holiday to rest in preparation for opening the United Nations conference at San Francisco (see p. 58).
SORROWING throng lined Washington's Constitution Avenue as body of Franklin Roosevelt was borne home to White House on horse-drawn caisson.


Messages of condolence and tribute poured into Washington from all over the world. Everywhere American forces were serving—on ships, in jungles, on deserts, in foxholes—special memorial rites were conducted.

In the death of the President, the Navy lost one of its staunchest friends and greatest champions (see p. 2). During the last war Mr. Roosevelt was Assistant Secretary of the Navy under Josephus Daniels. And under his command for the past 12 years, the Navy has achieved its greatest growth, dwarfing all other navies of the world. In an AINB dispatched the day of Mr. Roosevelt's death, Secretary of the Navy James Forrestal said:

"I have the sad duty of announcing to the naval service the death of Franklin Delano Roosevelt, the President of the United States . . .

"The world has lost a champion of democracy who can ill be spared by our country and the allied cause. The Navy which he so dearly loved can pay no better tribute to his memory than to carry on in the tradition of which he was so proud.

"Colors shall be displayed at half mast for 30 days beginning 0800 13 April west longitude date insofar as war operations permit. Memorial services shall be held on the day of the funeral to be announced later at all yards and stations and on board all vessels of the Navy, war operations permitting.

"Wearing of mourning badges and firing of salutes will be dispensed with in view of war conditions."

President Truman took over his new duties immediately. Sworn into office only a few hours after the death of Mr. Roosevelt, he started the next day conferring with his military leaders—secretaries of War and of the Navy, top-ranking admirals and generals. With the exception of a precedent-breaking luncheon at the Capitol with former fellow senators, his entire day was devoted to conferences at the White House. Saturday and Sunday he attended the funeral services of the late President. During the next few days he plunged into the affairs of his new office with all the vigor of his predecessor.

Born in Lamar, Mo., on 8 May 1884, Mr. Truman fought in the last war as a captain in the Army Field Artillery. Following the war he attended the Kansas City School of Law and later was appointed judge of Jackson County Court. In 1934 he was elected to the Senate from Missouri. With the start of the present war he headed the Senate's War Investigating Committee and soon became known as the man who next to the President "knew most about the war."

One of Mr. Truman's first acts as President was to speak before a joint session of Congress on 17 April. He pledged himself to carry out the war and peace policies of Mr. Roosevelt and appealed for a program of united public support of a program of unconditional surrender of the enemy and to establish "a strong and lasting United Nations organization" for world peace.

The following evening he made a radio address to members of the armed forces which was broadcast all over the world. His speech in full follows:

"After the tragic news of the death of our late Commander-in-Chief it was my duty to speak promptly to the Congress and the armed forces of the United States.

"Yesterday, I addressed the Congress. Now I speak to you."

"I am especially anxious to talk to you, for I know that all of you felt a tremendous shock, as we did at home, when our Commander-in-Chief fell."

"All of us have lost a great leader, a far-sighted statesman and a real friend of democracy. We have lost a
PACIFIC

We Land on Japan’s Doorstep

The heavy tread of America’s war might rumbled ominously on Japan’s doorstep last month when the largest amphibious force in Pacific history—more than 1,400 ships—struck at the west coast of Okinawa Island, only 355 miles from Japan.

Girded for another bloody battle comparable to the recently concluded Iwo Jima campaign, elements of the new 10th U.S. Army, commanded by Lt. Gen. Simon Bolivar Buckner, Jr., stormed ashore to find only a handful of Japs defending the strategic central section of the island.

For nearly two weeks before the invasion, powerful carrier task forces of Admiral R. A. Spruance’s 5th Fleet roamed the waters around the Ryukyu group, of which Okinawa is the largest. Enemy destroyers, escorts and cargo vessels were sunk by torpedo planes and divebombers which shared with battleships, cruisers and lighter units the job of softening up enemy defenses. Airfields, submarine pens, barracks and gun emplacements were pounded with tons of shells and bombs. Fifteen hundred planes participated in the attack. Then, six days before the Okinawa invasion, soldiers of the 77th Army Division landed on and captured the islands of the Kerama group, just west of the southern tip of Okinawa. There they established heavy artillery batteries protecting Okinawa from enemy interference in that sector.

On Easter Sunday marines and soldiers landed on Okinawa, quickly established a three-mile-deep beachhead and, by the following day, thrust clear across the island, capturing two airfields and driving south to within eight miles of the capital, Naha. By the end of the first week the heavily reinforced assault troops had captured nearly a quarter of the island, marines of the 1st and 6th divisions fanning out to the north and the 27th and 96th Army divisions striking south. They halted only to let supplies catch up with them.

On 6 April the Japs finally attacked, but by air instead of land. Evidently attempting to break up the massive supply and bombardment fleet operating in the Ryukyus, a heavy concentration of enemy planes swooped down during the day, many of them bent on suicide missions (p. 45). Fleet fighters knocked 245 of the enemy out of the air during the first attack. Another strong force roared in, apparently from the Jap homeland, that evening and again the following morning. Fighters this time accounted for 55 planes while antiaircraft guns shot down 61. Loss to the U.S. three destroyers sunk; several damage severe.

Despite their air losses the Japs made one more belated attempt to salvage their loss of face at Okinawa. They sent fast and heavy vessels, including the 45,000-ton battleship Yamato, steaming towards Okinawa, but this sortie also ended in one-sided defeat (p. 45).

On land, gradually stiffening resistance which first became noticeable on
OKINAWA ASSAULT was an around-end play with U. S. forces hitting the island's west side instead of the east side fronting the U. S. line of advance across the Pacific. On relief map (above), product of the Terrain Model Workshop, Naval Photographic Intelligence Center, are shown advances of the Army southward and marines northward as of 15 April. Flags indicate minor island landings in support of the main drive. Map on the opposite page shows Okinawa's strategic location in relation to advance U. S. bases and outposts of Japan.

6 April developed strongly in the south during the next two days. Army doughboys suddenly ran into the heaviest artillery barrage of the Pacific war and into a defense line of double-decker concrete pillboxes, hillside caves and fortified ravines stretching clear across the island just above Naha. It was evident the Japs were going to make their stand in the more heavily populated southern section, for opposition to the marines in the north was negligible.

From 9 to 15 April the marines advanced, mopping up Motobu peninsula on the west coast and pushing their lines to the north. On 19 April they reached the northern tip of the island.

The soldiers, hampered by rugged terrain plus a fanatical enemy, reported gains of only 200 to 400 yards daily, despite heavy support from battleship and cruiser guns and carrier planes. Then they bogged down, stopped dead by fierce counterattacks and stubborn Japs.

During this period the Japs made one more suicide attack on the fleet. This time it cost them 118 planes to sink one destroyer and damage other vessels.

The invading forces did not restrict their activity strictly to Okinawa proper. Early in the campaign they sidestepped over to small Tsukan Island, dominating Nakagusuku bay, taking it with comparative ease.

On 17 April they hopped over to Ie island off the west coast and in little more than 24 hours fighting captured two thirds of the island. On the second day Ernie Pyle, famous war correspondent, was killed (p. 21).

Fourteen U. S. naval vessels were sunk in the Okinawa and associated operations between 18 March and 18 April. Pacific Fleet headquarters announced: five destroyers—the Holligian, Bush, Colhour, Mannert L. Abele and Pringle—the mineswept Emmons and Skyhawk, the destroyer transport Dickerson, the gunboat PGM 18, the ammunition ships Hobbs Victory and Logan Victory and three amphibious vessels—LCT 82, LCS 93 and LCT 876. During the same period 100 enemy ships including the battleship Yamato were sunk, besides many small craft, and 2,569 Jap aircraft were destroyed.

Casualties for the Ryukyus campaign in approximately the same period totaled 7,895 killed, wounded and missing. Of these, naval personnel losses were 989 killed, 2,220 wounded and 1,491 missing; casualties among ground forces, including both marines and soldiers, were 478 killed, 2,457 wounded and 260 missing.

Capture of Okinawa, although it may be delayed by Japan resistance equaling that of Iwo in violence, eventually will give American forces more strategic advantages than they have obtained in any other Pacific victory. From Okinawa's eight navigable bays, harbors and anchorages hundreds of surface ships and scores of submarines may be based for attacks against Japan proper. Not only can these vessels directly attack other Jap possessions and the mainland, but they will also be able to institute a stiff blockade around Japan and cut enemy supply routes to the south. The Jap base of Formosa will be outflanked and neutralized.
Navy Wins Sea-Air Battle

About a fourth of the Japanese Navy's remaining major combat force was blasted beneath the surface of the East China Sea by waves of carrier-based U.S. aircraft last month in an action which cost the enemy the 45,000-ton battleship Yamato, two cruisers and three destroyers.

After search planes spotted a Jap fleet steaming southwest of Kyushu, southernmost of the Japanese home islands, fast carriers under Vice Admiral Marc A. Mitscher, USN, raced to within striking distance and launched dive and torpedo bombers and fighters.

Although no air opposition was encountered, the Navy planes had to press home their attacks through withering antiaircraft fire including 16-inch shells from the Yamato's main batteries. Eight torpedoes smashed into the Yamato's hull and eight heavy bombs ripped her decks and superstructure. Within a few minutes she blew up and sank. Other planes concentrated on a 5,000-ton cruiser of the Aoba class and another smaller cruiser or heavy destroyer. These soon followed the Yamato. Pilots added three destroyers to their bag and badly damaged three more. About three enemy destroyers escaped.

During the attack on the Yamato seven U.S. planes were lost. The battle came as a successful climax to an air action the day before during which the same carrier forces participated in the destruction of 245 enemy planes near Okinawa.

Earlier in the month more complete results of Admiral Mitscher's 19 March attack on Kyushu and Jap fleet units in the Inland Sea were announced. The far-ranging U.S. aircraft sank 6 small freighters, damaged 1 or 2 battleships, 2 or 3 aircraft carriers, 2 light aircraft carriers or escort carriers, 2 escort carriers, 1 heavy cruiser, 1 light cruiser, 4 destroyers, 1 submarine, 1 destroyer escort and 7 freighters. Excessive damage was done to air installations, including hangars, shops, arsenals and oil-storage facilities at several points on Kyushu. Navy planes shot down 281 enemy aircraft, destroyed an additional 275 on the ground and destroyed or damaged 175 on the ground.

The air-sea action far from completed the 5th Fleet's activities for the month. Besides maintaining a constant air patrol around Okinawa and shooting down scores of enemy aircraft which attempted to attack ships and troops, carrier planes made a three day sweep (12-15 April) over the northern Ryukyus and Kyushu. Over Kikai and Tsunaga airfields they accounted for 77 Japs who came up to do battle. Later they tackled major air bases at Kanoya and Kushira and Kyushu and stalled 29 enemy planes destroyed, 58 destroyed on the ground and 60 more damaged.

British Fleet Fights With Ours

Powerful units of the British Royal Navy, including the battleship HMS King George V, and the carrier HMS Illustrious, are fighting side by side with the U.S. Navy and ships in the Pacific under operational control of Admiral R. A. Spruance, USN, Commander, 5th Fleet.

Since 26 March, when British carrier task forces destroyed 20 enemy aircraft and a small coastal vessel in a bombing and strafing strike in the Sakishima group of islands southwest of Okinawa, carrier Rear Admiral Sir Philip Vian, RN, have been sweeping the seas between the Ryukyus and Formosa.

These carriers supported the Okinawa landings with smashing attacks on Ishigaki and Miyaka Islands in the Sakishima group on 31 March and 1 April. Fighters destroyed 14 Jap planes and damaged six others out of 20 attempting to land during the attack. One week later the British force returned to the Sakishimas and destroyed eight more planes.

By-passing the Sakishimas a week later, the British drove on Formosa. Helldivers and Seafires of her carrier wing, the famous Spitfire—roamed over three major airfields, Shinchiku, Kii-Run and Matsuyama, for two days. Their score: 16 enemy aircraft shot down, one destroyed on the ground, five damaged. Hangars, barracks, buildings, a railway bridge and a train were damaged. During the strike small groups of Jap planes attempted to hit British surface ships but the attack was repulsed without damage.

The task force is part of the British Pacific Fleet commanded by Admiral Sir Bruce Fraser, RN.

Those Jap Suicide Pilots

Japanese "do-and-die" suicide pilots have been attacking units of the Pacific Fleet for several months without seriously interfering with our operations, it was announced during April in a statement authorized by Fleet Admiral Nimitz. Notable recent attacks include those made on U.S. Navy forces operating in the vicinity of the Ryukyu Islands during the assault on Okinawa. During some attacks as many as 245 enemy planes have been shot down by carrier planes and antiaircraft fire.

"For some months the Japanese have been employing aircraft on a gradually increasing scale in suicidal attacks upon our forces in the Western Pacific" the statement read.

"These aircraft were initially piloted by a group of pilots who were known as the 'Kamikaze Corps' by the Japa-
ONE MORE ISLAND of the Philippines is wrested from the Jeps as Navy landing craft go into Cebu. The curtain of smoke was raised by guns of 7th Fleet.

The enemy has made much in his propaganda of this 'sure death—sure hit' suicide technique which is simply an attempt to crash planes on the decks of our ships.

The enemy has expended a large number of planes and personnel on missions of this nature with negligible effect on the continuing success of our operations. Some major units of the fleet have been damaged but no battle-ship, fast carrier or cruiser has been sunk. Some smaller ships have been sunk, but in the majority of cases they have remained in operation after being struck..., the statement continued.

"Effective methods of meeting and destroying suicidal attacks have been developed and will continue to be employed to increase the toll of Japanese aircraft shot down by our aircraft and antiaircraft guns."

The 'sudden attack' and the so-called 'Kamikaze Corps' are the products of an enemy trapped in an increasingly desperate situation. Pushed back upon their own inner defenses the Japanese have resorted to fanatical methods which, from a purely military viewpoint, are of doubtful value.

The Bismarck Sea was lost after a heavy enemy aerial attack off Iwo Jima on 21 February. The 4,000-ton carrier was set on fire by Jap bombs. The fires spread out of control, and the 1,500-man crew was forced to abandon her. Most of the officers and men were saved. Amphibious vessels reported sunk were the LST 577, LCS (L) (3)-49, LCS(L) (3)-7 and LCI(G)-974, in the Philippines area, and the LCI(G)-474 near Iwo.

Sub Sinking... U. S. Losses

Prowling U. S. submarines, the Navy Department announced last month, have sunk 26 more Jap ships, including a large aircraft carrier, within the past month.

The carrier, fourth to be destroyed by submarine action, was announced as sunk in the same communiqué that also reported 2 enemy destroyers, 2 escort vessels and 6 merchantmen sunk. The destroyer sinkings brought the total Japanese losses of that type of vessel by submarine attack to 52.

Fifteen enemy vessels were reported sunk by air attack on 15 April: 1 escort vessel, 2 destroyer transports, 1 large tanker, 1 naval auxiliary, 1 converted gunboat, 6 medium cargo vessels, 1 medium tanker and 2 small cargo vessels. The latest list increased the total of all Jap ships sunk by U. S. submarines since the start of the war to 1,008.

U. S. Navy losses announced during the same period included, in addition to vessels sunk in the Ryukyus (p. 44), the escort carrier USS Bismarck Sea and five amphibious vessels of various types. Three submarines, USS Albacore, USS Barb and USS Scamp, were announced overdue and presumed lost.

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The State Department announced that a Japanese vessel, the Awa Maru, returning from delivering relief supplies to American prisoners of war and civilian internees in the Orient, was sunk by a U. S. submarine on 1 April. According to a Navy Department statement, the ship was 40 miles from her scheduled position and no lights or special illumination were visible at any time.

B-29s Step Up Blows at Japan

Japan's already battered industrial homeland reeled and tottered last month under the most massive land-
tor of Luzon, where Army footloggers nabbed Naguilian and an airfield and then battled 26 days to cover the 12 miles to the summer capital, Baguio, fighting was the hardest. The going was tough in southern Luzon also for a while until fresh landings were made on the lower tip of the island and the Japs were trapped between a pincer attack.

Most of the assaults on other islands were launched so suddenly that the surprised Japs were unable to defend any definite lines before they were overrun.

Panay was the first island to fall. The following day, 23 March, 400 jumped two miles over water and seized Masbate Island. Five days later the famed American Division landed at Talisay on Cebu’s east coast. Within a few hours the doughboys had ploughed halfway to Cebu City, the capital, and had captured it and 11 other towns the following day. The rout was beginning.

Macau and Caguit, small islands east of Cebu, were invaded and followed on 31 March by a heavier assault across Guinaras Strait to larger Negros Island where Pulupandan and the base of the Tugbali River bridge fell quickly. One column of troops dashed 14 miles inland to take an airstrip on the outskirts of Bacolod, the provincial capital, next day the city fell. Just seven days after units of the 6th Army landed at Legaspi, on the southern tip of Luzon, and captured towns and airfields, General of the Army MacArthur declared all Jap resistance in southern Luzon was over.

Then his men invaded Bohol, last enemy-held island in the central Philippines, and tenth largest of the entire group.

Other troops poured into the islands of Masbate, eleventh largest of the Philippines, Rapu Rapu and Batan, the latter two in Alabat gulf. Then others affected new landings on Mindanao at Malabang and Parang on Illana Bay. Within hours they had gained control of 25 miles of the northeast shore of Moro Gulf and were accepting the services of hundreds of guerrillas who wanted to exterminate the estimated 50,000 Japs on the island.

Gen. MacArthur did not restrict his actions to the Philippines themselves. From Zamboanga the 41st division of the 8th Army on 4 April hopped 200 miles to the island of Tawi-Tawi on the southern end of the Sulu archipelago, only 30 miles from Borneo. The islands of Sanga Sanga and Bongao were seized. Other 8th Army forces made another leap five days later to Jolo Island, capturing the capital and achieving control of the entire archipelago. On 20 April they jumped to Balabac Island, 45 miles north of Borneo, to provide another menace to the oil-rich territory.

Casualties for the Philippines campaign were extremely one-sided, according to figures released by Gen. MacArthur. The Japs as of 16 April had lost 325,000 men, one way or another. American deaths, wounded and missing totaled 31,778.

Also on the credit side for the Americans was the release of 7,000 civilians from a camp on the outskirts of Baguio. Most were Filipinos but they included some Americans and nationals of 14 other countries.

On 21 April Gen. MacArthur announced that American forces had won control of the entire central Philippines with the encirclement of Japs on Cebu.

