VICTORY IN EUROPE

PRIZE OF WAR
References made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, the Bureau of Naval Personnel Information Bulletin.

ALL HANDS
THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JUNE 1945 NAVPERS-0 NUMBER 339

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel
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TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Victory in Europe Speeds Drive on Japan</td>
<td>2</td>
</tr>
<tr>
<td>Long Road to V-E</td>
<td>6</td>
</tr>
<tr>
<td>Battle of Atlantic</td>
<td>10</td>
</tr>
<tr>
<td>'Big Ben' Comes Home</td>
<td>16</td>
</tr>
<tr>
<td>Bases Loaded</td>
<td>22</td>
</tr>
<tr>
<td>Hara-Kiri on Wings</td>
<td>24</td>
</tr>
<tr>
<td>Old Faithful</td>
<td>26</td>
</tr>
<tr>
<td>Along the Road to Tokyo</td>
<td>28</td>
</tr>
<tr>
<td>Medical Care for Dependents</td>
<td>30</td>
</tr>
<tr>
<td>Officer Promotions</td>
<td>33</td>
</tr>
<tr>
<td>New Books in Ships' Libraries</td>
<td>35</td>
</tr>
<tr>
<td>Magazine Digest</td>
<td>36</td>
</tr>
<tr>
<td>Letters to the Editor</td>
<td>38</td>
</tr>
<tr>
<td>The Month's News:</td>
<td></td>
</tr>
<tr>
<td>Europe</td>
<td>41</td>
</tr>
<tr>
<td>Pacific</td>
<td>49</td>
</tr>
<tr>
<td>Navy News</td>
<td>52</td>
</tr>
<tr>
<td>Ships &amp; Stations</td>
<td>54</td>
</tr>
<tr>
<td>Report from Home</td>
<td>56</td>
</tr>
<tr>
<td>Decorations and Citations</td>
<td>59</td>
</tr>
<tr>
<td>The Bulletin Board</td>
<td>67</td>
</tr>
<tr>
<td>'All Thumbs'</td>
<td>69</td>
</tr>
<tr>
<td>The Month's Alnavs in Brief</td>
<td>71</td>
</tr>
<tr>
<td>What's Your Naval I.Q.?</td>
<td>73</td>
</tr>
<tr>
<td>'Way Back When</td>
<td>75</td>
</tr>
<tr>
<td>Fantail Forum</td>
<td>80</td>
</tr>
</tbody>
</table>

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PASS THIS COPY ALONG
IT IS FOR 10 READERS
POWERHOUSE tactics won for us in Europe and will win in the Pacific. Here's a sample: just part of the 5th Fleet—carriers and supply ships dominate this view—just before moving out of a Pacific anchorage to a battle rendezvous.

'Let Us Now Go Forward'

Statement to the men of the United States Navy and Army by the Secretary of the Navy:

You and your Allies have won a great victory. The price was high; it has been won by determination, sacrifice and blood. With this victory you have won something more: the admiration and gratitude of America and the world.

The task has now been half accomplished. Another powerful enemy remains. It will require all our resolution and fortitude to destroy him. Only by so doing can we keep faith with those who have fallen. Let us now go forward to speedily and complete victory in the Pacific.

VICTORY IN EUROPE SPEEDS WAR ON JAPs

In the middle of a fight, you and your friends had knocked out half the other gang, would you turn to your friends and say:

"Half of you fellows go on home, the rest of us will handle these guys all right..."?

Of course you wouldn't. All of you could handle the rest of the other crowd twice as fast and twice as easily.

And if you were Notre Dame's football coach, would you say to the second and third teams:

"You fellows stay on the campus this Saturday. I'm just going to use 11 men against this club. It’s a push-over..."?

Of course you wouldn't. You could wear the other team down quickly and easily by using three different teams... each fresh and eager to outdo the other... in short, furious stretches.

And that's the way America feels about this war.

Germany has been knocked out. Half the task seemingly has been done. But we're going to stay on the job with all teams we can possibly use until Japan is crushed. Never again will we have to do, we believe in powerhouse tactics won for us in Europe and will win in the Pacific. Here's a sample: just part of the 5th Fleet—carriers and supply ships dominate this view—just before moving out of a Pacific anchorage to a battle rendezvous.

"Too little and too late!"

Says Secretary of the Navy James Forrestal: "The greater our strength, the sooner our victory."

Says Fleet Admiral Chester W. Nimitz: "We believe in powerhouse tactics. We carry along all we have. We want what we undertake to go through."

Powerhouse tactics won in Europe and now, with Germany knocked out, will be used against Japan by both Army and Navy on a bigger scale than ever before. We'll shift to the Pacific every available man and weapon—including most of the Army forces in Europe—that can be moved and used.

Because the war in Europe was mainly an Army job, victory there leaves it with more men—8,000,000, the War Department announced on 5 May—than it can use in the Pacific alone: "Our best judgment is that we can defeat Japan quickly and completely with an Army which a year from now will be 5,000,000. Most of the Navy, on the other hand, already is in the Pacific. And its job there is now even bigger than before: moving greater forces over longer distances, supplying them, blasting open beachheads for them.

Because an infantryman and a boat-swain's mate aren't interchangeable, each service separately must adapt its size and makeup to its part of the job in the Pacific. While the Army thus can cut down some (p. 48), the Navy cannot, each keeping, or getting what it needs for its part in making the Japs say: "Uncle... Uncle Sam, we've had enough."

That day, despite our continued naval successes, can only come when the words of Secretary Forrestal, "the arms of decision, the infantry who have mechanized our mechanized armors, can be deployed against the main strength of the Japanese Army."

This military migration, just in itself, is a task for the Navy. To keep every man at his post, according to the Allied High Command. It was the Navy that took them over to Europe and it's the Navy that's got to get them out to the Pacific and thence from the Asiatic theaters to the Japanese. Support them there... and supply them.

Just the business of getting them there is a sizable job in itself. Fleet Admiral King, in a radio address on V-E Day, said: "The problem of convoys the millions of troops now in Europe halfway around the world to the Far East is one of the most immense any naval force ever faced."

It is not only the biggest moving job in all military history, but the greatest migration of all time. Moving the AEF to Europe in World War I was a taxi ride downtown, in comparison. Even getting GI Joe to Germany in this war was less of a task. That involved transporting men and materiel only about 4,000 miles, with convenient staging areas in England a scant 100 miles across the channel from the French coast. This job is about three times as big: from Europe to Manila, via the Panama Canal, is about 14,000 miles—and there are, as yet, no such nearby assembling points as in the British Isles.

To Keep 'Em Fighting

Moving an army doesn't mean just moving men and the packs they lug on their backs. It takes six tons of shipping to equip a man at the front and it takes another ton every month to keep him up there. First, the soldier has to have the tools of his trade: tanks, machine guns, rifles, artillery, bazookas, parachutes, howitzers and bazookas, parachutes, howitzers and bazookas. And when they fall... they must be maintained, and that means...
portable repair shops and huge stores of spare parts. Next, they must be fed, housed, clothed, which means a thousand and one other things. They must have water, fuel, and land transport means pipelines, storage facilities, jeeps, trucks. They must have recreation and medical care, which adds up to movie theaters, libraries, sports equipment, medicine, bandages, hospitals. And, just in case they should be cut off from the home base, each outfit must have reserves and repair facilities, and that means construction materials for warehouses, roads and docks.

Largest consumer of shipping space is oil. Practically every drop of oil used in the Pacific has had to come from the U. S. The modern war machine uses up vast amounts of fuel oil, Diesel oil, truck and aviation fuel.

You may get some idea of the job ahead from these figures which were gathered by the Associated Press from War Department sources:

- It takes 395 trains, totaling 2,700 passenger and freight cars, to move a full armored division with its 10,000 men and 750,000 vehicles.
- It takes 292 passenger trains and four freight trains to move the 15,000 men of an infantry division.
- It takes 15 Liberty ships to transport every piece of equipment of an armored division.
- It takes about five troop transports to haul an infantry division. (Of course, luxury liners like the Queen Mary can carry 15,000 men on a trip, but how many Queen Marys are there?

These figures do not in any manner of means begin to tell the full story of the Navy's job in the big double play: Europe to America to Japan. After getting to the Pacific, the Navy then has got to advance them up to the assault beaches... and support them there.

The Fleet Admiral King has said: "There are times in the Pacific when troops get beyond the range of naval gun support, but much of the fire has been, is now and will continue for some time to be on beaches where Army and Navy combine in amphibious operations. Therefore, the essential to our dominance of the Japanese has been the strength of our fleet. The ability to move troops from island to island, and to put them ashore all in one's position is due to the fact that our command of the sea is spreading as Japanese naval strength withers."

The function of the Navy, Fleet Admiral King explains, falls into four main phases during an amphibious operation.

**One-Two-Three Punch**

"During the 'approach' phase," the Commander-in-Chief says, "the Navy commands passage to the area of landings. For the invasion forces, bombard shore batteries, landing beaches and supporting areas, conducts mine-sweeping operations, and removes beach obstacles. Frequently bombing of landing beaches and shore defenses is a joint function of Army and Navy aircraft. In the 'landing' phase, the Navy, by employment of special landing craft, puts the invasion forces and all their equipment..."
ashore, under cover of ships' guns and carrier aircraft. In the 'support' phase, after the consolidation of the beachhead, the Navy continues to provide artillery and air support to the forces ashore for as long a time as they remain within range of ships' guns, and until shore-based aviation can relieve our carriers of the task of air support. In the 'supply' phase, the Navy guarantees the security of the supply lines of the invasion forces and obstructs the enemy's efforts to reinforce his troops by sea. The extent and varied character of naval participation requires vast quantities of ships and men and supplies.

"Consider, for example," Fleet Admiral King points out, "the Lingayen Gulf landings of 9 January 1945. The naval attack and covering forces for this operation consisted of 1,033 ships, ranging in size from battleships and carriers on down through landing craft. The naval personnel in this force numbered upwards of 273,000. The Army forces put ashore on D day and during the following four days were slightly more than two-thirds of this number."

To further illustrate the immensity of amphibious operations, the Navy Department offers these figures:

**TWO JIMA INVASION**

- The invasion fleet numbered 800 ships.
- Fuel oil sufficient to fill a train of tank cars of 10,000 gallons each and extending 238 miles was required.
- There was enough gasoline on hand to run 30,730 automobiles for one full year.
- There was enough lubricating oil to give 468,000 automobiles a complete change.
- There was food enough to feed a city of more than 300,000 for a full month.
- And there was enough ammunition to fill 450 freight cars.