Behind Our Pacific Spearheads

Army, Navy and Marine fighters and bombers concentrated on many other Jap-held islands in the Pacific last month, with Chichi Jima in the Bonins still No. 1 on the list. Army Liberators of the 25th Air Force bombed installations on Chichi at least a half-dozen times while Black Widows and Mustangs, some of them based on two Japs. Arafura and Beaufort Chichi’s airfields and naval installations some 15 times. Haha Jima also received her share of explosives from the Mustangs and Black Widows, in the establishment of air bases in the Philippines, Army and Navy bombers have been hammering Japan’s

Nimitz, MacArthur Named to Command All U. S. Naval, Army Forces in Pacific

America’s two senior commanders in the Pacific Theater since December 1941, Fleet Admiral Chester W. Nimitz and General of the Army Douglas MacArthur, were named last month to command two powerful pincers.

This modification in the U.S. command organization was announced by the Joint Chiefs of Staff, whose members are Fleet Admiral William D. Leahy, Chief of Staff to the Commander-in-Chief; General of the Army George C. Marshall, Army Chief of Staff; Fleet Admiral Ernest J. King, Commander-in-Chief, U.S. Fleet, and Chief of Naval Operations; and General of the Army Henry H. Arnold, Commanding General, U.S. Army Air Forces, whom the announcement stated would continue in command of the 20th Air Force.

Following is the full text of the announcement as released on 4 April by the Office of War Information:

"1. The Joint Chiefs of Staff, with the approval of the President, have modified the command organization for the war against Japan with a view to giving full effect to the application of the large forces of the entire Pacific Ocean Area, including the large forces to be deployed from Europe, taking into account the changed conditions resulting from our progress in both the Southwest Pacific and the Pacific Ocean Areas. The rapid advances made in both areas, which have brought us into close proximity with the Japanese homeland and the China Coast, and the corresponding change in the character of operations to be conducted are the considerations which dictated the new directive.

"2. General MacArthur, Commander of the Southwest Pacific Area, under the terms underlined of the new directive, will be given command of all Army forces and resources in the Pacific Theater. Similarly, Admiral Nimitz, Commander of the Central Pacific Area, will be given command of all Navy forces and resources in the Pacific Theater. General Arnold will continue in command of the 20th Air Force.

"3. The Joint Chiefs of Staff will continue to exercise strategic direction of the entire Pacific Theater and will charge either General MacArthur or Admiral Nimitz with the over-all responsibility for conducting specific operations or campaigns. Normally General MacArthur will be charged with the conduct of land campaigns and Admiral Nimitz with the conduct of sea campaigns. Each Commander will furnish the forces and resources of his service for the joint forces which are required for the conduct of the operation or campaign which has been duly directed by the Joint Chiefs of Staff.

"4. Essentially the new arrangement permits either Commander in Chief to conduct operations or campaigns in any part of the entire Theater as directed by the Joint Chiefs of Staff, and which shall be charged with the responsibility in each case will be dependent on the nature of the operation or campaign which is to be undertaken."
Asia: Gains and Losses

Pushing hard toward Rangoon and the mouths of the Irrawaddy River to effect the eventual expulsion of all Jap forces from Burma, British and Indian troops last month plunged 42 miles down the Burma coast to lay siege to and capture Taungup, vital Jap port and supply base on the Bay of Bengal.

The fall of the town marked another in the series of leap-frog jumps which the Allied Burma forces have made since last January when they landed at Akyab, 130 miles above.

Taungup's fall virtually brings to a conclusion the three-year battle for Arakan, fought through two monsoons and three seasonal heat spells. The Japs clung tenaciously to the small port because it was an important link in their inland chain of supply.

Other British and Indian troops started another thrust toward Rangoon in the Burmese oil area around Meiktila. They captured the railway junction of Thazi and pushed 70 miles south to within 70 miles of Rangoon. Burma forces number thousands of men, including 17 British Empire divisions, five or six Chinese divisions, the American Mars task force and thousands of supply troops, including many Americans.

Meanwhile, a Southeast Asia Command communiqué announced that the Japanese 15th Army in central Burma, pocketed with the capture of Mandalay and Meiktila, "no longer exists as an effective fighting force." The 15th and the 33d and 28th, which tried to rescue it, were all badly mauled by Allied forces. A headquarters announcement said 17,000 Jap dead had been counted on central Burma battlefields from 1 December to 31 March.

In Central China, the only war theater in which Axis forces are still on the offensive, the Japs started a new drive northwest of Hankow, aimed at capturing several Allied air fields and seizing the important wheat crop.

Sixty thousand troops began the push on 22 March and, within five days, their fast mechanized columns had driven to within 25 miles of Meiktila. They captured the railway and road north of the Yellow River in effect the eventual expulsion of the enemy in North China is located. Fourteenth Air Force officials admitted they destroyed the air base and evacuated equipment and personnel. Next day the Japs claimed they had captured Laochokow but Chinese reports said it was still being held by Chinese troops.

Despite the loss of the airfield, Maj. Gen. Claire L. Chennault's 14th Air Force was able to launch a heavy blow against Jap airdromes in China in co-ordination with Okinawa landings in the Ryukyus (p. 43). In a two-day blitz Mustangs and Mitchells destroyed or damaged 122 enemy planes and killed 1,230 enemy airmen. A column of 3,000 caught on a spur railroad north of the Yellow River in Honan province.

As Chinese troops fought back along the Hankow-Canton corridor, main supply line for enemy troops guarding the China Coast, the Japanese began a three-pronged offensive toward the American air-base town of Chikhiaing.

American planes fought the attack which started from the enemy base at Paokong, west of the Canton-Kankow railroad junction of Hengyang. All Allied efforts to the contrary, the Japs still advanced and succeeded in taking Sinning, 97 miles from Chikhiaing, while pushing the northern prong of their offensive west of Paokong, only 85 miles from the American base.

Bad News Upsets Jap Cabinet

Diplomatic developments and the rapid advance of American forces toward Japan's home islands last month proved too much for Premier General Naotake Sato. To his Emperor Hirohito, he offered the collective resignation of his cabinet. It was accepted, and 77-year-old Admiral Baron Kanesuke Suzuki, President of the Privy Council, was appointed to succeed him.

Former commander-in-chief of the Japanese Navy (in 1927, before he retired), Baron Suzuki immediately started to work with President Okada in the latter's in her war against the Axis forces in China. Meanwhile, from Naotake Sato, his ambassador to Russia, Emperor Hirohito received the news that the Soviet government had denounced the neutrality pact between the two nations. The pact was signed 13 April 1941.

"Since that time," declared Soviet Foreign Commissar Vyacheslav Molotov, "the situation is entirely altered. Germany attacked the Soviet Union, and Japan, an ally of Germany, helped the latter in her war against the U.S.S.R. Besides, Japan is fighting against the United States and Great Britain who are allies of the Soviet Union. Under these circumstances the neutrality pact has lost its sense."

In other developments during the month affecting Japan's diplomatic front: Spain broke off diplomatic relations with Japan after charging Jap troops with brutalities against Spanish citizens in the battle of Manila; Argentina declared war against the Axis; Venezuela changed its status from a state of belligerence with Japan to a formal state of war.

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vital lifeline for rubber, tin and fuel oil from Malaya and the Netherlands Indies. Rear Admiral Frank D. Wagner, USN, Commander, Air Force, 7th Fleet, estimated last month that the constant air attacks in the China Sea have cut the lifeline by 90%.

In other parts of the Pacific, Ventures of Fleet Air Wing 4 carried out rocket and strafing attacks on Haake Kawa on Paramushiro while Privateers of Fleet Air Wing 2 made small-scale raids against Wake.

Bombings of the by-passed enemy toe-holds in the Marshalls continued and U. S. Navy personnel carried out a major liberation operation by recusing 452 natives from the Japanese. The rescue, performed almost a year after U. S. landings in the Marshalls, started with a reported Japanese threat to decapitate the entire native population of Maloelap. In the face of this threat, many of the natives escaped to the U. S.-controlled atoll of Auv. U. S. naval officers set forth in an LCI and rounded up most of the remaining Maloelap natives. There are now 8,000 Marshallese under the American flag. Only a handful of natives on Mille and Jaluit atolls are still subject to Japanese domination.

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Red Cross, the American Red Cross, and the Salvation Army work hard to care for the many wounded Japanese POWs in America's far-flung forces.

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As Chinese troops fought back along the Hankow-Canton corridor, main supply lines for enemy troops guarding the China Coast, the Japanese began a three-pronged offensive toward the American air-base town of Chikhiaing.

American planes fought the attack which started from the enemy base at Paokong, west of the Canton-Kankow railroad junction of Hengyang. All Allied efforts to the contrary, the Japs still advanced and succeeded in taking Sinning, 97 miles from Chikhiaing, while pushing the northern prong of their offensive west of Paokong, only 85 miles from the American base.

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**EUROPE**

**Western Front Collapses**

*The ragged remnants of Hitler's armies of the west [are] now tottering on the threshold of defeat.*

General of the Army Eisenhower so stated late last month as his powerful armies crashed to within less than 50 miles of the ruins that were Berlin and pounded southeastward into the Bavarian mountain redoubt where it was expected that the shredded remains of the Wehrmacht will attempt a last stand against the squeezing pressure of the Allied forces.

Since the crossing of the Rhine on 23 March, speeding American armored columns had captured cities by the dozen, prisoners by the hundreds of thousands. The list of captured enemy cities reads like a Nazi gazeteer: Ludwigshafen, Duisburg, Karlsruhe, Munster, Osnabrueck, Essen, Weimar, Nuernberg, Magdeburg, Leipzig and more. Their fall left the Germans with only 10 cities of over 100,000 population and with few adequately armed men to defend them. American and British troops had captured over 210,000 prisoners since D day, more than 800,000 of them in April, when the Ruhr pocket (p. 51) was encircled and wiped out, giving up 317,000 Germans.

Lt. Gen. Courtney H. Hodges' 1st Army started the German rout in March when it captured the Remagen bridges and crossed the Rhine. The 3d Army quickly followed by crossing the river in boats and establishing an area of about 100 miles a day. The British 2d followed up and wiped out the remaining 1,000,000 Allied troops east of the Rhine continuing their powerful drive. The individual drives now became more specific. Lt. Gen. George S. Patton's 3d Army pounded down the Thuringian Redoubt toward Leipzig on a 43-mile front. The British 2d to the north headed for Bremen and Emden, the U. S. 9th for the Elbe River and Berlin. The Canadian 1st swept through the Netherlands to trap 50,000 Germans there. Another airborne assault dropped north of the Canadian front and harassed the enemy's area.

Despite orders from Berlin officials that the Germans should fight to the last man, there was no definite line of defense. By 7 April the U. S. 9th Armored Division reached the outskirts of Bremen after bypassing Brunswick, and the 1st Canadian was in Deventer, only 20 miles from the naval base at Emden. Tanks of the U. S. 1st drove 56 miles of Berlin in the Nordhausen area, and the 3d Army bypassed Coburg and was 40 miles from the Czech border. The 9th took the Schweinfurt bridgehead far to the south.

The two fastest traveling armies, the U. S. 3d and 9th, sped along a 150-mile front toward Berlin and Leipzig. The 9th's 2d Armored Division reached the Elbe River and Magdeburg while other 9th elements captured Essen in the Ruhr. The 3d mopped up in Coburg, entered Erfurt and then captured Weimar, home of the late German Republic.

Suddenly the situation changed. The 9th moved across the Elbe less than 50 miles from Bremen and plunged 32 miles across central Germany to within 38 miles of Dresden and 89 miles of the Russian armies. The latter's advance cut all main highways and railways linking Berlin with southern Germany. But the Germans had one last-ditch defense left: Heavy artillery massed on the east side of the Elbe drove one Armored Division back across the river near Magdeburg. The other bridgehead held and stiffened, eventually expanding to within 45 miles of the German capital.

First Army troops took over the Leipzig front and swept 12 miles past the city. But the greatest new drive was Gen. Patton's, coordinated with that of Lt. Gen. Alexander M. Patch's 7th Army. Suddenly swinging southeast, the 3d broke into Nuremberg, Nazi shrine city, laid siege to Chemnitz, seven miles from the Czech border, and then poured over the border heading for a link up with Russian forces northwest of Vienna.

The main weight of the Allied armies had suddenly shifted to the southern front. Problems of supply temporarily stilled the 9th to the north, but the 1st around Leipzig was headed for Dresden the same as were the Russian armies in the east. By 20 April the distance between them had narrowed to only 58 miles. The French 1st Army and the U. S. 7th were hammering out 10 and 20 mile gains daily into the Bavarian "last stand" mountains. The French rammed through the Black Forest to within 35 miles of the Ruhr, and the Yanks were 70 miles from Munich.

In the north British-Canadian forces were only a mile from Hanover.

And although disaster piled upon disaster for the Germans, their leaders continued to exhort them to fight to the last man. Propaganda Minister Joseph Goebbels, on the eve of Hitler's birthday, 20 April, admitted Germany was sitting on the "razor edge" of disaster but said the Fuhrer would lead his people to victory.
RUSSIANS CLOSE ON BERLIN

Up to the threshold of blasing, bomb-battered Berlin rolled the Red Army late last month—a month of almost uninterrupted advances as Vienna, capital of Germany's sole remaining satellite, Austria, and Danzig, where the war's first shots were fired, fell before the Russians' seven-army steamroller.

The Nazi radio squealed out news of the big drive as early as 14 April when it reported the Red Army had penetrated strong fortifications 30 miles east of the capital. The Russians, on the other hand, maintained strict silence on their push until 10 April when they finally admitted it was underway. Minimizing the action, they said the First White Russian Army was merely securing bridgeheads across the Oder River due east of Berlin.

Enemy broadcasts, however, said the greatest tank battle of all time was raging beyond the Oder, with the Russians throwing into battle "men and materials to an extent hitherto unknown." The battle before Berlin, Nazi commentators said, had "assumed such proportions and ferocity as were never before witnessed in this most bloody of all wars."

On 20 April, confirming Berlin's admission that the Spree River defense line on the southeast had been cracked, Moscow announced that the capital was invested from three directions and the Red Army's artillery was lobbing shells into the city's inner defenses. Berlin was beginning to know how Stalingrad felt.

To make all this possible, the month of March went out like a lion on the Russian war calendar. It was on 30 March that the Russians hauled down the swastika over Danzig and hoisted the Polish flag; on 31 March they surged across the Austrian border on their march to Vienna. Bratislava, capital of the Nazi puppet state Slovakia, fell four days later to the 2d Ukraine Army, and at the same time the 3d Ukraine Army drove within sight of Vienna's ancient spires.

Vienna's fall was swift. On 6 April the Russians knifed into her suburbs; on 9 April they secured the central city; on 13 April they cleaned out the last Nazi defenders. More than 180,000 prisoners were taken on this day, the Red Army's biggest one-day haul since their Stalingrad sweep.

Meanwhile, to the north, Koenigsberg on the Baltic was battered into submission after a six-week siege (9 April) and Klessin on the Oder's west bank 38 miles from Berlin fell (11 April).

Three days later the Nazis began to bellow about the drive on Berlin. They told of Russian paratroopers being dropped less than 20 miles from the city (16 April), of the Red Army plunging within 18-20 miles east of the capital (17 April), of the fall of the fortress of Forst and approach of Russians to within 14 miles (18 April) and then of the fierce tank battle a scant 10 miles away (19 April).

Finally, Moscow broke her silence about the drive. On 20 April U. S. war correspondents with the Red Army cabled that the capital was under attack from three directions, that the vaunted Russian artillery had rumbled into place and roared into action. Russian forces were poised for the crusher. The acrid smell of the burning Reich capital must have been sweet revenge to them who had fought in the rubble of Stalingrad and Leningrad, of Kharkov and Sevastopol.

Strategic Air War Won

Two of the greatest weapons of the European war—Allied strategic bombing and the once-vaunted German Luftwaffe—passed into history last month.

Strategic bombing passed away quietly because it no longer had a job to do. All its targets had been destroyed or captured. The Luftwaffe died violently in the relentless grip of its American and British counterparts.

Back of the Allies' decision to divert their huge heavy bomber fleets from industrial targets to tactical support of ground forces are surveys made by the Army Air Forces which disclose that the Reich's gasoline production has been slashed to four percent of normal, its production capacity of steel, rubber, tanks and other war materials to barely a trickle.

Other statistics supporting the switchover include reduction of ironore output 85 percent, steel production by 92 percent, hard coal 99 percent, lignite 80 percent, coke almost 100 percent. Most of this destruction was inflicted by bombing which also cut deeply into crude and synthetic oil production. But now Allied armies have captured 95 percent of Germany's crude oil and 75 percent of her synthetic oil refineries.

USAAF and RAF bombers ended a record month in March when they deluged the Reich with 165,000 tons of bombs, with a 5,700-plane assault on 31 March, hitting railway yards, oil factories, U-boat pens and other targets from the Austrian Alps to the Baltic coast. From then on, with few exceptions, they concentrated on the Luftwaffe.

Airfields by the score were attacked with bombs and fighters until, by 20 April, the total kill of German planes for April reached 4,230. The record
Liberation and Tragedy

Rampaging American armored columns, smashing into surprised German cities and villages last month, unearthed staggering and sickening evidence of Nazi brutality, collected some prize prisoners and dug into scores of by-passed underground factories and mines where they found, among other things, most of Germany's hoarded gold.

Saddening and most enlightening discoveries of the conquering troops were prison camps like Stalag 9E Wagscheide near Och, Germany. There they found 6,500 prisoners of war, 3,200 of them Americans, jammed into a 400-foot-square barbed-wire compound. Many of the Americans were men captured in the Bastogne bulge battle only four months earlier; yet, through neglect and systematic starvation, some of them were so weak they were unable to move from their bunks. One prisoner, captured in December, had lost 69 pounds.

Prisoners who escaped liberated camps reported similar treatment. Seventy Americans who had been imprisoned at Grimmenthal described a "march of death" and almost to the Russian front and back again. More than 1,000 of the prisoners died.

In concentration and death camps also freed by Americans, soldiers reported the deaths of thousands of Nazi prisoners by torture, starvation, shooting and even burning. Many of the murderers were executed in recent weeks while German officials attempted to evacuate prisoners deeper into the Reich. Those who were unable to be removed made their nests and were destroyed. Many of the camps contained closets and underground death chambers stacked high with the bodies of those recently executed or those who died from starvation or disease.

Two American MPs realized every man's dream in the Thuringian Forest near Gotha. They discovered a gold mine, the biggest one in Hitler's Reich. In a salt mine to which they were directed by two women who said "that's where the bullpen is hidden," the MPs found, at the bottom of a 2,100-foot shaft, a brick-walled vault containing $100,000,000 worth of gold bricks, $2,000,000 in American currency, 100,000 French francs, 110,000 English pounds, 4,000,000 Norwegian crowns and smaller amounts of other foreign currency. In addition the vault contained priceless paintings and other works of art.