**MARIANAS**

- Two million tons of freight were shipped to the islands.
- Cargo unloaded in the Marianas within 60 days was more than the total put on San Francisco's docks throughout 1940.
- Airfields had to be built to handle air traffic comparable to that of the Washington National Airport.
- Six thousand tons of bombs were dropped.
- Thousands of rockets were fired.
- Millions of rounds of ammunition were expended.

Both of these operations, no doubt, could have been done with less. But that isn't the Navy's way.

"It has been our policy and conduct of the war to date," says Fleet Admiral Nimitz, "to take no chances unless those chances might lead to such great results that the chance would be warranted. Every move we have made, we have gone with plenty of force, and we propose to continue that until we are sure that the remainder of the Japanese fleet can no longer be a threat. At the proper time, we will be able by reason of our superiority in naval forces, to engage in a multiple operation . . . which should have the effect of speeding up the conduct of the war."

To the men who have been waging the war out in the Pacific, the prospect of the vast and veteran European forces joining them is a bright picture. But it will unroll slowly.

**IT'll Take Time**

It is estimated that it will be several months before the full weight of the shift can be brought to bear on the Japs. Troops have to be entrained from battlefronts to ports, and shipped across the Atlantic or Pacific Oceans. New equipment has to be shipped, old equipment has to be re-habilitated and shipped.

The troops in Europe are being divided into four big classes, and they will leave the continent in this order:

- Pacific-bound soldiers, consisting mainly of service units who will build airfields, camps, roads, docks, and such for the combat outfits.
- Furloughers, who will be given 30-day leaves in the States before being re-grouped and sent to the Pacific.
- Troops to be demobilized when military needs no longer require their presence in the Army.
- Occupation troops, who will stay on the job as long as needed and in the numbers needed.

Many of the air force service personnel will be flown to the Pacific. But very little of their equipment will be.

Says Fleet Admiral Nimitz:

"Great strides have been made in the field of moving freight by air, but it is obviously uneconomical to burn 800 gallons of aviation gas flying 500 gallons to the fighting fronts. So it is inevitable that our forward progress must remain directly related to the availability of shipping."

**Long Road to Tokyo**

Thus, the Navy will be concerned with the transportation of the vast bulk of these groups and all of their equipment. It will have to escort supply ships across the Atlantic to the occupation troops and the re-grouped and sent to the Pacific from Europe will embark from ports of northern and western France, Belgium and Holland. Their ships will proceed across the Atlantic, through the Panama Canal and then head for the Pacific staging areas. Some will leave from Marseilles in Southern France and from other Mediterranean ports, voyaging east by way of the Suez Canal.

No U-boat peril exists in the Atlantic or Mediterranean as there was when the Navy shepherded these same troops to Europe. This should make this trip quicker and less complex. However, it must be remembered that most troops will be coming from deep inside Europe. They will be traveling from battlefields to ports along railway systems smashed by war. They will...
be embarking from ports that are cluttered with the wreckage of war that necessarily reduces harbor efficiency. And they will not have full use of all shipping—much of it is needed to keep the Pacific war moving.

These first Pacific-bound units will travel light. They will leave the bulk of their old equipment in Europe and will be completely reequipped at their Pacific bases. As soon as they have arrived, most of them will have to be transported into the stormy and unpredictable conditions of the Pacific. As soon as they have arrived, most of them will have to be transported into the stormy and unpredictable conditions of the Pacific.

However, those that will follow will bring along their own stuff. About 70% of the supplies now in Europe, according to James P. Byrnes, former War Mobilization Director, will be returned to the States and a goodly portion will be shipped thence to the Pacific. Already, rebuilt French and Belgian factories are at work rehabilitating U.S. equipment. Long after V-E day, Army technicians will be busy at work reconditioning, retooling, and reshipping this salvaged war gear from Europe, either for further use in the war or for our peace-time army.

Some Obstacles

Two factors that will delay shipment of equipment from Europe to the Pacific are the differences in battle and climatic conditions. Corrosion and fungus are relentless enemies of machines in the tropical and sub-tropical Pacific areas. Special waterproofing processes must be given to radio equipment and hundreds of delicate precision instruments before they can be transported into the stormy and humid Far East. And, incidentally, radio and its associated instruments are needed even more critically in the Pacific war, flung out as it is over such large areas, than in the comparatively compact European battleground.

The Pacific supply problem is made more complex by the fact that the war out there is largely amphibious. In the conflict with Germany, once the Navy got his doughboy onto the European continent, he stayed there.

The Navy didn't have to move him from town to town. And he didn't need ship space again until V-E day. But, in the Pacific, Army doughboy doesn't stay put... like a poker chip, he's forever on the move. It's just one beach after another. And with the establishment of each beachhead, forces progress with giant jumps, head the supply problem becomes more acute. Enemy shore-based gunfire and unfriendly surf take heavy tolls of vehicles, guns and landing craft.

Even after the beachhead has been expanded, the island secured and its port put into operation, the mortality rate in equipment is severe. As our much of the material that was rushed there has got to be left behind rather than waste the time to reload it and haul it to the next base of operations. And then, of course, there's the question of mileage, geography. As has been said, it is Japan's greatest ally.

Says Fleet Admiral Nimitz: "The principal obstacle to victory in the Pacific is not in Japs, but distance."

And Rear Admiral Devitt C. Ramsay, Chief of BuAer, adds: "To soften up Germany, we had British planes fighting side by side with our bombers and a determined, industrialized England as a base of operations. We have no such base in the Pacific. We must have its equivalent before we can come to grips with the main Japanese armies and cut deeply into Japanese industrial strength. This means more amphibious operations... and for every mile we move forward, we add another mile to a supply line that already is the longest in the history of warfare."

Pacific distances are truly staggering. From San Francisco to Guam, Fleet Admiral Nimitz's advance headquarters, it is more than 5,000 miles. From San Francisco to Okinawa, another 1,225 miles; Guam to Manila is 1,380; and Guam to Tokyo is 1,352. Counting turn-around time in port, a slow freighter starting from the West Coast can cover the distance to the Far East no more than two-and-a-half times a year. Shipping from East Coast ports would take longer.

The Pacific Ocean areas over which the U.S. Navy must roam... protecting liberated sea lanes, slashing open others... cover at least one-third of the earth's surface. In pushing the Japs back to the approaches of their island empire, the Navy has freed over 5,000,000 square miles of water.

Big? Well, even such a proud Texan as Fleet Admiral Nimitz has had to begrudgingly admit: "If there is one place bigger than Texas, it is the Pacific Ocean. All of us... will roam these broad open spaces until our treacherous enemy is roped, tied and properly branded, so our descendants may always recognize his true character."

A Hard Job Ahead...

Statement to the men of the United States Naval Forces by Fleet Admiral Ernest J. King, U.S.N., Commander in Chief, U.S. Fleet, and Chief of Naval Operations:

Victory over Nazi organized resistance is not only a source of much gratification, but an occasion for congratulations. I wish to commend every officer and man who has served in the Atlantic on the successful termination of a long, tedious and difficult task. In cooperation with our Allies, your operations have embraced the almost total destruction of Hitler's U-boat fleets, the convoying of the endless streams of men and supplies which made the great European land offensive possible, and the mounting of the invasions of North Africa, Sicily, Italy, Normandy and Southern France.

Your work was often unspectacular and unheralded, but it was always hard.

Another hard job still lies ahead in the Pacific. However, we are now ready to augment further our already effective forces in that area with battle-fasted and victorious units from the Atlantic. With this transfer of fighting strength, the Japanese should be at certain of ultimate defeat as we are of final victory.
LONG ROAD to V-E

Milestones Mark 5 Years, 8 Months, 8 Days From Attack on Poland to German Surrender

1939
1 Sept.—Germany invades Poland.
2 Sept.—Britain, France, Netherlands, Belgium, Norway, Denmark, Czechoslovakia declare war on Germany.
3 Sept.—Ditto Union of South Africa.
4 Sept.—British troops land in France.
5 Sept.—President Roosevelt declares war on Germany.
6 Sept.—Canada declares war on Germany.
7 Sept.—Russia occupies eastern Poland.
8 Sept.—Warsaw falls to Nazi blitz.
9 Sept.—President Roosevelt declares limited emergency.
10 Sept.—Selective Service becomes law; 16 Oct. for registration.
11 Sept.—Announce transfer of 50 over-age destroyers to Britain.
12 Sept.—Ditto Union of South Africa.
13 Sept.—Toronto becomes Axis partner.
14 Sept.—President Roosevelt gets third term.
15 Sept.—Hungary joins Axis.
16 Sept.—Soviet Union declares war on Germany.
17 Sept.—Panama, Haiti, Honduras declare war on Germany, Italy.
18 Sept.—President Roosevelt names Admiral Leahy his Chief of Staff.
19 Sept.—President Roosevelt delivers radio address.
20 Sept.—Panama, Haiti, Honduras declare war on Germany, Italy.
21 Sept.—Official U.S. Coast Guard photograph CAPTURE by Coast Guard spiked Nazi weather station in Greenland.
22 Sept.—Brazil declares war on Germany, Italy.
23 Sept.—President Roosevelt signs Axis pact; Nazis parade in.
24 Sept.—San Francisco begins services to belligerent ports.
25 Sept.—President Roosevelt signs bill for second $20 billion war loan.
26 Sept.—U.S. declares war on Germany, Italy.
27 Sept.—U.S. freighter Robin Moor torpedoed off Brazil.
28 Sept.—President proclaims unlimited emergency.
29 Sept.—The U.S. enters the war.
30 Sept.—Germany, Italy declare war on U.S.; Congress answers with unanimous declarations; Nicaragua, Cuba, Guatemala, Costa Rica, Dominican Republic join U.S.
31 Sept.—Panama, Haiti, Honduras declare war on Germany, Italy.

1940
1 March—Finns, Russians sign peace. Churchill succeeds Chamberlain as British Prime Minister.
2 April—Nazis invade Denmark, Norway.
3 April—Nazis invade Low Countries.
4 May—Nazis invade Poland. Churchill succeeds Chamberlain as British Prime Minister.
5 May—Dutch Army capitulates. Churchill succeeds Chamberlain as British Prime Minister.
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31 May—Dutch Army capitulates. Churchill succeeds Chamberlain as British Prime Minister.