Among the more than 900,000 Germans taken by American armies during the first 20 days of April Free von Papan, one of the former chancellor of the German republic and later ambassador to Turkey.

Italy: New Offensive Opened

Allied armies on the east and west coast of Italy snapped into full-scale attack last month when they designed to wrest the northern Italy industrial sector from the Germans.

In the east, British 8th Army troops started the offensive on the "forgotten front" on 2 April when they landed on the eastern shore of Comacchio lagoon and advanced toward the Adriatic.

The next day Spitfires and Kittyhawks gave a hand to the Tornies who were busily clearing up pockets along the sand pits between Comacchio lagoon and the Adriatic.

Three days later the U. S. 5th Army on the west coast followed the British one-two punch with a left hook of its own. In the Tyrrhenian Sea, the German-held town of Massa. Attacking under an intense artillery barrage, Lt. Gen. Lucian K. Truscott's men gained 3,000 yards and outflanked Mount Fieschi. Here, German mountain units softened up the coastal defenses near the former naval base at La Spezia, just above Massa.

The 5th Army, with troops of the Japanese-American 442d Division leading the way, used grenades and bazookas to blast the Nazis along the rocky path to Massa. On 11 April the troops captured Massa and pushed on toward La Spezia. By 20 April they were only a few miles from La Spezia while other units of the 5th Army, including American and South African troops, were pushing on to Bologna. Bitterly won battles at Mount Adone and Mount Armonio brought them to within three miles of Bologna's outer rim. Next day they surmounted the last mountain barriers and pushed into the Po Valley. Other Allied forces stormed to less than four miles from the heart of Bologna.

Meanwhile, 8th Army troops rolled on. Following a record air assault on an eight-mile strip of the Senio River, they crossed the water barrier on 9 April and scored further gains behind flame-throwing Alligator tanks. The next day they were moving along a 25-mile front in the toward Bologna and the Po Valley. Three days later Polish troops of the 8th Army captured Imola, less than 20 miles from Bologna. By now resistance had been cut in half. All enemy escape routes from Bologna were being severed.

Arms also became a target for the British when on 18 April they scored a major break-through and routed the Germans from the Argenta Gap in a new drive aimed at the eastern Italy city of Ferrara.

Official U. S. Army Signal Corps photograph

ROCKET TANK, revealed publicly last month, helped blast Army's way into the heart of Germany.
NAVY NEWS

- The Navy Department announced last month that plans for construction of 84 combatant ships displacing 636,460 tons, as announced 6 March 1945, have been altered so that only the 12 escort carriers representing 180,000 tons included in the program will be constructed. The program was originally conceived as “insurance” to meet the possibility of additional attrition as the tempo of the Pacific war increases. When the program was first initiated it was estimated that, if at the end of six months the progress of the war made it evident that the additional ships would not be needed, the program could then be abandoned at an expenditure of not more than $30,000,000—or less than the total cost of a light cruiser. General economic considerations, including the most desirable use of manpower and material, necessitate suspending construction on 72 of the 84 ships originally contemplated.

- Tabulation of a poll taken earlier this year discloses that a substantial majority of Navy enlisted personnel favors the adoption of a system of universal military training. The vote in favor of such a plan was 69.1%.

The sampling of opinion on this subject was conducted by enlisted men working under the direction of Bureau of Personnel. Those interviewed were enlisted personnel selected at random upon their return from active duty outside the continental limits. The poll was carried on in receiving ships, naval hospitals and aboard ships in Boston, New York, Norfolk, Miami, San Diego, San Francisco and Bremerton.

The question was phrased as follows:

“After the war do you think the United States should draft all young men for a certain amount of military training during peacetime, or should we go back to the regular Army and Navy system of taking volunteers only?”

The vote in favor of returning to a system of volunteers only was 29.4%, while 70.6% said they were undecided, and 0.2% did not express any opinion. Six out of ten thought training should begin at 18; slightly better than 60% believed training should last about one year.”

Similar polls have been conducted by the Army.

- Beginning with Navy Combat Bulletin No. 1, issued in March, a new system has been inaugurated by the Special Services Division of BuPers whereby information films will be rushed by air to overseas ships and stations for showing while the news contained in them is hot. These films, including combat bulletins (taken by Army, Navy, Marine Corps and Coast Guard cameramen) and issues of the Army-Navy Screen Magazine, are to be distributed in sufficient quantities to allow for quick and thorough coverage of distant ships and stations. The combat bulletins and the Army-Navy Screen Magazine will run approximately 20 minutes. To make certain that only current Army-Navy Screen Magazines are shown, issues will be recalled after six months.

Special releases will be issued as they are available. It is anticipated that ships and stations should receive these films for showing on the average of twice monthly.

As a special feature 110 prints of the fighting on Iwo were recently rushed by air to overseas ships and stations.

COs overseas may obtain 35-mm. prints of the Combat Bulletin and the Army-Navy Screen Magazine through fleet motion-picture exchanges or via exchanges. Within continental limits the Army-Navy Screen Magazine will be distributed through district motion-picture offices.

In the U.S. the combat bulletins will be available for distribution as 16-mm. training films from district training aids libraries.

- Rear Admiral Louis E. Denfield; USN, was relieved as Assistant Chief of Naval Personnel by Rear Admiral William M. Fechelter, USN, on 29 March and assigned to a command at sea. Admiral Denfield became Assistant to the Chief of the Bureau of Navigation on 2 Jan. 1942. His title was changed to Assistant Chief of Naval Personnel on 21 May 1942, and he was advanced from captain to rear admiral on 21 Sept. 1942. Admiral Fechelter previously served in BuPers as Director of Officer Personnel from 14 March 1942 to 26 July 1943. Prior to that time he had served as Chief of Staff and aide to Commander, Destroyers, Battle Force. Upon leaving BuPers in 1943 he assumed command of the USS Indiana. He was appointed to flag rank on 18 Jan. 1944. His most recent duty in the combat areas was as commander of an amphibious group.

- In one of the largest mass medal presentations of the war, Vice Admiral John H. Towers, USN, Deputy CincPac and CincPOA, assisted by nine
Admirals, six commodores and five Marine generals, pinned Purple Heart medals on approximately 3,000 members of the 3d, 4th and 5th Marine Divisions wounded at Iwo. The ceremony took place at the U. S. Naval Hospital, Aiea Heights, T. H., and included an address by Admiral Towers in which he lauded the men for their great victory.

- Regeneration of recruits with physical defects which might prevent full discharge of their duties as sailors has been achieved at NTC, Farragut, Idaho, through a new program developed by Comdr. Leon O. Parker, (MC) USN, and Lt. Comdr. Joseph E. Wilson, USN (Ret.). Men with soft flabby muscles, those with postural defects such as abnormally rounded backs or swaybacks and those whose muscles had not been reconditioned to normal after fractures or sprains were segregated into special orthopedic companies supervised by trained instructors. Their program included massage, heat treatment and individualized exercises. After the program had progressed some orthopedic companies won athletic pennants and some individuals set Farragut records.

Between last summer and this March, when recruit training ended, the plan salvaged 33 recruit companies of men, many of whom would have otherwise returned to civilian life as unfit for military service.

- The second member of the Women's Reserve to attain the rank of commander is Joy E. Hancock, whose promotion from lieutenant commander was recently announced. Mrs. Hancock, who served as a yeoman (F) in 1942, rejoined the Navy in 1944 and is on duty as the Women's Reserve representative for BuAer and DCNO (Air) in the Washington area. She is the wife of Capt. Tova P. Wiley, WR assistant director.

- Looking ahead to one of its biggest postwar jobs, BuShips has developed methods of preservation which its experts say will enable the entire postwar reserve fleet to be made operational in 30 days. The cost would be one-tenth of one percent of the original cost of the ships. Size of the job ahead of BuShips will depend on how many ships the government decides should be preserved for possible restoration to active duty. Maintenance experts say that the ships can be placed in preservation in a few days by the new methods—dehydration, a thin-film rust-protective compound, hot plastic paints and plastic stripable paint film for long-term storage of deck equipment. All Navy vessels are now treated with hot plastic antifouling paints as a routine practice, so the average ship would need very little hull treatment upon arrival at its reserve fleet berthing area. The "packaged" fleet will require an average of five men per vessel for maintenance and security watches.

Wounded CL Limps 12,000 Miles Home

The USS Honolulu, it has now been disclosed, has come home after one of the war's most exciting triple battles—against a Jap submarine, a tough damage-control problem and, finally, a 12,000-mile sea crossing. She lost the first battle, but won the next two.

Last October, the Honolulu, or the "Blue Goose" as the light cruiser was known to her crew, was among the ships operating in support of Army troops landing at Leyte in the Philippines. On 19 October the ship began pouring shell after shell into Jap positions. The bombardment continued the next day. By this time Army troops had gone ashore. Later that day, the "Blue Goose" took her station off the beach to wait for fire-support assignments.

That afternoon a Jap plane—a Kate—broke through the Honolulu's antiaircraft fire and sent a torpedo speeding toward the ship. The Honolulu maneuvered desperately to evade the missile, but a violent explosion soon rocked the ship.

Then came another kind of battle—one to save the ship or, if that wasn't possible, to reach shallow water before the ship sank. The skipper, Capt. H. R. Therber, USN, attempted to do both. He rallied the crew and they started to halt the inflow of water. At the same time the ship began moving out of deep water.

The destroyer Richard P. Leary came alongside to remove the wounded—65 were killed and 47 wounded—and the tugs Potawatomi and Monominee moved in with their pumps. As the crew of the Honolulu whipped the ship back into shape it was discovered that the torpedo had struck near the magazines of a five-inch and a 40-mm. gun. The shells, luckily, didn't explode. Soon the crew finished one of the classic damage-control jobs of the war. The hole in the hull was conquered.

By the morning of 21 October the ship was ready to sail. After some more repair work by Navy ship repair units at an advance base, the "Blue Goose" started her 12,000-mile trek back to the U.S.

The Honolulu—which has sunk a Jap cruiser and four destroyers, participated in eight bombardments and shot down four enemy planes in three years of combat—dodged enemy planes, floating mines and two submarines on her trip home.

First disclosure that the Honolulu had been damaged came in the report of Fleet Admiral King (Information Bulletin, April 1945, p. 29). The "Blue Goose" had been damaged twice before—one by a bomb at Pearl Harbor on 7 Dec. 1941 and again in July 1942 by an enemy torpedo in the South Pacific, during the Kolombanga action (Second Battle of Kula Gulf).
A large part of the operational and maintenance work at NTC, Farragut, Idaho, is being done by 750 German prisoners of war. In one of the first joint Army-Navy projects of its kind, the prisoners are assigned to working details inside the training center through a labor pool, which handles requests for working parties. Housed in a compound outside the center, the prisoners are marched under U.S. Army guard a quarter of a mile to the center where they are turned over to shore patrolmen and MAAs, and assigned to work details. POWs are assigned to cleaning details in various buildings, do washing, greasing and tire changing at the motor pool garage, clear underbrush, build fences, saw wood, shovel coal and man the sculleries in the mess halls.

Capt. Harold B. Miller, USN, Public Relations Officer on the staff of CincPac-CincPOA since September 1944, has been ordered to Washington and promoted to rear admiral (col.) to relieve Rear Adm. A. Stanton Merrill, USN, as the Navy Department's Director of Public Relations. When the change will take place has not been announced, nor has Admiral Merrill's sea command been made public. Before becoming director of Public Relations in June 1944, Admiral Merrill commanded a task force in the Pacific. As PRO at Pearl Harbor and Guam, Admiral Merrill planned and directed the establishment of facilities for the rapidly expanding press, radio and pictorial coverage of Army, Navy, Marine Corps and Coast Guard activities throughout POA. His work recently resulted in the moving of an unprecedented volume of news material in record time by war correspondents covering the Iwo and Ryukyu operations.

Watermelon and corn on the cob—food items perhaps not particularly tempting to a gourmet but rare delicacies to fighting men—are being supplied to sailors and marines on Pacific bases through a program of farming instituted on captured islands by naval military government and the Foreign Economic Administration. traveller on a small scale in 1942 in the South Pacific, where there are now 5,000 acres under cultivation, farming operations have been so successful that plans now call for tripling this acreage in the Central Pacific. Some 2,900,000 pounds of all types of vegetables are raised each month. Based on a conservative estimate of 10 cents a pound, annual output is valued at $2,400,000. Equipment, seed, fertilizer, insecticides and supplies have cost approximately $1,500,000. Principal saving is in shipping space. Refrigeration which the Navy formerly used may now turn more of their attention to the fleet. In addition the Navy-FEA program is developing nickel and chrome mines, copra plantations and fishing operations and is planning dairy and hog farms, all of which will help to re-establish native populations on a comparatively self-sustaining basis.

The appointment of 83 officers to flag or general rank in the Navy, Marine Corps and Coast Guard, including the first officers of four-star rank in the Coast Guard and on the active list in the Marine Corps and three new four-star admirals in the Navy, were recently confirmed by the Senate.

Alexander A. Vandegrift, USMC, Commandant of the Marine Corps, was appointed general in the U.S. Marine Corps, a grade established by Congress last month. The only other Marine Corps officer to hold this rank is Thomas Holcomb, USMC (Ret), who retired in the rank of four-star general after having served as Commandant of the Marine Corps from 1 Dec. 1936 to 1 Jan. 1944. Gen. Holcomb is now serving as U.S. minister to the Union of South Africa.

Following the establishment of the grade of admiral in the Coast Guard by Congress last month, Russell R. Waesche, USCG, Commandant of the Coast Guard, was appointed to this rank.

The three new four-star Navy admirals appointed are: Richard S. Edwards, USN, deputy CominCh, and deputy CNO; Henry K. Hewitt, USN, Commander, 8th Fleet and Commander, U.S. Naval Force in Northwest ern African Waters; Thomas C. Kinkaid, USN, Commander, 7th Fleet and Commander, Southwest Pacific Force.

Others confirmed by the Senate follow:

To be vice admiral:
- Walter S. Anderson, USN, as Commander, Gulf Sea Frontier.
- William S. Farber, USN, as Sub-Chief of Naval Operations.
- Arthur G. Carpenter, USN, as Commander, Southwest Pacific Force.
- Robert T. Briese, USN.
- Edmund W. Burrough, USN.
- Edward J. Foy, USN, as deputy commander of Joint Army-Navy Staff College.
- Howard L. Plagens, USN (Ret), as Chief of Naval Operations.
- William F. Culpepper, USN, as Chief of Bricklayers.
- To be rear admiral:
- Robert W. Mayhold, USN, as chief of U.S. Naval Mission to Chile.
- Harold L. Martin, USN.
- Ernest W. Litch, USN.
- Thomas S. Combs, USN.
- John Harper, (MCM) USN, as medical director in the Navy.
- Edwin D. Foster, (SC) USN, as pay director in the Navy.
- Morton L. Ring, (SC) USN, as pay director in the Navy.
- Murray L. Royar, (USC) USN, as pay director in the Navy.
- James N. Smith, (CSC) USN, as civil engineer in the Navy.
- Edward L. Marshall, (SCC) USN, as civil engineer in the Navy.
- Maurice H. Butler, USN, as Director of Public Relations, Navy Department.

Reappointed as commodore:
- William M. Quigley, USN, as Commanding Officer, Naval Base, Honolulu, Hawaii.
- John H. Magruder Jr., USN, as deputy commander, Forward Area, Central Pacific.
- Clinton E. Brainne Jr., USN, as Commander, NTS, New York, R.I.
- Vernon F. Grant, USN (Ret), as Commander NABs, Saipan.
- Stanley J. Michael, USN, as Commander, NABs, 12th N.D.
- Henry A. Schade, USN, as head of the U.S. Naval Technical Mission in Europe.
- Oliver O. Kessing, while serving in POA and in Seoul as.

To be commodore:
- Robert G. Coman, USN, on staff of Commander, WestPac.
- Stewart A. Manahan, USN, as marine superintendent of the Panama Canal.
- Elliott B. Nixon, USN, as chief of staff to Commander, 4th Fleet.
- John H. Pinkney, USN, as Commander of a transportation squadron.
- Horace D. Clarke, USN, as Commander, NTS, Norfolk, Va.
- Tuilley S. Reuter, USN, as intelligence officer, 8th Fleet.
- Randall E. Dees, USN, as personnel officer, Pacific Fleet.
- John V. Murphy, USN, as deputy director of Naval Communications.
- Thomas F. Inglis, USN, as deputy director of the Naval Intelligence, CNO.
- E. E. Stone, USN, on communication staff of CincPac.
Fleet Newsmen Tell Sailors' War Story To Home Papers

Ten thousand stories a week to tell the public the role of the Navy's enlisted men in this war is the goal of the 100 enlisted naval correspondents serving aboard ships of the U. S. Pacific Fleet. The program was designed to give as comprehensive news coverage of the Navy's activities as is consistent with security.

Naval correspondents will serve on all types of combatant ships. All experienced newspaper men and chosen from many different ratings, they will receive indoctrination in public relations policy and shipboard life before drawing their assignments. Correspondents assigned to submarines, for instance, will complete one patrol and then be reassigned to tenders from which they will get stories of men from different submarines.

News and Pictures

Correspondents will work with the collateral-duty public relations officer and the ship's photographer aboard the ship they are assigned. Correspondents who can also handle a camera will be assigned to vessels not having a photographer. An estimated 2,000 pictures a week will come from the Pacific.

In addition to writing the story of each man aboard his ship, the Navy newsmen will also prepare biographies of the commanding officer and officers of flag rank aboard the ship.

Action Accounts

When his ship goes into combat, the correspondent will write an action news account devoted entirely to his ship's part in the operation. Although the program is only a few weeks old, one of the correspondents, Donald W. Forsyth, YIC, USN, Pensacola, Fla., was killed by enemy action off Okinawa.

Naval correspondents will not compete with civilian reporters and photographers, but will assist them in every way possible and make action news accounts and other material available to them.

Story Distribution

When a naval correspondent completes a story it will be forwarded immediately to Public Relations headquarters of the Pacific Fleet. There the story will be censored and screened. Stories of national interest will be made available to the wire services and the civilian correspondents pool. Local stories will be airmailed to Chicago where Fleet Home Town Distribution Center has been established.

The Distribution Center will be run much the same as a metropolitan newspaper. It will include rewrite men, picture men, media and other public relations specialists who will process material from the naval correspondents and distribute it to hometown newspapers, trade journals, radio stations, school newspapers and magazines and other media which would be interested in a particular story.