1941
1 March—Bulgaria signs Axis pact; Nazis parade in.
2 March—Lend-lease becomes law.
3 April—Nazis invade Greece, Yugoslavia.
4 April—Marines land in Greenland.
5 April—Japan, Russia in 5-year neutrality pact.
6 April—York Saltan torpedoed off Cape May, N. J.
7 April—Greece surrenders to Axis.
8 April—Soviet Union enters Athens.
9 April—Soviet Union enters Athens.
10 April—Greece surrenders to Axis.
11 April—Greek army surrenders.
12 April—Soviet Union enters Athens.
13 April—Soviet Union enters Athens.
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28 April—Soviet Union enters Athens.
29 April—Soviet Union enters Athens.
30 April—Soviet Union enters Athens.
31 April—Soviet Union enters Athens.

1942
1 April—U.S. declares war on Germany.
2 April—U.S. declares war on Germany.
3 April—U.S. declares war on Germany.
4 April—U.S. declares war on Germany.
5 April—U.S. declares war on Germany.
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27 April—U.S. declares war on Germany.
28 April—U.S. declares war on Germany.
29 April—U.S. declares war on Germany.
30 April—U.S. declares war on Germany.
9 Sept.—Iran declares war on Germany.
24 Oct.—British break through Axis line at El Alamein.
4 Nov.—Axis in full retreat from Egypt.
8 Nov.—Allies land in North Africa.
10 Nov.—Yanks take Oran; Nazi troops enter unoccupied France.
11 Nov.—Americans capture Casablanca.
15 Nov.—Admiral Darlan assumes control of French Africa.
19 Nov.—Red Army launches offensive north of Stalingrad.
27 Nov.—French warships scuttled at Toulon.
1 Dec.—Ethiopia declares war on Axis.
12 Dec.—Rome falls; Axis in full retreat from Italy.
14 Dec.—Yanks take Salerno.
20 Dec.—Russians open offensive in Caucasus.
24 Dec.—Darlan assassinated; Gen. Giraud named successor.

1943

14 Jan.—President Roosevelt, Churchill meet at Casablanca.
18 Jan.—Chile breaks with Axis.
20 Jan.—U. S. bombers in first attack on Reich.
30 Jan.—British make night daylight raid on Berlin.
31 Jan.—Nazi 6th Army destroyed at Stalingrad.
2 Feb.—Fighting at Stalingrad ceases. Nazi losses: 330,000.
8 Feb.—Russians take Kursk, held by Nazis since Nov. 1941.
14 Feb.—Nazi 6th Army destroys U. S. lines in central Tunisia.
29 Feb.—Nazi 6th Army retreats to central Europe.
11 March—Russians drive into pre-war Poland.
16 May—RAF nips two Ruhr dams.
11 June—Pantelleria in Mediterranean surrenders to Allied force.
5 July—Nazi launch Russian summer offensive.
10 July—Allies invade Sicily.
20 July—Americans take Palermo.
24 July—Stalin announces Nazi offensive shattered.
25 July—Mussolini ousted.

ATTACK AND COUNTERATTACK: Gray areas show farthest Nazi advance. Milestones in Allies' counterassault are indicated by dates (see text for details). Black areas show Nazi positions when U. S. and Russian armies met.

JUNE 1945

OFFICIAL U. S. NAVY PHOTOGRAPH

SICILY was softened by Navy guns for Allied hop across Mediterranean.

1 Aug.—175 U. S. Liberators in record low-level bombing of Ploesti refineries.
5 Aug.—Orel, Belgorod taken; Red Army snatches offensive.
11-24 Aug.—President, Churchill confer at Quebec.
17 Aug.—Navy takes islands of Lipari and Stromboli north of Sicily.
8 Sept.—Allies invade Italy across Messina Straits.
8 Sept.—Italy surrenders.
9 Sept.—Allies land at Salerno.
11 Sept.—Five BBs among 53 Italian warships surrendered to Allies.
12 Sept.—Mussolini "rescued" by Nazi paratroopers.
25 Sept.—Smolensk falls to Russians.
1 Oct.—Naples taken by Allies.
13 Oct.—Italy declares war on Germany.
7 Nov.—Russians retake Kiev.
26 Nov.—Colombia declares "state of belligerency" with Germany.
28 Nov.—President, Churchill, Stalin begin Teheran conferences.
24 Dec.—Eisenhower named Supreme Allied Commander in Europe.
25 Dec.—Russians open offensive west of Kiev.
26 Dec.—Nazi battleship Scharnhorst sunk off Norway by British.
30 Dec.—Russians crumble Nazi defense line west of Kiev.