Atlantic Coverage

Stories from the Atlantic Fleet will also be sent to the Chicago distribution center. In the Atlantic, an officer or enlisted man from each ship has been designated public relations officer and as such will write the stories of the men of his ship. Five thousand stories a week and 1,000 pictures are expected from these correspondents.

Between 19,000 and 20,000 pieces of mail will be handled daily at the Chicago center. An average of seven copies per individual story will be mailed out to cover a man's hometown newspapers, nearby newspapers and nearby radio stations. Pictures going to many newspapers will be matted.
SHIPS & STATIONS

- Officially she's the USS Dover (IX-30), but to Navy men the world over she's the "Galloping Ghost of the China Coast"—oldest ship in full commission in the U.S. Navy. After 48 years of service, the Dover (below), now a training ship for Armed Guard crews, recently dropped her hook in San Francisco Bay following a 5,274-mile jaunt from Gulfport, Miss. Since the 1,592-ton gunboat slipped down the ways at Newport News, Va., and was commissioned 13 May 1897 as the USS Wilmington, she has served in three wars. In the Spanish-American War and World War I she was still the Wilmington; in 1941 she became the Dover, and her original name given to a new cruiser. Built as a Yangtze River gunboat, the Dover first went into combat at Cardenas, Cuba, when she attacked three Spanish gunboats. Later she visited almost every Asiatic port and was flagship of the Asiatic Fleet. She has even been interned by a foreign government. Her two original engines are still functioning. During her long career her commission pennant has come down only once—1904-1906 in the Philippines. Lt. Comdr. William Van C. Brandt, USNR, is the 30th skipper to pace her quarterdeck. Since she began training service, the Dover has sent 20,000 men and 2,000 officers to Navy Armed Guard crews.

- When Chaplain Robert D. Workman, USN, walked into the office of the commanding general on Tinian last month he was greeted by an aide with "Good morning, Admiral!" When Chaplain Workman corrected him, explaining that he was a captain and not an admiral, the aide ushered him into the general's office. There, the general handed the chaplain a dispatch announcing his appointment as Chief of Chaplains in the U.S. Navy with the rank of rear admiral. Later, in front of a gathering of senior chaplains and officers on the island, the commanding general removed the eagle from the chaplain's collar and attached in its place two of his own Army stars.

- At 0300 John J. Nealand, CBM, Troy, N.Y., climbed to the torpedo-tube platform amidships aboard a destroyer in the Atlantic. Water swirled around him and he grasped a stanchion to steady himself as he leaned over the side of the platform to see if all was secure on the main deck. Occasionally heavy waves lapped at his feet, a few lashed at his chest. Then came the biggest wave he had ever seen. Swish . . . splash . . . and he was in the ocean, his ship steaming ahead in the storm. Luckily he spied a floater net and made his way to it. Soon a merchant ship passed nearby. The chief gathered all of his breath and let out a yell that would shame an Indian. But the merchant ship kept right on going. Five hours later, however, he was rescued by a Coast Guard frigate. His shout had been heard by the merchant ship and by the convoy commodore himself, who couldn't break the convoy and had sent the frigate to pick up Nealand.

- Naval personnel on Majuro Atoll, Marshall Islands, believe in preparing for that rainy day. One unit there, having a monthly cash payroll of $175,000, sends $125,000 of it home in the form of money orders. And in case that rain turns into a cloud-burst, sailors from this same unit have made out allotments totaling another $225,000 each 30 days for their families and for war bonds—meaning that they keep about one dollar in cash out of every eight.

- Families: The Flynnns of Troy, N.Y., and the Beavers of Singer, Okla., have established records of some sort. Four of the Flynn brothers, all graduates of Rensselaer Polytechnic Institute, are in the Naval Reserve Civil Engineer Corps. They are: Lt. Comdr. George W. Flynn, New York Navy Yard; Lt. Comdr. John K. Flynn, Navy Public Works Office, Cherry Point, N.C.; Lt. (jg) William S. Flynn, 66th Construction Battalion; and Lt. (jg) Henry P. Flynn, who was retired because of disabilities accruing from duty with the 26th CB in the Pacific.

The Beaver family, descendents of the powerful Shawnee Indian tribe, believe this war is a family affair too. Three of the Beaver boys are fighting the Japs in the Pacific and two of the Beaver girls are Waves at NAS, Norman, Okla. One of the brothers, Hubert D. Beaver, F1s, has the Purple Heart Medal for wounds received aboard a BB in the Pacific. He has since resumed his duties. The other Beaver children are: William Beaver, S1c, on duty aboard a Navy transport; Manuel Beaver, with the merchant marine; Dolora Beaver, S2c, and Beulah Beaver, S2c.
There he found the natives' living in filth and suffering from a disease which covered their bodies with painful sores. Dr. Wees explained the importance of sanitation to the native ruler. Every possible breeding place of flies, spreaders of the disease, was sprayed and the epidemic was checked. New feeding mats were woven, brooms were made and screened boxes constructed to store food. Then the naval officer helped the natives to weave baskets to sell to sailors on neighboring atolls. He also explained the rudiments of arithmetic and bookkeeping. In recognition of his services, the native king handed his title and throne to the Navy doctor, who will be head man until he leaves.

REPORT FROM HOME

- Within a few hours after President Truman had taken the oath of office (see page 41) he authorized an announcement that the United Nations Conference on International Organization would open according to schedule on April 25 in San Francisco to draw up a charter of an international organization to maintain the peace. Hundreds of delegates, secretaries, advisors and newsmen began pouring into hotels and homes in the San Francisco area as opening day drew near. Newspaper and radio correspondents covering the parley expected to file 750,000 words a day.

The four U. S. naval representatives at the conference are: Hon. Artemus L. Gates, Assistant Secretary of the Navy for Air; Admiral A. J. Halsey, USN (Ret), Chairman of the General Board; Vice Admiral Russell Willson, USN (Ret), member of the Joint Strategic Survey Committee, and Rear Admiral Harold C. Train, USN, senior naval member of the Joint Post-War Committee.

- Washington Log: 23 March—Senate rejects nomination of Aubrey Williams as Rural Electrification Administrator by 52-36 vote. . . . 26 March—Last White House blackout curtains removed. . . . 2 April—James F. Byrnes resigns as War Mobilization Director, saying V-E day "is not far distant"; Federal Loan Administrator Fred M. Vinson named to Byrnes post. . . . 3 April—Senate rejects compromise manpower bill, asks House for a new conference. . . . 10 April—Senate votes unanimously to extend Lend-Lease Act; soft-coal operators and United Mine Workers reach new wage agreement, thus averting a nation-wide strike, after Government seized 235 strike-bound mines. . . . 12 April—Harry S. Truman sworn in as 33d President two hours and 34 minutes after sudden death of President Roosevelt; President Truman asks Roosevelt cabinet to remain. . . . 13 April—President Truman orders that there "be no change of purpose or break of continuity in the foreign policy of the United States Government." . . . 14 April—In response to a request by President Truman, Marshal Joseph Stalin agrees to send Vyacheslav M. Molotov, Foreign Commissar and Vice Premier of USSR, to San Francisco conference; President addresses joint session of Congress and pledges to carry out the war and peace policies of Mr. Roosevelt. . . . 18 April—Senate ratifies Mexican Water Treaty for distribution of the waters of the Colorado and the Rio Grande rivers. . . . 19 April—House passes and sends to Senate $24,879,619,946 Navy appropriation.

- In a new step toward more cooperation between labor and management a charter of principles for postwar industrial relations was signed last week by Edgar J. Johnson, president of the U. S. Chamber of Commerce; William Green, president of the AFL; and Philip Murray, president of the CIO.

EARLY SPRING brought out cherry blooms and amateur photographers ahead of schedule in Washington. Committee to help carry out the principles.

- Today & Tomorrow: Dr. Lucius P. Kyrvides, credited with making the first synthetic tire in the U. S., was clasped as a nonessential driver by the OPA and therefore refused a set of synthetic tires for his car. . . . Ordinary sheep pelts are now being transformed by a plasticizing process into products almost indistinguishable from such

DELEGATES to the United Nations conference talked with President Truman (seated) shortly before leaving for San Francisco. Left to right, standing: Comdr. Harold Stassen, USNR, Representative Eaton, Dean Virginia Gildersleeve of Barnard College, Senator Connally, Secretary of State Stettinius, Senator Vandenberg, Representative Bloom.
luxury furs as seal, beaver and nutria. 

A new aerial camera developed at the Massachusetts Institute of Technology takes 200 pictures at night in less than seven minutes on a roll of film 150 feet long. Another good reason for naval personnel to tell their dependents to watch their allotment checks turned up in Washington recently: Thieves stole Government checks from the mails, then rushed to the bank and donated a pint of blood, using the name on the check as their own. They then used blood bank receipt as identification to cash the stolen checks. 

Roads in Minnesota are kept clear of nails and other tire-puncturing debris by a magnet road-sweeper which picks up an average of 1,800 pieces of metal per mile. 

"Spit" fences are prohibited by law in Peru, Ind. The city council recently adopted a measure making it illegal to erect a fence more than 4 feet high. 

American daily and Sunday newspapers carried $49,520,998 of war-effort advertising during 1944. With about half of it.

General Electric Company has developed a photoelectric jet inspector which forestalls food spoilage by examining glass containers and rejecting those with imperfections. 

Aircraft production for March totaled 7,053 planes including 2,544 bombers, which is 190 planes above the month's goal. The cherry trees in Washington had the earliest blossoming since 1927. 

Twenty-five-year-old Jane Lamotte, Newton Center, Mass., hailed into court to testify how her automobile when chased by a cop, cloyed said: "But, Judge, daddy always told me not to stop for strange men." The judge fined her $15. 

The Ford Motor Company will stay out of the aviation industry after the war, The New York Times reported, and will devote its energies to producing automobiles and tractors. It is expected that the huge Willow Run bomber plant near Detroit will help Ford produce a million autos a year. Present production record at Willow Run is one B-24 Liberator an hour. Recently the 8,000th four-engine bomber was completed there. 

Mosquitoes: In New Jersey high explosives and mortars have been advocated as a means of wiping out the state's mosquito population. It was recommended that mortars be loaded with paris green, DDT or other larvaeicides and fired over swamps, meadows and pools where mosquitoes breed. At Cornell University Medical College Dr. Morton C. Kahn suggested trapping the pests by playing recordings of their own "love songs" as bait. 

A few details concerning the Army Air Forces' first jet-propelled combat plane (P-80, the "Shooting Star") were revealed last month. Believed to be the fastest fighter in existence, the plane is powered by a single gas turbine engine. Lacking propeller, radiator, cockpit, steering system, supercharger, carburetor and complex controls of these items in a conventional model, it is remarkably easy to build, service and repair. Lockheed is the manufacturer. 

TORNADOES killed over 100 people and left scenes like this in Oklahoma. 

ENTERTAINMENT

Marlene Dietrich and Maurice Chevalier have been urged to come to Hollywood and do repeats on their opening night performances at the Paris Canteen for a movie of that name. 

Value of the 16-mm. movies sent overseas as gifts of the film industry is estimated by the War Activities Committee of the motion picture industry to be in excess of $124 million. By the end of 1944, 24,867 prints of feature-length films and 26,341 prints of short subjects had been shipped overseas. 

Actor Sonny Tufts got a new maid by promising to find a movie job for her talking duck. 

Jimmy Stewart has been advanced to colonel in the AAF. 

Ninety-four movie stars and performers entertained troops overseas last year. They averaged 60 performances a day and made 18,581 appearances in 2,548 events, according to the Hollywood Victory committee. 

The Edward G. Robinson-Joan Bennett team which was so successful in the suspense-thriller Woman in the Window will do Scarlet Street. 

Tommy Dorsey is trying his hand at emceeing, replacing Louis Calhern on the radio show, Music America Loves Best. 

...The Glass Menagerie has been voted the season's best American play by New York newspaper and magazine reviewers. The play has only four characters. It concerns an aging woman who looks back on a happy youth before she married the wrong man. Author is Tennessee Williams; this is his first play on Broadway. 

...Hollywood is like this—Harry Raskin wrote the screen version of The Postman Always Rings Twice from the story by James Cain. James Cain is writing the screen version of The Common Sin from the story by Harry Raskin. 

A new radio program, The Veteran's Aide, made its debut last month. Two years ago lines began forming in front of the box office of Oklahoma. Today the lines are longer. 

...Frances Langford and Vivian Vance, regulars on the Bob Hope show, will probably have their own programs this summer. 

...Joe E. Brown, Jack Benny, Jimmy Durante and Bob Hope are scheduled for overseas trips this summer. 

The annual Peabody Radio Awards for 1944 were announced last month. Outstanders were: news commentary—Raymond Gram Swing; reporting of news—WLW (Cincinnati); entertainment in drama (double award)—Big Broadcast of America and Fred Allen; music—Telephone Hour; educational—Human Adventure; youth program—Philharmonic Young Artists Series.
CHICAGO ballparks met manpower shortage by hiring these girls as ushers.

**SPORTS**

"Taps," played in respect to the memory of the nation's No. 1 baseball fan, Franklin D. Roosevelt, ushered in the 1945 major league baseball season last month.

Teams of both major leagues opened on 17 April despite the many fears of last winter that there would be no 1945 campaign. The Yankee-Washington game, which was to start the season a day ahead of the other games, had been rained out.

Although the draft has cut the playing ranks since last year and will probably continue the slash throughout this year, a certain zest has been added to the game due to the uncertainty of competition.

Opening day notes: Total attendance at the eight major-league games was 99,747—an average of 12,468. Bad weather was blamed for the poor attendance; 1944 average was 17,334.

... Pete Gray, the Browns' one-armed outfielder, cracked out a single in four tries in his big-league debut against Detroit. A fellow named Liseneb, who used to pitch for the Nats back in the late 1920s, Boston Braves’ field sparked with a new $50,000 paint and renovating job.

Babe Ruth, who recently started a new career as a wrestling referee, was in the Yankee stands. He said he was through with wrestling! The last match he chaperoned went an hour and five minutes and was harder on the Babe than on the grappers.

When Mel Ott stepped to the plate against the Braves he established a new National League record for being with one club for the longest span. It is his 20th year with the Giants—one more than Gabby Hartnett had with the Cubs.... Russ Derry, of the Yankees, equaled an opening day mark by slamming two homers.... Lou Boudreau, Indians’ player-manager, started the year by having the hidden ball trick played on him.... George Metkovich, of the Red Sox, established a new American League record and tied Dolph Camilli's National League mark by committing three errors in one inning.

Odds and Ends: Man O’ War, who quit racing a quarter of a century ago after 20 turf victories in 21 starts, quietly observed his 28th birthday on 28 March.... Byron Nelson, leading golf money winner for the second straight year, captured the Greensboro, Durham and Iron Lung golf meets.... Ft Wayne (Ind.) Zolliers won their second straight professional basketball championship by defeating the Dayton (Ohio) Acme Aviators, 78-52, in Chicago Stadium before 15,119.... Wille Pep, former featherweight boxing champ, now has an Army medical discharge in his pocket. He is the first big name sports figure to hold discharges from both the Army and Navy.... Flat-Foot Frankie Sinkwich, former Georgia star who led the Detroit Lions to second place last season, was named the National Professional Football League’s most valuable player for 1944.... Wrestlers Joseph Dwyer and Harry Stevens, experimenting with some new jujitsu holds in Chicago, simultaneously broke each other's right legs.

- The 1945 All-Star baseball game will be dropped as a travel-conservation measure.... Rogers Hornby has launched a city-wide system of baseball instruction in Chicago for 100,000 kids between 10 and 17. Rajn is giving personal instruction in hitting and fielding.

- Lt. Henry Shephard, of the AAF, who lost part of his right leg when he was shot down over Germany, signed a contract with the Washington Nationals last month. Shepard, who has been amassing the sports world with his agility, will technically be a couch, but will also be given an opportunity to prove his worth as a player. Under new collegiate football rules a forward pass may be thrown from any point behind the scrimmage line. Heretofore the passer had to be five yards behind the line.

**VETERANS**

- The Government expects to set an example for business in rehiring veterans, says Civil Service Commissioner Arthur S. Flemming. About two thirds of the present 3,000,000 Government labor force are "wars" veterans, he revealed, and veterans will have first crack at their jobs after victory. Prospects for Federal employment, especially for disabled men, are excellent. There are some 2,000,000 Federal jobs, he estimated, for which their veterans' preference would give them "a considerable head start."

- Ex-Marine Pfc. Herbert J. Pugh and his wife, ex-Marine Corp. Florence S. Pugh, have used their combined rights under the "GI Bill of Rights" in getting a guaranteed loan from the Veterans Administration to buy a home in Richmond, Va. This is the first loan recorded where a man and wife who were both veterans have used their rights to secure an increased loan guaranty.

The sale price of the house was $8,000. Under the GI Bill, Veterans Administration can guarantee 50% of a home loan, up to a maximum of $2,000 per borrower. Pooling their rights, the Pughs obtained the full $8,000 from a local and loan association, with Veterans Administration guaranteeing $4,000 of it—$2,000 for each of the veterans. Loan must be paid off in 20 years.
Decorations and Citations

For reasons of security, a man's duty and the deed for which he is decorated often cannot be fully described either in this section or in the actual citation he receives. There may accordingly be reports here which do not tell the whole story.

Medal of Honor and Two Navy Crosses Awarded to Commander of Submarine

For conspicuous gallantry and extraordinary heroism as commanding officer of a submarine, Comdr. Eugene B. Fluckey, USN, Annapolis, Md., has been awarded the Congressional Medal of Honor, the Navy Cross and a gold star in lieu of a second Navy Cross.

In making the presentation of the Medal of Honor to Comdr. Fluckey at ceremonies in Washington, D.C., last month, Secretary of the Navy Forrestal expressed regret that security regulations prevented telling the full story behind this decoration, remarking that the exploit was as colorful as it was gallant.

Comdr. Fluckey's outstanding valor and leadership as commanding officer of a submarine during action in enemy-controlled waters, and the aggressive fighting spirit of the officers and men under his command throughout the fulfillment of a hazardous mission, were cited as reflecting the highest credit upon the naval service.

During one war patrol of his submarine, Comdr. Fluckey intelligently planned and executed attacks which resulted in the sinking of five enemy vessels totaling 37,500 tons. In addition, two daring gun battles resulted in the sinking of two enemy sampans totaling 100 tons. For these actions he was recently awarded the Navy Cross aboard his submarine by Vice Admiral C. A. Lockwood Jr., Commander Submarines, Pacific Fleet.

A gold star in lieu of a second Navy Cross was awarded to Comdr. Fluckey for extraordinary heroism during another war patrol. His submarine sank a tanker, two freighters and an enemy warship, totaling 42,000 tons. In addition, he effected the rescue of 14 British and Australian prisoners of war who were survivors of a torpedoed enemy transport which had been taken from Singapore to the Japanese Empire. His outstanding resourcefulness and capability in providing for their care and the treatment of the sick and wounded rendered it possible for all to return to port safely.

Sub CO Becomes First Person to Win Fifth Navy Cross

Comdr. Roy M. Davenport, USN, Los Angeles, Calif., became the first person to receive five Navy Crosses when he received gold stars in lieu of fourth and fifth Navy Crosses last month from Secretary of the Navy Forrestal in ceremonies at Washington, D.C.

Both awards were made for his extraordinary heroism as commanding officer of a submarine during action against Japanese forces. By his outstanding skill and aggressiveness, Comdr. Davenport launched carefully planned and brilliantly executed attacks which resulted in important losses to the enemy in valuable ships sunk or damaged.

Comdr. Davenport's first three Navy Crosses were also awarded for his exploits as a sub commander. His first came for his outstanding skill and dogged determination in sinking 10,500 tons of enemy shipping and damaging an additional 35,600 tons. During another war patrol he earned a gold star in lieu of a second Navy Cross by sinking 39,000 tons of enemy shipping and damaging over 4,000 tons. His third was awarded for sinking an enemy warship and more than 32,000 tons of shipping.

Photo Squadron Gets Navy Unit Commendation

Fleet Air Photographic Squadron 3 has been awarded the Navy Unit Commendation for extremely meritorious service in support of military operations in the Central Pacific area from 1 July 1943 to 15 May 1944. All personnel who served with the squadron during that time are eligible to wear the Unit Commendation ribbon.

Constantly flying over uncharted waters and through foul flying weather, the squadron covered the bitterly contested Marshall and Gilbert groups while these enemy strongholds were at the peak of their strength. With evasive tactics impossible, because of the necessity of a sustained flight line, the pilots boldly penetrated.

navy honors submarine co's: fleet admiral king and secretary forrestal are shown with comdr. and mrs. fluckey, center, and comdr. and mrs. davenport following presentation of the awards reported above.
antiaircraft fire and airborne opposition, fighting gallantly when hard pressed but never failing to reach their objective.

Continually challenged by the obstructions of construction and logistic slowness, often from the most forward combat areas, the men of Squadron 3 succeeded in completely covering all assigned targets. As a result of their skill and tenacity, many thousands of high-quality photographs were made available, which were essential to the success of amphibious and assault operations.

**NAVY CROSS**

**Gold star in lieu of fourth award:**

★ Comdr. Glynn R. Donahoe, USN, George, Tex.: As commanding officer of a submarine his skill and tenacious actions enabled him to launch well-planned and aggressive torpedoe attacks. These attacks resulted in the sinking or damaging of enemy shipping totaling over 29,000 tons. His conduct throughout was an inspiration to his officers and men.

**Gold star in lieu of third award:**

★ Comdr. Richard H. O’Kane, USN, Durham, N.H.: As commanding officer of a submarine during a war patrol in Japanese-controlled waters he skillfully directed the operations of his ship throughout this hazardous mission. Comdr. O’Kane fearlessly launched powerful, expertly timed torpedo attacks which resulted in the sinking and damaging of an important amount of vital Japanese shipping by his adept execution of brilliant tactical maneuvers.

**Gold star in lieu of second award:**

★ Comdr. Richard H. O’Kane, USN, Durham, N.H.: As commanding officer of a submarine during a war patrol in Japanese-controlled waters, he relentlessly sought out the enemy throughout a period of intensive offensive operations. He fought his ship with brilliant tactical ability and pressed home a series of bold and accurate torpedo attacks which resulted in the sinking of an important amount of valuable enemy shipping.

★ Lt. Edward W. Overton Jr., USNR, Southbury, Conn.: While piloting a carrier-based fighter plane as a member of Air Group 15, which destroyed or damaged 467,000 tons of enemy shipping, he is credited with having destroyed five planes. In the face of intense and accurate antiaircraft fire, he made a direct hit on an enemy battleship.

★ Lt. (jg) Leonard G. Muskln, USNR, Omaha, Neb.: While piloting a plane during action off the Philippines on 25 Oct. 1944 he scored a direct hit on an enemy battleship, which resulted in certain damage to the target.

**First award:**

★ Comdr. William M. Collins Jr., USN, Chevy Chase, Md.: As the pilot of a carrier-based fighter plane, he led 14 planes of his squadron on a fighter sweep over the enemy Oct. 12 1944. He unhesitatingly led his flight into combat against approximately 50 enemy fighters and, under his outstanding and aggressive leadership, his squadron shot down in flames five of the enemy airplanes. All of the planes which he led returned safely to base.

★ Comdr. Lawrence B. Cook, USN, Nashua, N.H.: While commanding a warship in Surigao Strait on the night of 25 Oct. 1944, he encountered a formidable column of Jap battleships, destroyers and destroyers advancing through the strait in the darkness of the early morning hours. Daringly and with brilliant tactical ability he directed the ship against fierce and prolonged gunfire. Skillfully placing his ship in an advantageous striking position despite extremely hazardous conditions he launched a devastating, torpedoe attack, temporarily withdrawing from the area without damage to his vessel. By his forceful leadership and indomitable fighting spirit in the face of tremendous odds, Comdr. Cook contributed materially to the decisive defeat of the aggressive enemy force.

★ Comdr. Quentin R. Walsh, USCG, New London, Conn.: While CO of a specially trained Navy reconnaissance party, he entered the port of Cherbourg with Army troops three weeks after D day of the Normandy invasion. While leading his party through scattered pockets of enemy, he engaged in street fighting and accepted the surrender of 760 Germans, 400 at the naval arsenal and 350 at nearby Port du Hoc. He secured the release of 52 American paratroopers who were held prisoner in the fort. His aggressive leadership and outstanding heroism were instrumental in the surrender of the last inner fortress of the Cherbourg, arsenal and considerably expedited its occupation and use by the Allied forces.

★ Lt. Comdr. Valdemar G. Lambert, USN, Lake Charles, La.: While leading a flight of carrier-based torpedo planes during the Battle for Leyte Gulf he skillfully deployed his forces in a coordinated attack, inflicting massive damage to the enemy fleet without loss to his own force. His own attack was made in the face of intense antiaircraft fire, in spite of which he scored a torpedo hit on an enemy carrier.

★ Lt. Comdr. Raymond E. Moore, USN, Atlanta, Ga.: While piloting a divebomber off the Philippines, he sighted a major enemy task force and then led his division in a divebombing attack on a battleship. Disregarding his own safety, he dodged intense antiaircraft fire to release his bombs from a low altitude and scored direct hits which caused serious damage to the Jap ship.

★ Lt. John Brodhead Jr., USNR, St. Louis, Mo.: During operations against major surface forces during the Battle for Leyte Gulf he led 14 planes in a determined attack on an enemy battleship of the Ise class, personally scoring a direct hit. Coordinating with other planes, he manned his ship into excellent position for attack, which resulted in several other damaging hits on the target.

★ Lt. H. Clay Hogan, USNR, Oak Park, Ill.: While acting as section leader on a search and attack mission in waters west of the central Philippines last October, he made a divebombing attack on an enemy battleship in the face of intense antiaircraft fire. By releasing his bombs at an extremely low altitude, he scored direct hits which caused fires and serious damage to the target.

★ Lt. Thomas Kincaid, USNR, Elizabeth, N.J.: While piloting a bomber during an attack on a submarine which was about to intercept a convoy, he led his bomb section in a determined attack in the face of heavy antiaircraft fire. Despite damage to his plane he continued his assault

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**Veteran CPO Gets Medal And Gold Star for Heroic Rescues in 1905 and 1908**

Two acts of heroism performed almost 40 years ago by Cornelius E. Anderson, CTC, USN (Ret), Brooklyn, N.Y., now on duty at the office of the Port Director, 3d Naval District, were rewarded by the presentation to him recently of a Navy and Marine Corps Medal and a gold star in lieu of a second.

On 27 Sept. 1905, when Anderson was a seaman aboard the USS Alabama, he dived over the side and helped to rescue a drowning shipmate. Again on 26 March 1908, when he was a coxswain aboard the New Hampshire, he dived over the side to rescue a man after two other men had failed.

Anderson received letters of commendation from the Secretary of the Navy for both acts. He became eligible for the Navy and Marine Corps Medal in 1942 when the medal was authorized by an Act of Congress which also provided that any person was entitled to it who had been awarded a letter of commendation by SecNav for heroism prior to that date.
WINNERS OF THE NAVY CROSS


Wm. M. Collins, Jr. Comdr., USN
Lawrence B. Cook Comdr., USN
Glynn R. Donaho Comdr., USN

Frank D. Latta Comdr., USN
Richard H. O'Kase Comdr., USN
Quentin R. Walsh Comdr., USCG
Valdemar G. Lambert Lt. Comdr., USN
Raymond E. Moore Lt. Comdr., USN
John Brodehead, Jr. Lt., USNR
H. Clay Hogan Lt., USNR

Samuel M. Logan Lt., USN
Robert E. McHenry Lt., USNR
Kenneth B. Miller Lt., USNR
George K. Morris Lt., USNR
Edw. W. Overton, Jr. Lt., USNR
Frank J. Savage Lt., USNR
Frank R. West Lt., USNR

Wilford J. Willy Lt., USN
Wilfred M. Bailey Lt. (jg), USNR
Rex L. Bento Lt. (jg), USNR
Warren J. Clark Lt. (jg), USNR
Paul P. Cook Lt. (jg), USNR
Jerome C. Crumley Lt. (jg), USNR
Alfred M. DeCesaro Lt. (jg), USNR

Marshal P. Deputy Lt. (jg), USNR
Walter Fontaine Lt. (jg), USNR
Harry A. Goodwin Lt. (jg), USNR
S. M. Holladay, Jr. Lt. (jg), USNR
Howard D. Jolly Lt. (jg), USNR
John J. Killeney Lt. (jg), USNR
Earl F. Lightner Lt. (jg), USNR

Earl F. Luther, Jr. Lt. (jg), USNR
Donald McCutcheon Lt. (jg), USNR
Glenn E. Meillon, Jr. Lt. (jg), USNR
Leonard G. Muskin Lt. (jg), USNR
Loren E. Nelson Lt. (jg), USNR
George P. Okman Lt. (jg), USNR
Roy W. Rusling Lt. (jg), USNR

Jimmy Smyth Lt. (jg), USNR
John R. Strane Lt. (jg), USNR
L. R. Timberlake, Jr. Lt. (jg), USNR
Wendell V. Turtles Lt. (jg), USNR
Paul J. Ward Lt. (jg), USNR
G. Prerost, Jr. Ens., USNR
Raymond E. Dufres PHM2c, USNR

63
British Honor Admiral For Service in Gilberts

Bear Admiral Charles A. Pownall, USN, Tyronne, Pa., has been awarded honorary membership in the Distinguished Service Order of Great Britain for his part in the Gilbert Islands campaign. As commander of a carrier task group of the Central Pacific Force, he was cited for "outstanding gallantry and leadership" for that campaign. Admiral Pownall also wears the Distinguished Service Medal for action during that period.

protected the convoy from further attack. When relief arrived more than two hours later, he skillfully flew his crippled plane back to base.

Lt. George W. Schumcke, USNR, Baltimore, Md. (posthumously): As pilot of an artillery spotting plane during operations in the Marianas on 2 July 1944 he scored a direct hit on an enemy aircraft carrier which subsequently sank as a result of his and other hits.

Lt. Kenneth R. Miller, USNR, Hutchinson, Kan.: As pilot of a Helldiver in the fast carrier task forces commanded by Vice Admiral Marc A. Mitscher, USN, during the Battle for Leyte Gulf, he scored a direct hit on an enemy aircraft carrier which contributed to its sinking. He led his flight in the attack in the face of continuous and intensive antiaircraft fire.

Lt. George K. Morris, USNR, Buffalo, N.Y.: As patrol plane commander during an attack on a submarine off the west coast of Africa he dove to perilously low altitude in bold defiance of the enemy's withering antiaircraft fire, relentlessly pressing home an effective bombing and strafing attack. With his craft seriously damaged by a fierce barrage he remained in the area and, although suffering intense pain from his wounds, returned safely.

on 24 Oct. 1944, he dropped his bomb at very close range which caused certain damage.


Lt. (jg) Paul P. Cook, USNR, Atlanta, Ga.: While diving off the Philippines he spotted an enemy force of battleships, cruisers and destroyers and made an attack on a Jap battle line, seriously damaging her.

Lt. (jg) Jerome C. Crumley, USNR, St. Paul, Minn.: Skillfully piloting his plane through intense and accurate antiaircraft fire during the Battle for Leyte Gulf he made a glide-bombing attack on an enemy battleship, scoring a direct hit which caused serious damage. His devotion to duty and utter disregard for his own safety were in keeping with the highest traditions of the naval service.

Lt. (jg) Richard L. Davis, USNR, Kino, Va.: As a pilot of a carrier-based fighter plane in the vicinity of the northern Philippines on 25 Oct. 1944, he made a direct hit on an enemy carrier in the face of intense antiaircraft fire, materially contributing to its sinking.

Lt. (jg) Alfred M. De Cesario, USNR, Pueblo, Colo.: Credited with a direct hit on a Japanese battleship, he braved intense antiaircraft fire to drop a bomb on an enemy warship in the Philippine Islands.

Lt. (jg) Marshal P. Depuy Jr., USNR, Downington, Pa.: As pilot of a carrier-based torpedo plane at Leyte Gulf on 24 Oct. 1944, he pressed his attack at close range despite extremely intense antiaircraft fire and scored a torpedo hit on an enemy heavy cruiser, causing certain damage.

Lt. (jg) Walter Fontaine, USNR, Tacoma, Wash.: While piloting a carrier-based dive bomber in the Sibuyan Sea area on 24 Oct. 1944, he pressed home his attack on a Japanese battle ship, in the face of the antiaircraft fire of the whole enemy formation, obtaining a direct hit.

Lt. (jg) Richard E. Fowler Jr., USNR, Houston, Tex.: Although primarily a fighter pilot, he showed great skill in obtaining a direct hit on a Japanese battleship in the northern Philippines on 24 Oct. 1944. Braving intense and accurate enemy fire his action aided in turning back a major force of the enemy fleet.

Lt. (jg) Harry A. Goodwin, USNR, Manchester, N.H.: As pilot of a carrier-based torpedo bomber at Leyte Gulf on 25 Oct. 1944, despite intense antiaircraft fire, he made a glide-bombing run on a large enemy carrier which scored a direct hit and contributed to its sinking.

Lt. (jg) Samuel M. Holland Jr., USNR, Long Beach, Calif.: As pilot of a carrier-based torpedo bomber at Leyte Gulf, 24 Oct. 1944, he closed to short range and obtained a torpedo hit on a Japanese battleship, seriously damaging her.

Lt. (jg) Howard D. Jolly, USNR, Santa Barbara, Calif.: As pilot of a carrier-based torpedo bomber during
the Battle for Leyte Gulf he pressed an attack through airborne opposition and accurate antiaircraft fire to close range and obtained a damaging torpedo hit on a large enemy battleship.

**Lt. (jg) John J. Killany, USNR, Olney, Pa.:** While piloting a carrier-based torpedo bomber during the Battle for Leyte Gulf on 25 Oct. 1944, he scored a direct torpedo hit at close range on an enemy cruiser despite intense and accurate antiaircraft fire.

**Lt. (jg) Earl F. Lightner, USNR, San Diego, Calif.:** While piloting a carrier-based torpedo bomber during the Battle for Leyte Gulf on 25 Oct. 1944, he scored a direct torpedo hit at close range on an enemy battleship.

**Lt. (jg) Loren E. Nelson, USNR, Warren, R.I.:** In operations against a large enemy task force while piloting a carrier-based scout bomber in the northeastern Philippine area on 25 Oct. 1944, he scored a direct hit on an enemy aircraft carrier which contributed to its sinking.

**Lt. (jg) Donald McCutcheon, USNR, Elizabeth, N.J.:** As pilot of a carrier-based divebomber he pressed home his attack and scored a direct bombing hit on an enemy battleship of the *Ise* class, thus contributing to its sinking.

**Lt. (jg) George P. Oakman, USNR, Leland, Miss.:** As pilot of a carrier-based divebomber in the vicinity of the Philippines on 25 Oct. 1944, he scored a direct hit on an aircraft carrier of the *Shokaku* class in the face of intense antiaircraft fire from the entire enemy disposition. He contributed materially to the sinking of the enemy ship.

**Lt. (jg) Glenn E. Mellon Jr., USNR, Wichita, Kans.:** While piloting a carrier-based fighter plane during the Battle for Leyte Gulf he made a direct bomb hit on an enemy carrier through intense and accurate antiaircraft and airborne opposition, greatly contributing to its sinking.

**Lt. (jg) Leonard G. Muskin, USNR, Omaha, Neb.:** While piloting a plane during action off the Philippines on 24 Oct. 1944, he scored a direct hit on an enemy battleship which resulted in certain damage to the target.

**Lt. (jg) Loren E. Nelson, USNR, Washington, D.C.:** While piloting a carrier-based torpedo bomber, he headed straight into accurate antiaircraft fire from the whole enemy formation to obtain a direct hit on a giant enemy warship in the Philippine Islands area.

**Lt. (jg) George W. Rushing, USNR, McGehee, Ark.:** As pilot of a carrier-based fighter plane in the vicinity of the Philippines Islands on 24 Oct. 1944, with the support of his section leader he attacked a formation of 40 enemy fighter planes and shot down six of them as enemy planes in flames, probably destroying two others. His action effectively broke up the enemy formation and prevented an attack upon our forces.

**Lt. (jg) Jimmie Smyth, USNR, Floydada, Tex.:** As pilot of a carrier-based torpedo bomber in operation against a major enemy carrier force near the northern Philippines during October 1944, he scored a torpedo hit on a large enemy battleship despite intense and accurate antiaircraft fire.

**Lt. (jg) John J. Killany, USNR, Duluth, Minn.:** While serving as an escort to a strike mission against enemy carrier forces, he attacked and personally destroyed three enemy fighters and probably destroyed a fourth when the mission was attacked by the enemy.

**Lt. (jg) Lewis R. Timberlake Jr., USNR, Florence, Ala.:** As pilot of a carrier-based torpedo bomber operating against a major enemy carrier force in the vicinity of the northern Philippines on 25 Oct. 1944, he pressed home his torpedo attack despite airborne opposition and intense and accurate antiaircraft fire. He obtained a hit on an enemy carrier, materially contributing to its eventual sinking.