1944

6 Jan.—Russians drive into pre-war Poland.
9 Jan.—U. S. 5th Army captures San Giusta, Italy.
10 Jan.—President announces U-boat toll dropped 60% in 1943.
11 Jan.—Ciano, Mussolini's son-in-law, executed for treason.
20 Jan.—Germans quit Novgorod.
21 Jan.—Leningrad siege lifted; RAF gives Berlin biggest raid.
22 Jan.—Allies land in Anzio-Nettuno area.
27 Jan.—Liberia declares war on Germany.
2 Feb.—Yanks breach Gustav Line in Cassino push.
9 Feb.—Navy reveals three Nazi blockade runners sunk in South Atlantic.
9 Feb.—Navy announces U.S.S. Ranger, "sunk" by Nazis 10 months ago, has since destroyed 40,000 tons of German shipping.
14 Feb.—Allies bomb, shell Mt. Cassino's ancient Benedictine Abbey.
2 March—U. S. Britain stop military shipments to Turkey.
5 March—Russians start Ukraine drive.
8 March—Heaviest Berlin daylight raid (360,000 bombs).
15 March—U. S. bombers level Cas-

19 March—Red Army crosses Dniester into Bessarabia.

21 March—Navy reveals British get 38 CVs by lend-lease.

27 March—Russians Dniester into pre-war Rumania.

1 April—Britain's eastern coastal area closed to visitors.

3 April—Carrier planes fire Tirpitz in Norwegian haven.

10 April—Russians recapture Odessa.

17 April—Foreign diplomat forbidden to leave England.

24 April—Overseas travel banned by British as pre-invasion precaution.

26 April—Secretary of Navy Frank Knox dies of heart attack at 70.

9 May—Russians retake Sevastopol.

11 May—Allies open central Italy offensive.

17 May—Senate confirms appointment of James Forrestal as SecNav.

18 May—Casino falls to Allies.

20 May—6,000 Allied planes bomb 150-mile Brittany-Belgium strip.

25 May—Anzio beachhead joined with main U. S. forces.

3 June—1,000 U. S. planes bomb Calais, Boulogne areas.

4 June—Allies take Rome. Calais, Boulogne areas blasted again.

6 June—Allies land in Navy-bombed Normandy.

7 June—Naval gunfire helps invasion forces push five miles inland.

8 June—First robot-bomb attack on London.

14 June—Nazi counterattack fiercely in Normandy.

17 June—Navy lands French troops on Elba.

25 June—Navy bombs Cherbourg.

26 June—Cherbourg falls to Yanks.

30 June—U. S. severs relations with Finland due to Nazi alliance.

6 July—Von Kluge replaces von Rundstedt as Nazi commander in West.

9 July—Cuen falls to British, Canadians.

18 July—Yanks take St. Lo.

20 July—Hitler injured in bomb plot.

25 July—Yanks smash through Nazis in Normandy 40-mile front.

26 July—Double-size robots hit London.

28 July—Russians take Brest-Litovsk.

31 July—Yanks seize Avranches.

1 Aug.—Yanks drive into Brittany plains.

2 Aug.—Turkey severs diplomatic, economic relations with Reich.

3 Aug.—Russians cross Vistula.

4 Aug.—Yank patrols enter Florence.

5 Aug.—Yank tanks in Brest, 138-mile advance in four days.

7 Aug.—Yanks cut off Brittany.

8 Aug.—8 German officers executed in Hitler death plot.

11 Aug.—Yanks cross Loire River.

12 Aug.—Nazis yield Florence.

13 Aug.—Nazis begin Normandy withdrawal.

15 Aug.—Allies invade southern France along Riviera.

17 Aug.—Russians at Prussian border.

19 Aug.—Yank tanks reach Paris suburbs.

20 Aug.—Free French enter Toulon.

22 Aug.—Yank tanks smash within 150 miles of Germany.

23 Aug.—Marseille and Grenoble fall in southern France.

25 Aug.—Paris liberated.


27 Aug.—Allied spearhead reaches Marne.

28 Aug.—U. S. 3d marches into Chateau-Thierry.

29 Aug.—Allies cross Aisne River.

30 Aug.—Nazis evacuate Rouen. Russians take Pleesti in Rumania.

31 Aug.—British in Amiens, Yanks cross Meuse.

1 Sept.—St. Mihiel, Dieppe, Verdun fall.

2 Sept.—Yanks in Belgium. U. S. 5th captures Pisa in Italy.

4 Sept.—Belgian Yanks reach Reich border. Finns, Russians sign armistice.

5 Sept.—Russia declares war on Bulgaria.

6 Sept.—Allied patrols cross Reich border from Luxembourg to Nancy.

7 Sept.—U. S. 1st occupies Sedan.

8 Sept.—Yanks take Liege. Russians invade Bulgaria.

9 Sept.—Armistice ends four-day Russian-Bulgarian war.

10 Sept.—First U. S. shells drop on Reich near Aachen. President, Churchill meet at Quebec.

11 Sept.—U. S. 1st crosses into Germany at Trier.

12 Sept.—First German town falls to Yanks—Roetgen. Rumania signs armistice with United Nations.

14 Sept.—Allies cross German border at three points.

7 June—Navy lands French troops on Elba.

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Photograph from Press Association, Inc.

STALINGRAD [above] ended Nazi drive to east as Reds turned tide.

ALL HANDS

8

Official U. S. Army Air Forces photograph

BIG THREE met for first time at Teheran. They planned second front.

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14 Sept.—Allies cross German border at three points.

NORMANDY invasion was first hole in Hitler's "impregnable" West Wall.