**Lt. (jg) Wendell V. Twelves, USNR, Spanish Fork, Utah:** While piloting a carrier-based plane in the vicinity of the northern Philippines on 25 Oct. 1944, he scored a direct hit on a Japanese carrier, in spite of intense anti-aircraft fire, to contribute materially to the sinking of the vessel.

**Lt. (jg) Eleutaria J. Marquez, PhM3c, USNR, Tonopah, Nev.:** While participating in the invasion of Peleliu Island on 13 Oct. 1944, he risked himself around despite severe wounds in both of his legs and successfully administered first aid to seven wounded men in the trenches. After being evacuated, he would not allow himself to be treated or moved.

**Lt. (jg) Robert J. Winters, PhM3c, USNR, Portland, Oreg.:** As a company aid of a Marine assault battalion on Tarawa Atoll, 20 Nov. 1943, he went forward with his unit administering medical assistance even though seriously wounded during the approach to the beach. Later, under intense fire, he made his way to a wounded comrade, rendered first aid and dragged him to safety. In organizing a relief party of stretcher bearers and medics he contributed materially to the successful evacuation of at least 20 marines.

**Lt. (jg) Raymond E. Duffee, PhMZc, USNR, Ford Island, Wash.:** While serving with a Marine rifle company during the attack on Tarawa Atoll he waded into bullet-swept waters to rescue the wounded and personally 15 trips to bring helpless men, caught in an intense, steady stream of machinegun fire, over a coral reef to the cover of a seawall. Twice venturing some 75 yards inland, he administered first aid and changed the dressing of a wounded officer whose evacuation from a shell hole was prevented by the activities of numerous snipers operating in the area. Later, courageously returning with two stretcher bearers under cover of darkness, he succeeded in bringing the officer to safety, despite heavy enemy fire. Duffee’s splendid initiative, expert professional skill and fearless devotion to duty undoubtedly saved many lives.

**Lt. (jg) Eleutaria J. Marquez, PhM3c, USNR, Tonopah, Nev.:** While participating in the invasion of Peleliu Island on 13 Oct. 1944, he risked himself around despite severe wounds in both of his legs and successfully administered first aid to seven wounded men in the trenches. After being evacuated, he would not allow himself to be treated or moved.

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**DISTINGUISHED SERVICE MEDAL**

**Gold star in lieu of third award:**

**Vice Admiral Theodore S. Wilkinson, USN, Arlington, Va.:** As commander of a task force, he directed operations against enemy forces in the Philippine Islands from 1 Oct. 1944 to 15 Jan. 1945 he was a consistently forceful and efficient administrator. He displayed sound judgment and keen foresight in his effective planning of operations and skillfully directed the Southern Attack Force in the attack on Leyte. He was responsible in large
DISTINGUISHED SERVICE MEDAL cont.

measure for the expeditious establishment of our forces in the Philippines. On 9 January he again commanded the attack force in the invasion of the Lingayen Gulf, which resulted in the successful landing of our troops on Luzon and assured the capture of the highly strategic islands. Distinguishing himself by his brilliant tactical ability during this crucial period, Vice Admiral Wilkinson contributed materially to the success of these vital offensive operations.

Gold star in lieu of second award:

- Vice Admiral John S. McCain, USN, Carrolton, Miss.: As Senior Officer, Task Force, and commander of a task group from 1 Sept. to 30 Oct. 1944, and as Commander, 3d Fleet, and on staff of Commander, 3d Fleet, Central and Southwest Pacific area, 5 Nov. 1944 to 26 Jan. 1945, he was assigned the difficult and urgent task of providing support for the landings in the Palau, on Morotai, on the Halmahera Islands and the Luzon-Visayas-Mindanao areas of the Philippines. He led his units aggressively and with brilliant tactical control in extremely hazardous attacks on these strategic islands, the Neniani Shoto group and Formosa, despite intense, determined air, submarine and surface-force opposition. Subsequently he directed highly effective air strikes against Jap bases in French Indo-China and the Hong Kong, Canton and Hainan areas. Distinguishing himself during these crucial periods by his indomitable courage, sound judgment and inspiring leadership, Vice Admiral McCain contributed essentially to the ultimate conquest of numerous vital Japanese strongholds.
DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

Gold star in lieu of second award:
★ Comdr. William M. Collins Jr., USN, Chevy Chase, Md.: Leader of fighter sweep in enemy operations, 11 June 1944.

First award:
★ Comdr. William M. Collins Jr., USN, Chevy Chase, Md.: CO of Fighter Squadron 8, Palau Islands, 30-31 March 1944.
★ Lt. Michael S. Alexatos, USN, Meadville, Pa.: Fighter pilot, Bonin Islands, June 1944.
★ Jack L. Hooten, ARMl, USNR, Birmingham, Ala.: Combat aircrewman of a carrier-based dive bomber, Air Group 15, Philippine Sea, October 1944.
★ Franklyn B. Patterson, AMMl, USNR, North Beach, Md.: Turret gunner, Air Group 15, Battle for Leyte Gulf.
★ Nicholas V. Annuci, AMM2c, USNR, Los Angeles, Calif.: Aircrrewman, Air Group 20, Pacific.
★ Edward R. Birnbaum, AMM2c, USNR, Brooklyn, N.Y.: Gunner on a carrier-based torpedo bomber, Air Group 15, Battle for Leyte Gulf.
★ Alfred A. Caron, AMM2c, USN, Methuen, Mass.: Turret gunner on a torpedo bomber, Air Group 15.
★ George M. Dwyer, ARMC2, USNR, Tea, Fla.: Combat aircrewman on a carrier-based dive bomber, Air Group 15, Mariana, Bonins, Caroline and Philippine Islands.
★ George A. Fowler, ARMC2, USNR, Wimberley, N.C.: Combat aircrewman on a carrier-based dive bomber, Siuyan Sea, October 1944.
★ Ralph L. Goulette, ARMC2, USNR, Los Angeles, Calif.: Aircrrewman, Air Group 20, Pacific.
★ Allan E. Harris, ARMC2, USN, San Antonio, Tex.: Combat aircrewman of a dive bomber, Philippine Sea.
★ Maurice P. Hart, USNR, Lincoln, Neb.: Crewman in a carrier-based bomber, Air Group 15.
★ Bert R. Hulseyus, AMM2c, USN, Glendale, Calif.: Aircrrewman, torpede plane, Air Group 20, Battle for Leyte Gulf.
★ John R. Iversen, AOM2c, USN, Chicago, Ill.: Aircrrewman, west of Central Philippines, October 1944.
★ George John, ARMC2, USN, Ithaca, N.Y.: Combat aircrewman of a dive bomber, Battle for Leyte Gulf.
★ Gilbert C. Johnson, ARMC2, USNR, West Haven, Conn.: Radioman and tail gunner, Air Group 15, northern Philippines.
★ Raymond E. Kataja, ARMC2, USNR, East Hartford, Conn.: Combat aircrewman, Philippine Sea, October 1944.
★ Loyal V. Knudsen, ARMC2, USNR, Heimdal, Wis.: Radioman and tail gunner, central and northern Philippines, October 1944.
★ Joseph V. Marquez, ARMC2, USNR, Los Angeles, Calif.: Aircrrewman, Air Group 20, Pacific.
★ William Platte, AMM2c, USNR, Los Angeles, Calif.: Aircrrewman, Air Group 20, Pacific.
★ Elmer F. Rand, AMC2, USNR, Glendale, Calif.: Radioman aboard carrier-based torpedo plane, Philippine Sea, October 1944.
★ Clarence T. Sup, ARMC2, USN, Clarkson, Neb.: Radioman and tail gunner in a bomber, Air Group 15, northern Philippines, October 1944.
Quiz for All Hands:

WHAT'S YOUR NAVAL I. Q.?

1. Which of these U.S. CVEs was lost in the Battle off Samar: (a) USS Luscombe Bay, (b) USS Gambier Bay, (c) USS Bismarck Sea?

2. Contrails are: (a) the visible wake of airplanes in flight, (b) gaskets used in airplane manifolds, (c) protective railings on small boats for use of personnel in bad weather.

3. A dead rope is: (a) a rope not lead through a block or sheave, (b) a wet cigar, (c) a rope coiled on the deck, (d) a worn-out line.

4. The plane above is called the: (a) Privateer, (b) Flying Fortress, (c) Liberator.

5. Which of the following engagements was a part of the Battle for Leyte Gulf: (a) Battle off Cape Engano, (b) Battle off Cape St. George, (c) Battle of the Philippine Sea.

6. The type of U.S. Navy ship most completely air-conditioned is: (a) submarine, (b) hospital ship, (c) ammunition ship.

7. Bleeding a buoy means: (a) painting it red, (b) letting the water out, (c) freezing the bottom of barnacles.

8. An aircraft wing is: (a) three or more aircraft, (b) two or more flights, (c) three or more groups.

9. The Japanese year which started on 1 January 1945 is: (a) 1945, (b) 2045, (c) 2605.

10. Which of the following Navy signal flags are red, white and blue: (a) Able Charlie, (b) Tare, (c) Able

11. The British mechanical term "accumulator" refers to what Americans call the: (a) propeller, (b) horizontal stabilizer, (c) battery.

12. "Choke the luff" is the Navy way of saying: (a) stop laughing, (b) jam a block by placing the end of a rope across the sheave, (c) strangle the lieutenant, (d) leave a small rope through the middle of the steps of a Jacob's ladder.

13. When King Ibn Saud recently came aboard a U.S. destroyer, he received a: (a) 21, (b) 19, (c) 17-gun salute.

14. A sea painter is: (a) a painter attached to a Seabees Unit, (b) one of ship's company attached to the permanent maintenance crew, (c) a line leading from forward, secured to a forward thwart to permit quick releasing.

15. Which of these anchors are carried by men-of-war of recent design: (a) bow, (b) stream, (c) ledger.

3. A dead rope is: (a) a rope not lead through a block or sheave, (b) a wet cigar, (c) a rope coiled on the deck, (d) a worn-out line.
BATTLE STARS FOR ARMED GUARD CREWS

Full List of Vessels and Dates Released

A listing of merchant ships which have taken part in engagements up to 25 Sept. 1944 warranting the award of battle stars to their naval personnel was announced recently in three letters from BuPers to the COs of Armed Guard centers.

Armed Guardsmen who served aboard any of the vessels listed, at any time within the dates specified, are eligible to wear a bronze star on the appropriate area ribbon. They may obtain authorization certificates from the education officer at any Armed Guard center, and appropriate entries will be made in their records.

As security permits, additional lists of ships taking part in various engagements will be announced.

American Ribbon

3-8 Nov. 1942
Anne Shakes
Frank W. Weller
Hahira

European-African-Middle Eastern Ribbon

16 Dec. 1941-19 Jan. 1942
Larranaga
City of Flint

31 Oct.-4 Nov. 1942
William Clark

Hugh Williamson

10 Nov.-1 Nov. 1942
John H. B. Latrobe

15 Dec. 1942-29 Jan. 1943
J. L. M. Curry

23 Dec. 1942-3 Jan. 1943
Puerto Rican

Artigas

17-25 Feb. 1943
Francis Scott Key

21-25 Feb. 1943
Francis Scott Key

21-25 Feb. 1943
Francis Scott Key

12-18 March 1943
John Jay

18-30 March 1942
Edena

28 Feb. 1942
L. V. Stanford

8-10 April 1942
Edna

18-30 April 1942
Pine Tree

1 May 1942
Cynthia

23 May-4 June 1942
Zealand

26 May-1 June 1942
Czerniak

3-5 July 1942
Alamo

8 Aug.-19 April 1942
American Robin

20 Aug.-21 Aug. 1942
Mansfield

30 Aug.-20 Sept. 1942
Old Glory

1 Sept.-10 Sept. 1942
Hecla

10 Sept.-19 Sept. 1942
Wiberg

20 Sept.-29 Sept. 1942
Snape

20 Sept.-29 Sept. 1942
vehicle

20 Sept.-29 Sept. 1942
Noel B. Babb

20 Sept.-29 Sept. 1942
Serenity

20 Sept.-29 Sept. 1942
Alabamian

20 Sept.-29 Sept. 1942
Eustace

20 Sept.-29 Sept. 1942
Truman

20 Sept.-29 Sept. 1942
Ezra flute

20 Sept.-29 Sept. 1942
Mississippi

20 Sept.-29 Sept. 1942
Lunenburg

20 Sept.-29 Sept. 1942
Algonquin

20 Sept.-29 Sept. 1942
Gebbie

20 Sept.-29 Sept. 1942
Susan B. Anthony

20 Sept.-29 Sept. 1942
Coxe

20 Sept.-29 Sept. 1942
Kersey

20 Sept.-29 Sept. 1942
Rhea

20 Sept.-29 Sept. 1942
Ezra

20 Sept.-29 Sept. 1942
Dorothea

20 Sept.-29 Sept. 1942
Rinia

20 Sept.-29 Sept. 1942
Nina

20 Sept.-29 Sept. 1942
Rowan

20 Sept.-29 Sept. 1942
Pine

20 Sept.-29 Sept. 1942
Oak

20 Sept.-29 Sept. 1942
Teak

20 Sept.-29 Sept. 1942
Spruce

20 Sept.-29 Sept. 1942
Cedar

20 Sept.-29 Sept. 1942
Boxwood

20 Sept.-29 Sept. 1942
Cotton

20 Sept.-29 Sept. 1942
Balsam

20 Sept.-29 Sept. 1942
Yew

20 Sept.-29 Sept. 1942
Pine

20 Sept.-29 Sept. 1942
Cypress

20 Sept.-29 Sept. 1942
Aspen

20 Sept.-29 Sept. 1942
Elm

20 Sept.-29 Sept. 1942
Oak

20 Sept.-29 Sept. 1942
Maple

20 Sept.-29 Sept. 1942
Willow

20 Sept.-29 Sept. 1942
Yew

20 Sept.-29 Sept. 1942
Cedar

20 Sept.-29 Sept. 1942
Cypress

20 Sept.-29 Sept. 1942
Willow

20 Sept.-29 Sept. 1942
Elm

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Oak

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Maple

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White

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Red

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Yellow

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Green

20 Sept.-29 Sept. 1942
Brown

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Black

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Pink

20 Sept.-29 Sept. 1942
Orange
Enlisted Men with 2 or 3 Years Shore Duty To Be Sent to Sea

All enlisted men, except those in activities and ratings listed below, who have had two years of shore duty in the U.S. and all aviation enlisted men with three years of shore duty in the U.S., except those in the States, soon will be made subject to assignment by BuPers aboard ships and at overseas bases.

A shore-duty survey will be conducted, under which aviation ratings assigned shore duty prior to 1 Oct. 1942 and other enlisted men prior to 1 Oct. 1943 are to be replaced by 30 Sept. 1945.

Because separate programs to achieve the same purpose are already in effect for them, the following activities, ratings, and categories do not come within the scope of the survey:

Navy recruiting and induction service, officers of naval officer procurement cable censors, naval intelligence activities operating under CNO, Seabee personnel, communication intelligence and communication security personnel, instructors at service schools under CNO, instructors at certain schools, instructors at service schools under COTCLant and COTCPac, special projects and individual activities specifically assigned shore duty, and surviving sons, as provided for by BuPers.

Also not included and covered by special replacement programs are:

specialists, musicians, special artificers (devices), special artificers (instruments) (TR), telegraphers, and enlisted men with BuPers-approved classification for limited shore duty, and surviving sons, as provided for by BuPers.

Major departures from provisions previously made in shore duty surveys are:

Mailmen are subject to interchange beginning 1 July 1945, but fleet interchange may be made prior to that date when mutually agreeable to the commands involved. Immediately after 1 Oct. 1945 provisions will be made for progressive replacement of mailmen with over two years of shore duty in the States.

Enlisted personnel, other than aviation ratings, attached to assembly and repair departments at naval air activities are subject to the directive and may not be retained in excess of the maximum two years.

All aviation ratings (including assembly and repair personnel) are to be nominated for fleet interchange after three years on shore. When aviation ratings are available in the fleets for assignment, equivalent ratings on shore are subject to transfer in exchange at any time prior to completion of three years, as may be necessary, to provide shore billets for aviation personnel returning from sea or advance base duty. Men who have been stationed ashore in the U.S. longest will be transferred first.

Hospital corpsmen are now subject to shore-duty surveys, and BuPers orders are issued to commandants directing transfer of enlisted men in the Hospital Corps to duty outside the U.S. In commands where BuPers boards are located, BuPers orders are received to take care of the men eligible for overseas duty, the numbers of such ratings are to be reported to BuPers via BuMed.

Telegraphers and all specialist ratings not subject to shore-billet surveys are to be interchanged on a rate-for-rate basis when nominations are made to the shore establishment by fleet administrative commands.

Plans Made to Send to Sea General Service Officers With 12 Months Shore Duty

All shore stations in the U.S. have been advised by BuPers that work should be organized so that any individual general-service officer who has been on shore duty in the continental U.S. in excess of 12 months may be released for sea or advanced base duty. Previously, 18 months was the standard period set up in the Navy's shore-to-fleet transfer program.

As stated in the letter, it is expected that BuPers will be able to supply a relief for any officer detached from continental station for duty aboard ship. This is not, however, anticipated that contact reliefs can be supplied or will be required. Just as department heads on large ships and COs of all ships are designated by name, and contact reliefs are provided, so will BuPers provide specific reliefs for officers occupying key technical billets and highly responsible administrative posts. In the lower echelons the detachment of any general officer service officer should be anticipated without contact relief and specifically designated relief.

Navy to Return or Retain In U.S. Surviving Sons of Family Losing Two or More

In recognition of the sacrifice and contribution made by a family which has lost two or more sons who were members of the armed forces, consideration will be given to the return to or retention in the U.S. of all remaining members of the immediate family serving in the Navy, Marine Corps or Coast Guard, except when they are engaged in non-hazardous duties overseas.

This policy, announced by BuPers, will be implemented on a basis of 107-45 (NDB, 15 April, 45-380), cancels a previous directive which provided for the return to or retention in the U.S. of sole surviving sons of families who had lost two or more sons.

Applications for return to or retention in the U.S. must be filed by the serviceman himself or his immediate family. Requests from service personnel may be submitted via official channels to BuPers, to the Commandant, U.S. Marine Corps, or to the Commandant, U.S. Coast Guard, as appropriate. Applications from families shall be referred to the same sources.

Big-Name Athletes to Get Duty with Overseas Units

So that personnel overseas may have an opportunity to see performances by well-known professional and amateur athletes who are now in the service, BuPers announced last month whereby these men will be widely dispersed and assigned to routine service with active units.

This policy, which puts emphasis on the morale-building value of all-star teams and players in advanced areas, rather than in the States, was announced on 14 March 1945 by the Chief of Naval Personnel to all commandants of continental naval districts and river commands and to the chiefs of air training commands.

As stated in the directive, the Navy "does not favor deliberate concentration of professionally or publicly known amateur athletes within the continental limits of the United States, for the purpose of exploiting their specialties in athletic team-competition."

As a result of the letter, big-name athletes who are now serving in the Navy as officers or enlisted personnel may not be retained beyond their normal period of duty or training within a particular command or locality for any purpose, and any officer so permitted to coach, play or be actively concerned with competitive athletics.

SA Men Made Eligible For Additional Schooling

Special assignment personnel now are eligible for training at many advanced aviation and general-service schools provided they are returned upon completion of training to the activity from which they were detached to go to school, according to BuPers. 90-45 (NDB, 31 March, 45-322).

SA men are not eligible for new employment in the aviation, under which aviation personnel returning from sea or advance base duty. Men who have
Eligibility Rules Announced for Wearing Philippine Defense, Liberation Ribbons

Eligibility rules and regulations which govern the wearing of the two ribbons recently issued by the Government of the Commonwealth of the Philippines to commemorate the defense and liberation of the islands have been announced by Alnav 64-45 (NDB, 15 April, 45-349).

The ribbons, which may be worn by members of the Army, Navy, Marine Corps and Coast Guard who are eligible under the following rules, take precedence after the area campaign ribbons. When both Philippine ribbons are worn, the defense decoration is to be worn first.

For purposes of defining "Philippine waters" the following demarcations (shaded area on map above) have been established: east boundary, from the 20th parallel north latitude south along the 130th meridian east longitude; west boundary, from the equator; north boundary, the 20th parallel north latitude plus the Gulf of Tonking; south boundary, the equator.

The following personnel are eligible to wear the Philippine Defense Ribbon pictured at the right:

- Those who participated in any engagement against the enemy on Philippine territory or in Philippine waters, or in the air over the Philippines or over Philippine waters during the period from 8 Dec. 1941 to 15 June 1942.
- Those who were assigned or stationed in Philippine territory or in Philippine waters for not less than 30 days during the period from 8 Dec. 1941 to 15 June 1942.
- Those who participated in any engagement against the enemy during the campaign, as defined above.
- Those who served in the Philippine islands or on ships in Philippine waters during the period from 17 Oct. 1944 to 20 Oct. 1944. An individual will be considered as having participated if he landed on Leyte or adjoining islands, was on a ship in Philippine waters, or was a crew member of an airplane which flew over Philippine territory during such period.

Eligibility based on Participation in Engagement against the Enemy during the Campaign

- Eligibility for the Philippine defense ribbon is defined by the directive as including any person who was a member of a defense garrison of the Bataan peninsula or of the fortified islands at the entrance of Manila Bay; (2) a member of and present with a unit actually under enemy fire or air attack, or who served in a ship which was actually under enemy fire or attack, or who was a crew member or passenger in an airplane which was under enemy aerial or ground fire.

Personnel who are now authorized to wear a bronze star on their Asiatic-Pacific area ribbon for the Philippine Islands operation from 8 Dec. 1941 to 6 May 1942 are considered eligible for the Philippine defense ribbon, on which they are authorized to wear a bronze star measuring ½ in diameter.

Eligibility for the Philippine Liberation Ribbon

Personnel who consider themselves eligible for the Philippine defense ribbon, but who have no statement of eligibility for the Asiatic-Pacific ribbon in their service record or jacket on which to base their entitlement to wear the ribbon, may submit applications to the Chief of Naval Personnel stating the basis of their eligibility.

Eligibility for the new Philippine Liberation Ribbon

Personnel who come within the following rules are eligible to wear the new Philippine Liberation Ribbon, shown at the right:

- Those who participated in the initial landing operations on Leyte and adjoining islands from 17 Oct. to 20 Oct. 1944. An individual will be considered as having participated if he landed on Leyte or adjoining islands, was on a ship in Philippine waters, or was a crew member of an airplane which flew over Philippine territory during such period.
- Those who participated in any engagement against the enemy during the campaign, as defined above.
- Those who served in the Philippine Islands or on ships in Philippine waters during the period from 17 Oct. to 20 Oct. 1944. This is interpreted to include time in flight as well as time spent in the Philippines.

Service personnel eligible to wear the ribbon under any of the above provisions are authorized to wear one bronze star on their ribbon; those qualifying under all three categories are authorized to wear two bronze stars.

COs are directed by the Alnav to make suitable entries in service records of eligible enlisted personnel and to authorize officers by letter to wear the Philippine liberation ribbon. A copy of this letter is to be sent to BuPers for inclusion in the officer's records.

Eligibility for the new Philippine Liberation Ribbon is with the single white woven star uppermost, and that the liberation ribbon is worn so that the blue stripe is at the right (second from the top) of the white stripe. As neither of the ribbons is to be distributed by the armed forces, they must be purchased by those individuals who are eligible to wear them.

Undeliverable Parcels May Be Distributed To Servicemen Overseas

To save cargo space and to avoid congestion and extra work in fleet post offices in the U. S., the Navy has instituted new methods for disposing of undeliverable parcels addressed to men overseas.

Under the system, explained in a SecNav letter to all ships and stations (NDB, 15 April, 45-339), undeliverable articles are turned over to welfare officers for distribution to servicemen.

Undeliverable articles include those found loose in the mails, contents of ordinary (not insured or registered) parcels undeliverable not bearing return addresses and ordinary parcels bearing the sender's label, "Abandon If Undeliverable."

After receiving undeliverable articles, the welfare officers make additional attempts to effect delivery. Parcels declared undeliverable because of obliteration of addresses and which, upon opening by welfare officers, have duplicate addresses inside, are re-packed and forwarded.

If all delivery attempts fail, articles then are disposed of in accordance with policies established by COs. When contents are of personal or sentimental value that they are undeliverable for distribution, such as pictures, they are destroyed by the welfare officer.

Undeliverable parcels with return addresses, not marked "Abandon If Undeliverable," are returned to senders. Insured and registered parcels will continue to be handled in accordance with postal laws and regulations.

Under former methods, undeliverable articles were returned to fleet post offices in the U. S. and if delivery could not be made, they were distributed to hospital patients in the U. S.

School Requirements Listed For Academy Candidates

To be eligible to take the examinations held on 2 July 1945 for admission to the Naval Academy Preparatory School, Bainbridge, Md., candidates must have completed these scholastic requirements, instead of those listed on p. 75 of the April 1945 INFORMATION BULLETIN: three years of high school or its equivalent, including one year of algebra and one year of geometry.
Selection Boards to Meet; Time in Rank for Promotion By AlNAV to be Lengthened

Selection boards are expected to convene within three months to consider the temporary promotion of aviation and line officers in the ranks of commissioned Naval Reserve, reserve lieutenant commander and lieutenant in the regular Navy and Naval Reserve.

It is also expected that by 1 Aug. 1945, the continuous active service in rank required for promotion of ensigns and lieutenants (junior grade) by AlNAV will be lengthened from the present requirement of 15 months to 17 months. This extension of time in rank is considered necessary due to the fact that the Navy can no longer absorb promotions at the rate in effect in the past.

Selection boards due to meet within the next three months will consider the following aviation and line officers:
- Commanders of the Naval Reserve with dates of rank on or before 1 Oct. 1942 who commenced active duty in that rank on or before 15 Dec. 1942.
- Lieutenant commanders of the regular Navy and Naval Reserve with dates of rank and active duty on or before 1 Feb. 1942.
- Lieutenants of the regular Navy and Naval Reserve with dates of rank and active duty on or before 1 Dec. 1942.

Selection boards are being convened this month to consider the temporary promotion of commanders in other staff corps of the regular Navy and Naval Reserve and the temporary promotion of lieutenant commanders and lieutenants of the regular Navy and Naval Reserve in all staff corps are expected to be convened in the relatively near future.

Reserve Line Officers Invited to Apply for Training at Academy

Naval Reserve line officers, other than aviators, who are interested in preparing for a postwar career in the regular Navy are invited to apply for advanced training in a general line course to be given at the Postgraduate School of U. S. Naval Academy. The courses will include training in navigation, training in communications, ordnance and naval administration and tactics. One-hundred and twenty-five officers will be selected for this training which convenes 7 Aug. 1945 for approximately 10 months' duration.

Release of Retired Officers
On Active Duty Is Speeded

The officer personnel situation throughout the Navy has improved to such an extent that by 1 July 1945 most of the retired officers on active duty, including warrant officers, may be considered available for release to in-active duty, according to BuPers Circ. Ltr. No. 78-46 (NDB, 31 March, 45-309).

The current rate of release of retired officers began in Dec. 1944 (see INFORMATION BULLETIN, Nov., p. 70) will be sharply increased until substantially all of the 3,534 retired officers will have been released to inactive duty prior to 1 Jan. 1946. This program will include the 3,086 retired enlisted men now serving as temporary officers, 1,196 serving as commissioned warrant officers and warrant officers, and 171 retired officers of the Medical Corps.

Naval Dependents Eligible
For Transportation to U. S.

Transportation may be furnished by naval personnel from overseas areas to continental U. S. ports (exclusive of Alaska) on government transports or vessels owned or operated by the War Shipping Administration, according to BuPers Circ. Ltr. No. 72-45 (NDB, 31 March, 45-306). Dependents acquired overseas are included.

Personal Effects to Be Sent Prepaid to Supply Officers

Because of difficulties experienced in the delivery of express shipments which have not been correctly forwarded, the proper procedure is recommended to supply officers is to send such shipments in a BuSA circular letter of 24 March (NDB, 15 April, 45-392).

The letter points out that when personnel are moving from one station to another and wish to send their personal effects ahead by express, the shipments should be sent prepaid (unless forwarded under Govt. B/L, in accordance with Art. 1877-7(c) BuSA Manual) and consigned directly to the supply officer of the station for ultimate delivery to the owner. They should not be sent collect, since supply officers are in no position to pay for such shipments. Shipments sent under a Government bill of lading should likewise be consigned directly to the supply officer for delivery to the owner.

As provided for by BuSA Manual, Art. 1877-7(c), personnel making certain changes of duty station, including those going or returning from overseas, are allowed to ship 500 pounds of personal baggage by express, using S& Form 34. The manual should be consulted for details before making shipments.
Navy Gives Repatriates 90 Days Leave, Promotions and Other Considerations

Because repatriated naval personnel have in almost every case encountered and survived extreme hardships and harrowing experiences while in the hands of the enemy or while evading capture in enemy or enemy-held territory, they are to be extended special consideration by the Navy Department upon their return to allied military control.

Under the policy recently announced in a joint BuPers-BuMed letter to all ships and stations (NDB, 15 April, 45-394), repatriates are to be given high priority for transportation to States, promotions, as much as 90 days rehabilitation leave, and other considerations which will help restore their health and usefulness.

Repatriates who have been out of U.S. control for 60 days or more are to be returned to the U.S., if they so desire, by the earliest available transportation, ahead of all other personnel except those being brought back to the States because of disability or the urgent needs of the naval service. The option of returning or retaining in the field those men and women who have been out of U.S. control less than 60 days is left to the decision of the responsible commander concerned.

While awaiting transportation, repatriates are to be processed as fully as possible, so that they may be put into a leave status as quickly as feasible upon reaching the United States. To facilitate the payment of repatriates, a mobile personnel and settlement unit has been established in the Pacific. This unit will settle the accounts both of those who intend to remain in the Pacific area, and those awaiting transportation home.

The settlement unit, composed of representatives from BuS&A, BuPers, and SECP, has been granted the authority to settle claims, including dependents' benefits, of dependents of naval personnel in those instances in which such dependents reside in liberated areas outside the continental limits of the U.S. However, personnel will not be processed by the unit when it would not be a convenience to them or in accordance with their personal desires.

Upon arriving home, and after a medical officer has certified that they are not in need of immediate hospitalization, repatriates may, after processing, be granted as much as 90 days rehabilitation leave. Upon completion of leave, they will be ordered to the naval hospital nearest their home or leave address for further medical checkup to determine their physical fitness for duty.

If on reaching the U.S. repatriates are found to require medical treatment which can be prescribed and self-administered, this will not be allowed to interfere with their being granted their rehabilitation leave, after completion of which they will return to a naval hospital for further observation and disposition.

Repatriates who require medical treatment or additional screening are to be admitted directly to a continental U.S. naval hospital in the vicinity of the port of debarkation, in accordance with BuPers Ltr. 296-44 (NDB, July-Dec., 44-1144) which provides that they may be transferred at Government expense to a hospital in their home locality.

Special consideration will be given to the personal wishes of those men and women repatriates who require prolonged hospitalization. For individuals who are to be returned to duty after completion of leave, full use will be made of the facilities for rehabilitation and further professional training. If the individual is to be separated from the service, he is to be extended the complete facilities of the rehabilitation and civil readjustment services.

Enlisted personnel who are physically qualified for limited duty only will be recommended for discharge from the service, if they so desire. Personnel who are physically qualified, but considered unsuited for further duty for other reasons, may be referred to a Board of Medical Survey for disposition.

Every consideration will be given in the reassignment of repatriates, after completion of leave, and every effort will be made to accommodate their desires as to type of duty and station. BuPers will determine the type of retraining which may be necessary to equip those who are to be retained in the service for further efficient duty.

Prisoners of War Eligible For Promotion on Return To U.S. Jurisdiction

A joint Army-Navy policy on the promotion of returned prisoners of war and personnel who have escaped from enemy hands or evaded capture was recently approved by the Secretaries of War and Navy.

With some exceptions, given below, officers and enlisted personnel who presumably would have been advanced had they not been in enemy hands or evading capture will be considered for immediate promotion of one rank, grade or rating upon their return to the jurisdiction of their service and as soon as they are again individually qualified for promotion. Time in grade, position vacancy and billet requirements will be waived in such cases.

Although the directive specifies that officer personnel may be advanced only one grade at a time, provision is made for subsequent promotions in order to advance them when qualified to the position they presumably would have acquired. Time in grade, position vacancy and billet requirements are likewise waived in these cases. The directive, however, places no restriction on the subsequent advancement of enlisted personnel more than one rating at a time.

Placed in a special category are officers of the rank of Navy and Coast Guard captain (colonel in the Army and Marine Corps) and above, commissioned warrant or warrant officers, and enlisted personnel of the first pay grade.

As commissioned warrant officers (chief warrant officers in the Army) and enlisted personnel in the first pay grade do not receive, by virtue of the directive, an opportunity for advancement, it will be the policy of the services involved to give immediate consideration, upon their return to jurisdiction, to the appointment of such personnel to warrant or commissioned officer status, as the case may be.

Promotions above the rank of captain (colonel) are not provided for by the directive since such promotions require nomination by the President and confirmation by the Senate.

The promotional policy applies to personnel in any theater of war. No promotion made under its provisions is to have the effect of conferring increases in pay and allowances prior to date of return to U.S. jurisdiction.
Ex-Prisoners May Continue Life Insurance Given Free By U. S. During Internment

Automatic insurance which was granted by the Government to former prisoners of war during their internment must be replaced by premiums paying insurance within six months after their release if they desire to continue the protection, according to BuPers Cire. Ltr. 79-45 (NDB, 31 March, 45-313).

Under the automatic insurance granted, beneficiaries are limited to a widow or widower (while unmarried and also be able to designate beneficiaries, as permitted under the National Service Life Insurance Act.

Servicemen who were captured or who were besieged or isolated by enemy forces between 7 Dec. 1941 and 29 April 1942 for at least 30 consecutive days and extending beyond 19 April 1942, and who had less than $5,000 Government life insurance, were automatically issued sufficient insurance to bring the total up to $5,000.

Former prisoners of war who wish to continue the insurance can arrange to replace it by applying to the Veterans Administration, giving the following information:

- Full name, service number, rank and organization; date and place of birth, date of entry into active service, if known; date of capture, siege or isolation and date of release or relief; amount of insurance in force, if any, and whether premiums will be paid by allotment or by direct remittance.

Extra Money Earned Must Be Reported on Tax Form

Extra compensation paid enlisted personnel for work performed in ship's service, officers' or CPO messes, enlisted men's clubs ashore, and ship or station welfare or recreational activities must be reported as income on the federal income tax returns, it has been recently held by the Commissioner of Internal Revenue.

As pointed out in SecNav ltr. of 3 April (NDB, 15 April, 45-327), a monetary gain constitutes "wages for services performed as a member of the military or naval forces of the U. S.", and may be included as part of income covered by the $1,500 deduction from gross income allowed personnel in the armed forces.

No Discharge Reason Put on Notice of Separation

As the primary purpose for providing discharges with a notice of separation (NavPers 450) from the naval service is to aid them in obtaining civilian employment, no mention of the reason for discharge, such as medical survey, convenience of the Government, unsuitability, etc., is made on the form. Likewise, as provided for in BuPers Cire. Ltr. 74-45 (NDB, 31 March, 45-588), no remarks concerning the discharge, such as not adaptable to military life or unstable behavior, etc., are entered on the form.

Information on State Income Taxes Published

Information on the liability of military and naval personnel to file and pay state income taxes has been issued by the Office of the Judge Advocate General in a letter to all ships and stations dated 30 March (NDB, 31 March, 45-290). The letter includes a state-by-state tabulation of who must file returns, due dates for returns and payments, and special provisions affecting service personnel.

Pay of Retired Men on Active Duty Counts as Active-Duty Pay in Figuring Income Tax

Because of numerous inquiries from retired personnel now on active duty about the taxable status of their pay, the following clarification has been issued by the Professional Assistant's office of BuS&A:

"Under the provisions of section 113 of the Revenue Act of 1942, amending section 22(b) (5) of the Internal Revenue Code, the retired pay of members of the armed forces who were retired for a physical disability incurred while on active duty, was excluded from gross income for Federal income tax purposes. Shortly after the enactment of the Revenue Act of 1942, the question arose as to whether or not any part of the active duty pay of an officer or enlisted man was on active duty he was receiving active duty pay and not retired pay. Accordingly, no part of such active duty pay was excluded from gross income under the provisions of section 22(b) (5) of the Internal Revenue Code, as amended by section 113 of the Revenue Act of 1942.