17 Sept.—British airborne troops land near Arnhem in Holland.

17-19 Sept.—Allied carrier planes attack Crete.

20 Sept.—Yanks win Brest after 46-day siege.

22 Sept.—Russians in Tallinn, Estonian capital.

24 Sept.—British airborne forces land in Greece.

25-26 Sept.—British trapped at Arnhem evacuated.

27 Sept.—Russians at Gulf of Riga.

2 Oct.—U. S. 1st breaches Siegfried Line north of Aachen.

6 Oct.—Russians cross into Hungary.

9 Oct.—Dumbarton Oaks Conference results in recommendation of international peace organization.

10 Oct.—British enter Corinth, Greece.

11 Oct.—Coast Guard seizes Nazi radio-weather stations in Greenland.

13 Oct.—Russians take Riga, Latvia.

15 Oct.—Hungary asks armistice.

18 Oct.—Hitler creates Home Army of males between 16 and 60.

20 Oct.—Russians take Belgrade. Aachen falls to U. S. 1st.

28 Oct.—Bulgaria signs armistice.

1 Nov.—British storm Walcheren Island, guarding Antwerp.

3 Nov.—Port of Antwerp opened.

7 Nov.—President Roosevelt reelected for fourth term.

9 Nov.—U. S. 3d crosses Moselle.

10 Nov.—Churchill reveals V-2 (rocket bomb) attacks.

12 Nov.—RAF sinks Nazi battleship Tirpitz in Norwegian fjord.

Official U. S. Navy photograph

HUNTED by air and sea, Nazis lost sub war. Supplies got through.

8 June—Navy bombs Cherbourg.
BELGIAN BULGE was Nazi's final bolt of lightning war on grand scale.

12 March—Kuesnrich falls to Russians.
13 March—U. S. 7th opens Saar drive.
18 March—Coblentz falls to U. S. 3d.
Center span of Remagen's Ludendorff Bridge collapses, but pontoons span supply bridgehead.
20 March—Nazis routed in Saar; Saarbruecken, Mainz, Worms fall.
22 March—Yanks in landing craft by specially trained U. S. Navy units, 3d Army crosses Rhine.
25 March—U. S. 3d crosses Main.
Russian winter drive opens.
27 March—Eisenhower says Nazis on western front "are a whipped army."
30 March—Russians invade Austria, capture Danzig.
4 April—Yanks cross Elbe.
10 April—U. S. 9th captures Hanover.
11 April—U. S. 9th reaches Elbe River.
12 April—President Roosevelt dies of cerebral hemorrhage.
13 April—Berlin; German resistance ends officially at 2:41 A.M.
14 April—Berlin; Germans accept unconditional surrender.
15 April—Army crosses Main.
17 April—Berlin.
21 April—Russians inside Berlin.
22 April—Russians hold one-sixth of Berlin. 1st White Russian, 1st Ukrainian Armies join inside Berlin.
23 April—Russians cross Austrian border.
24 April—Allies close in on southern redoubt. Allied troops in Italy cross Po; take La Spezia, Modena, Ferrara.
25 April—U. S. and Red Armies link fronts at Torgau, on Elbe.
26 April—Britain announces V-bomb toll: 2,754 dead, 6,523 seriously injured. Petain surrenders in France.
28 April—Mussolini executed by Italian partisans. President Truman announces war is over.
29 April—Nazis in Italy surrender unconditionally; Milan, Venice taken. 7th Army enters Munich.
30 April—Nazi radio announces death of Hitler; Grand Admiral Doenitz named as successor.
1 May—Nazi radio announces death of Hitler; Grand Admiral Doenitz named as successor.
2 May—Red Army conquers Berlin.
3 May—Americans and French mop up Bavarian pocket.
4 May—Germans in Holland, Denmark, and northern Germany surrender.
5 May—German 1st, 19th, 24th Armies surrender, leaving only 7th still fighting in Czechoslovakia. Czech patriots free Prague, ask for Allied help as fighting continues.
6 May—Danish patriots clash with pro-Nazis in Copenhagen.
7 May—Germany surrenders unconditionally to Allies at 2:41 A. M. in Eisenhower's headquarters in Reims.
8 May—German surrender ratified in Berlin; German resistance ends officially at 2:41 A.M.
Safe across the Atlantic, a United Nations convoy steams into port.

By Admiral Jonas H. Ingram, USN
Commander-in-Chief, U.S. Atlantic Fleet.

The Battle of the Atlantic, one of the most decisive campaigns of the war, was a fight to the finish. The Nazis carried on their U-boat warfare to the bitter end.

Only three weeks before the Germans surrendered, a formidable wolf pack of U-boats was intercepted and badly mauled by one of the most powerful forces of carriers and destroyer escorts ever to operate in the mid-Atlantic. From prisoners we learned that this pack had orders to blanket the East Coast from Maine to Florida. We sank five U-boats in this blitz of the Nazis.

We had four carriers and 46 destroyer escorts hounding U-boats in the mid-Atlantic after their presence was discovered.

In addition to this blitz there was considerable U-boat activity along the East Coast. For the first time in more than a year U-boats operated off the East Coast in numbers.

Only 24 hours before Germany surrendered we sank a U-boat in our own back yard, off Block Island. We also got another sub south of Nova Scotia in the middle of April. And we had a probable kill off Cape Hatteras just two weeks before the surrender.