"In view of the persistency of recent inquiries on the subject, at the request of the Chief of the Bureau of Supplies and Accounts, the Commissioner of Internal Revenue has now formally ruled that in the case of an officer in the U. S. Navy who has been retired from active service under the provisions of section 1433, Revised Statutes (reenacted as section 417, Title 34, USCA) as the result of personal injuries or sickness resulting from active service in the U. S. Navy, the retirement pay and allowances fall within the provisions of section 22(b) (5) of the Internal Revenue Code subsequent to its amendment by section 113 of the Revenue Act of 1942, and are not subject to Federal income taxes for taxable years beginning after 31 December 1941. However, under the provisions of section 115, Title 37, USCA, where such officer is recalled to active duty, he is entitled to retired pay and allowances at grade or rank in which he is serving on such active duty, and no portion of the pay received while on active duty falls within the exclusion from gross income provided by section 22(b) (5) of the Internal Revenue Code, as amended. In other words, the amount which he was entitled to receive during such retirement is merged in his active duty pay and loses its exempt value."
Training Program Is Reestablished
For Aviation Observers (Navigation)

To provide more non-pilot navigators for the multi-engine plane program of the Navy, training for naval aviation observers (navigation) has been reestablished on an expanded basis, according to BuPers Circ. Ltr. 86-45 (NDB, 31 March, 45-317).

Training will consist of a 12-week basic course of ground and flight instruction at the Naval Air Navigation School, Clinton, Okla. For students who have not previously received the navigation training given to student aviators, an additional six-week preparatory course will be conducted. Eligible for consideration are:

1. All officers in grade as student naval aviators, aviation cadets, and other enlisted personnel who may become separated from the standard flight training program at the primary or intermediate stage because of flight failure. They must voluntarily apply for this training and be recommended by their COs, based on the specific recommendation of the aviation training department advisory board that they have the necessary aptitude for navigational training and duties.

2. Naval aviators and naval aviation pilots who fail to meet required flight standards and who are recommended in accordance with the procedures outlined in BuPers Circ. Ltr. 62-44 (NDB, Jan.-June 1944, 44-299).

3. Officers, former aviation cadets and other enlisted personnel who have in the past been separated from the standard flight training program in the primary, intermediate or operational stage because of flight failure. They must be less than 27 years of age on date application is submitted, be high school graduates (or have been attending or accepted for admission to an accredited college or university), be physically qualified and temperamentally adapted for duty involving flying in accordance with the prescribed standards for pilot training and must apply and be recommended on the same basis as group 1 above.

4. All other commissioned officers of the Navy and Naval Reserve who qualify under the age, physical and recommendation requirements for group 3 above.

Applications should be submitted to BuPers, attention Pers-3631, via COs, accompanied by a flight physical on NMS Aviation Form 1, in duplicate.

Aviation cadets and other enlisted personnel of the Naval Reserve will train in their present rate and classification and upon successful completion will be commissioned as ensigns A(L), USNR. Naval reserve officers selected will train in grade and their classification will be changed to A(L) upon successful completion. Naval aviators will be reclassified to A(L) prior to assignment to training. Regular Navy enlisted personnel will be trained in grade and upon completion may apply for appointment as ensign A(L), USNR, or be recommended for temporary appointment as ensign, USNR.

Accepted applicants will be assigned to training at the earliest practicable date by BuPers in accordance with established quotas. Officers who do not complete training will be screened and recommended for other types of duty. Aviation cadets and enlisted personnel who do not complete the course successfully will be reclassified and assigned to an appropriate duty in enlisted status.

Insignia Authorized

All naval aviation observers (navigation) may wear the new breast insignia authorized by BuPers Circ. Ltr. 86-45 (NDB, 31 March, 45-317) and pictured here. It is worn on the left breast. If campaign ribbons or ribbons of decorations and medals are worn, the pin is placed immediately above them. Naval aviators and naval aviation observers may not wear the insignia.

Designation of NAOs (Navigation)

Also announced recently, in BuPers Circ. Ltr. 64-45 (NDB, 15 March, 45-299) was a list of 612 general-service officers, including 42 special-service, aviation-nonflying Wave officers, who have been designated as naval aviation observers (navigation).

The letter also specified that commissioned and warrant officers of the regular Navy and Naval Reserve who come within the following categories are eligible for consideration as naval aviation observers (navigation):


2. Officers who, prior to 15 March 1945, have been under orders to duty involving flying as technical observers while serving as non-pilot navigators or navigation instructors and have successfully completed a course in aerial navigation at CV Navigation School, NAS, Deland, Fla.; Long Ridge Navigation School, NAS, Banana River, Fla., or Advanced Naval Air Navigation Schools at NAS, N.Y., N.Y.; NAS 8, NAS, Patuxent River, Md., or NAS 6, NAF, Dinner Key, Fla.

3. Officers who, subsequent to 15 March 1945, graduate from one of the following schools (or such other schools as may hereafter be designated by the Chief of Naval Personnel): Naval Air Navigation School at NAS, Shawnee, Okla., or NAS, Clinton, Okla.; Advanced Naval Air Navigation School, NAS 6, NAF, Dinner Key, Fla.

Officers who have been under duty involving flying as technical observers while serving as non-pilot navigators or navigation instructors and who are graduates of one of the navigation schools may request orders via channels from BuPers for training to qualify them for the designation as naval aviation observer (navigation).

Bomb or Mine Disposal Men To Be Designated BD or MD

To make possible the ready identification of enlisted personnel specially qualified in bomb or mine disposal, two new designations have been established by BuPers Circ. Ltr. 81-45 (NDB, 31 March, 45-314). Men who have successfully completed the Bomb Disposal School, Washington, D.C., will be designated by (BD) being added to their rate, while graduates of the Mine Disposal School, Washington, D.C., will be identified by (MD).

Designation Established
For Expert Lookouts

Enlisted men who are assigned to a topside general quarters or condition watch station and who qualify may now be designated expert lookouts.

The new designation is not a rating and does not entitle a man to extra pay, but he may wear a special distinguishing mark and the fact is entered in his service record. A description of the distinguishing mark will be published as soon as a design is completed and adopted.

Qualifications are in BuPers Circ. Ltr. 91-45 (NDB, 15 April, 45-366).

NAVY NURSES who have been designated naval flight nurses will wear this two-inch, gold-plated pin above the left pocket of their service uniforms. If campaign ribbons or ribbons of medals and decorations are worn, the pin is placed immediately above them. The new insignia was announced in BuPers Circ. Ltr. 64-45 (NDB, 31 March, 45-318). Nurses may submit applications for flight nurse duty to BuMed via chief nurse of activity at which they are stationed.
Rules Issued on Purchase, Refund and Exchange of Reduced Fare Tickets

The following is a summary of pertinent information concerning reduced railroad fares for service personnel traveling to, from, or between points on Government transportation by land and sea. The regulations governing the redemption of unused tickets, as issued recently to all ships and stations in BuPers Cir. Ltr. 78-45 (NDB, 21 March 1945, 45-312):

ROUND-TRIP REDUCED FARES. All railroads in the U. S. grant round-trip reduced fares, coach class, at 1½ cents per mile. The principal bus lines of the U. S. also grant round-trip reduced rates. Such tickets may be purchased by armed forces personnel in uniform who are on leave, pass or furlough from any point to any point in the U. S. and return to the original point.

ONE-WAY REDUCED FARES. The Santa Fe, Southern Pacific, Union Pacific and other large shippers grant one-way special coach-class reduced fares at 1½ cents per mile to all service personnel on leave, pass or furlough from points on the railroads' lines, either in the continental U.S. or the District of Columbia.

OPEN-GAP REDUCED FARES. One-way open-gap tickets may be purchased on any railroad at 1½ cents per mile by service personnel in uniform traveling at their own expense on leave, pass or furlough. These tickets are for use only in connection with these point cities:

- Norfolk, Va.
- New York, N.Y.
- Baltimore, Md.
- Annapolis, Md.
- Brooklyn, N.Y.
- New Orleans, La.
- Memphis, Tenn.
- Mobile, Ala.
- Savannah, Ga.
- Key West, Fla.
- Jacksonville, Fla.
- Key West, Fla.
- Savannah, Ga.
- Long Beach, Calif.
- Mare Island, Calif.
- Seattle, Wash.
- Seattle, Wash.
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Authority for Final Action
On Rating-Change Requests
Given to Field Commands

Final action on requests for changes in rating may now be taken by area, force, type, and sea frontier commanders. Each of these field commanders is a commanding officer of a group of naval districts and river commands and chiefs of naval air training commands without reference to BuPers, under a directive issued last month (BuPers Cinc. Ltr. 108-45: NDB, 15 April, 45-381).

The directive placed two main limitations on the authority:

(1) Requests for changes from the following cannot be approved: Steward's branch and Hospital Corps ratings; aviation radio technicians and radio technicians who are graduates of advanced radio material school; aviation radio technicians and radio technicians who are not advanced school graduates but who are qualified to perform the duties of their ratings; radiomen; and service school graduates in ratings for which trained.

(2) Requests for changes to these ratings cannot be approved: Aviation radio technician and radio technician unless sufficient evidence is furnished to indicate that men are fully qualified to perform the highly technical duties required; boatswain's mate A; men to telegrapher (unless they are classified SA); photographer's mate, unless fully qualified in all required duties including aerial photography; musicians; Hospital Corps; specialist ratings; general service personnel to CB and ship-repair ratings; CB personnel to general service ratings; and V-10 personnel to ratings not previously authorized.

Authority to change personnel in CB ratings up to and including C-3 ratings was delegated to Commander Service Force Pacific; CO, NCTC, Camp Endicott, Davisville, R. I., and CEOhC, CBBQ, Camp Del Rio, Calif., only.

In general, changes in rating should be restricted to one of the following categories:

• Men qualified for other rating of equal pay grade but definitely not qualified for present rating.
• Men below required standard for present rating and better qualified for other rating. (Decisions in such cases must be based on the relative needs for the rating involved in the Navy as a whole as indicated by BuPers monthly excess and shortage reports.)
• Typical of requests that should not be approved are those based only on personal desires of the individual, such as greater opportunity for advancement if the change is approved.

COs are not authorized to advance in excess of complement except to those ratings listed in BuPers Cinc. Ltr. 297-44, Enc. C:NDB, July-Dec., 44-1145 (INFORMATION BULLETIN, Nov. 1944, p. 25). Administrative commands are not authorized to approve requests for advancements in excess of complement except as provided by paragraph 7 of that circular letter.

Because of the necessity for controlling the number of personnel in various rating groups and the proper proportion of petty officers in each pay grade, it is not practicable for BuPers to approve requests for advancement in excess of complement not provided for in BuPers Cinc. Ltr. 297-44.

V-12 Program Continued;
Eligibility Rules Announced
For November Quota

Eligibility rules for selection of enlisted personnel for the V-12 college training program beginning 1 Nov. 1945 were announced last month by BuPers. The directive (BuPers Cinc. Ltr. 90-45: NDB, 15 April, 45-374) did not state the number of men to be included; 2,000 men, however, were selected for 1 July.

Also announced was the decision to postpone establishment of additional NROTC units, to which all V-12 students ultimately will be transferred. This will not change the time at which students will begin courses in naval science and tactics but it will postpone for some of them the time at which they are formally enrolled in the NROTC.

On or about 1 July, eligible V-12 students enrolled in the 27 existing NROTC units will be transferred to the NROTC. At the same time, certain V-12 units which do not have NROTC components will be authorized to offer naval science and tactics courses.

Rules governing selection for assignment to V-12 training on 1 Nov. 1945:
• Applicants must be male U. S. citizens in active duty; must be unmarried and agree to remain so unless separated from the program; must be less than 23 years old on 1 Nov. 1945, and must agree to change in rating to apprentice seaman.
• Must be high school graduates or have been granted a war diploma from an accredited high school, or have been in attendance at or accepted for admission by an accredited college or university. High school or college transcript must show satisfactory completion of courses in elementary algebra and plane geometry; additional courses in mathematics and physics are desirable.
• Must have passed the O'Rourke GCT (given before 15 June 1943) with a score of 85 or above; or the new GCT. Forms 1, 2, 3, or 1s (given after 15 June 1943) with a score of 60 or above. (In the case of an applicant for whom no GCT score is available it is recommended that an appropriate written and/or oral test be given to determine whether he is properly qualified to pursue successfully a college curriculum generally considered to be more exacting and more difficult than a normal course at a liberal arts college.)
• Must be physically qualified for commissioned rank. Requirements are:
  - Height—minimum 5 ft, 3 1/2 inches; maximum 6 ft, 4 inches.
  - Vision—20/20 each eye, correctable to 20/200; color perception normal.
  - Weight—In proportion to age, height and body development.
• Teeth—20 vital, serviceable, permanent teeth.

Other physical requirements are prescribed in Chap. II, Sec. I, Art. 1402, Manual of the Medical Department, U. S. Navy. No waivers can be granted.

Enlisted men who have completed successfully more than five terms or semesters of college cannot be recommended; men who have successfully completed two or more years of college work are at present eligible for the Reserve Midshipman Program, OCS V-7.

Men who have been separated previously from any officer candidate program in either the Army, Navy, Marine Corps or Coast Guard for reasons other than dishonor only must have completed six months of sea duty before applying for consideration for assignment or reassignment to the V-12 program.

Applicants will be permitted to express a preference for the type of duty (Deck, Engineering and Supply Corps only), toward which they wish their training to point. Any student who falls below required officer standards educationally, physically, in conduct or aptitude, will be returned to general duty as an enlisted man and will have his rating changed to that previously held if he is qualified.

Discharged Servicemen
Get Extra Shoe Stamps

Returning servicemen will not only have their feet on the ground, but will have shoes on them, under a new ruling recently issued by OPA.

Shoe ration books issued to discharged servicemen will have two valid shoe stamps instead of the single stamp ordinarily allowed.
OHIO

A general election for judicial officers will be held throughout Ohio on 4 June 1945. Candidates to be elected are: the State Supreme Court from the Fifth and Thirteenth Judicial Districts comprising the counties of Lucas, Huron, Sandusky, and Seneca; the State Supreme Court from the Fourth Judicial Districts comprising the counties of Carroll, Mahoning, Trumbull, and Ashtabula; and the State Supreme Court from the First Judicial District comprising the counties of Stark, Tuscarawas, and Carroll.

ILLINOIS

A municipal primary election will be held on 7 June 1945. Candidates to be elected at this primary election will be: Mayor, City Clerk, City Treasurer, City Assessor, City Surveyor, City Auditor, City Treasurer, and City Collector. Eligible servicemen, members of the merchant marine, and certain attached civilians may vote in this primary election.

NEW JERSEY

State and municipal elections will be held at the following times and places:

STATE: Primary elections will be held on 12 June 1945. Candidates to be elected at this primary election will be: Governor, Attorney General, Members of the House of Representatives, and certain local officers.

MUNICIPAL: Local officers will be elected on 5 May 1945:

Ashbury Park
Audubon Park
Bound Brook
Cape May City
Clifton (Uden County)
Millville
North West Beach (Borough)
Seaside Park (Borough)
Trenton (Borough)
Voorhees (Borough)

IN APPLYING FOR A PRIMARY BALLOT BE SURE TO Specify CHOICE OF PARTY (Item No. 6 on postcard)

OREGON

A special statewide referendum will be held throughout Oregon on 22 June 1945, on two tax measures. The two measures to be voted upon are as follows:

(1) Authorization for a five-mill property tax for the next two years to be used for the construction of buildings for educational, institutional, and state institutional buildings.

(2) Authorization to levy a two cents per package tax on cigarettes. The money received from this tax is to be used for the purposes of the Fund.

Eligible servicemen, members of the merchant marine, and certain attached civilians will be permitted to vote on the two tax measures by absentee ballot under a special electoral procedure. The postcard application (USWBC Form No. 1) will be accepted from such persons when proper form is obtained from the County Board of Elections not later than 18 May 1945. Inasmuch as the primary election is a non-partisan election, it will not be necessary for servicemen to file in Item 6 (choice of party) on USWBC Form No. 1.

VIRGINIA

A Democratic primary election will be held throughout the State on 7 June 1945. Candidates to be chosen at this primary election will be: Governor, Attorney General, Members of the House of Delegates, and certain local officers.

Eligible servicemen may obtain this Democratic primary election, merchant marine, and certain attached civilians serving with the armed forces will not be permitted to vote under the same absentee ballot procedure recently enacted in Virginia. Postcard applications for ballots (USWBC Form No. 1) will be accepted from servicemen and will be received at any time. Relatives may also apply for ballots to be mailed to servicemen. Ballots, however, will not be mailed until 1 May 1945. Executed ballots must be received by election officials by 4 August in order to be counted.

Quarterly Statement Shows Big Increase in Loans to Ship's Service Activities

The quarterly statement of the Ship's Service Contingent Fund shows a large increase in the amount of loans to new Ship's Service activities, chiefly afloat. Loans made during the quarter of $455,465.00 (almost equal to the receipts during the period) were over $60,000 above those extended during the previous nine months.

The report follows:

RECEIPTS and DISBURSEMENTS

Quarter Ended 31 March 1945

Receipts Cash and Securities

Cash and investments in U. S. Securities (21 December 1944) 41,468,610.36

Assessments and Receipts from Fines, Penalties, and Forfeitures 99,195.44

Repayments on Loans Outstand- ing 96,529.94

Total on Hand and Received 2,065,409.38

Disbursements Loans Extended 465,465.00

Bank Exchange Charges 20.95

Claims in connection with Ship's Service Representa- tives 944.31

Payment in Liquidation of Loans Under the Liquidation Ship's Service 4,863.72

Total Disbursements during the Quarter 466,953.36

Cash and Investments in U. S. Securities on 31 March 1945 1,544,455.42

BALANCE SHEET 31 MARCH 1945

Assets

Cash and investments in U. S. Securities 1,544,455.42

Loans Outstanding 685,216.84

Less Loan Re- mitted (Coupled with surplus Available) 889.00

Net Loans Outstanding 644,516.84

Total Assets 5,238,872.26

Liabilities

Surplus (Reserve for the Purposes of the Fund) 5,238,872.26
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THE INFORMATION BULLETIN IS FOR ALL HANDS

P..ASS THIS ONE ALONG AFTER YOU HAVE READ IT

DISTRIBUTION OF THE INFORMATION BULLETIN

By BuPers Circular Letter No. 192-43 (appearing at 43-192 in the cumulative index of Navy Department Bulletin) the Bureau directed that applications be to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be affected on the basis of one copy for each two officers and enlisted personnel. Because inactivity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally distributed to affect 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 requested: requests received by the 20th of the month can be affected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly. Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List. In the expectation that such activities will make further distribution as necessary, where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

FOR PERSONAL COPIES, SEE PAGE 1.
Dear Mom:

After V-E Day they're going to be moving lots of men and lots of supplies to the Pacific. Space is going to be scarce, and ordinary air-mail may be crowded off planes by more important cargo. So if you want to be sure my mail will get through on time, send it V-Mail. There's always room for V-Mail -- and V-Mail always flies!

Love, Bill