These U-boat actions undoubtedly were the Nazis' last fanatical attempts to panic us before the collapse. They did manage to torpedo five merchantmen off the East Coast in the last three weeks, all but two reaching port.

We were ready for them. When we disposed our forces several months ago to take into account the possibility of buzz-bomb attacks we closed the gaps. Those precautions paid dividends. Buzz bombs never buzzed but the subs were there and we smashed their attack. We got a total of eight U-boats and kept the others down where they could do no harm.

Since V-E Day the U-boats have been surrendering. Until they are all accounted for and the Atlantic is definitely clear we will maintain our patrols out there.

Fleet Admiral Ernest J. King was Commander-in-Chief of the Atlantic Fleet until 30 Dec. 1941, when he was succeeded by Admiral Royal E. Ingersoll. I relieved Admiral Ingersoll on 15 Nov. 1944.

To Fleet Admiral King and Admiral Ingersoll should go full credit for the splendid organization of the Atlantic Fleet and for the magnificent record established in this bitter silent sea war.

From Cape Cod to Capetown, from Reykjavik to Rio, Atlantic Fleet air and sea groups tracked and destroyed the U-boats. Each kill was a small war of its own. The "unpredictable" incident became routine in this most baffling of all types of warfare.

The success of the antisubmarine warfare groups may be attributed to teamwork. Each group was finely trained to operate together, as a team and not as an individual unit. The efficiency of such a group is probably three or four times greater than if each ship had been trained separately.

Now that the Battle of the Atlantic is over, it is possible to tell of some of the exploits of the boys in blue.

For example, we captured a U-boat intact last June. We refer to it as Yehudi. The story of that capture is one of the most interesting to come out of the Atlantic. Captain D. V.

Now It Can Be Told: The Story of the Navy's Exploits In the Campaign That Made Possible Victory in Europe

All Hands
Gallery was in command of the *Guadalcanal* and the task group that captured it. He had issued orders to capture the first submarine sighted. Pilots were warned to concentrate their attacks on personnel and not to sink the sub unless absolutely necessary. Destroyer escorts and destroyers were similarly warned. When *Yehudi* was sighted by planes from the carrier Captain Gallery's orders were followed out strictly. The sub was trapped and the crew was forced to abandon her under the severe strafing attacks. The sub circled dizzily until a boarding party from the *Pillsbury* reached her and got her under partial control only to learn that she was flooding and might sink any moment. Boarding parties from the *Guadalcanal* arriving shortly afterward got the pumps started and prevented her from sinking. The *Guadalcanal* took her in tow and conducted flight operations with the U-boat tagging along astern (see pictures pp. 12-15).

On another occasion, aircraft from the *Guadalcanal* sighted a U-boat placidly nursing a rich meal of diesel oil from a huge mother sub. A quick blast from the air sent both boats to the bottom and two hours later escort ships were fishing water-soaked Nazis out of the brine.

One airman from the *Bogue* added another twist to the U-boat stories. After harassing a U-boat to the surface, the aircraft, now bereft of ammunition, was sent to see the German hoist his white flag. The problem: how to get surface ships, several miles away, to the scene to make the surrender stick. Solution: fast talking to the ships which managed to arrive in time to scoop up another load of live specimens for Uncle Sam's collection of swastika-men. When our ships appeared the Nazis scuttled their sub.

The sub sank closest to home during the Battle of the Atlantic now rests on the muddy bottom off Block Island. The one most distant was “dunked” off the shores of South Africa. In between these points the battle ranged over 50,000,000 square miles of ocean.

Probably the quickest kill of the war was turned in by a destroyer escort. His orders: “Proceed Halifax to New York, sweeping for possible U-boat enroute.” Result: “Sank sub enroute, losing no time underway.”

The laurels for brevity in reporting, even beating the famous “sighted sub sank same,” went to the *Croatian* group. One word did the work of four. His orders: “Hunt and destroy U-boat in designated area.” With eloquent economy of words the captain revealed a few hours later: “Compiled.” Another sub had found his way to the bottom.

The “brand-newest” ship to sink a sub was the *Gordy*, a destroyer escort. Fresh from shakedown, eighteen hours after departure on her first escort job, she rammed a U-boat and with the help of two sister ships sank it. Trophies for this adventure included eight live Nazis: the captain, two fellow officers and five crewmen.

The title of “public enemy number one” so far as the carrier groups were concerned probably went to the U-boat that slipped a “fish” through the
Official U. S. Navy photograph

CAPTURE OF U-BOAT 505

A SECRET the Navy was sitting on for nearly a year—
capture off French West Africa on 4 June 1944 of the
Nazi U-boat 505—was revealed after Germany's fall. The

...screen to sink the Block Island. What
caued was not only war but a person-
al grudge fight that resulted in the
sinking of the U-boat four hours later.

One of the most exciting instances
of rough-and-tumble free-style sub-
fighting developed from an aircraft
tip-off to the “lucky” Buckley, a de-
stroyer escort. Guided to the scene
of the surfaced U-boat by the plane, the
Buckley and the sub exchanged point-
blank surface fire. Buckley then
rammed and rode over the sub. The
battered U-boat got away, the Buckley
in pursuit. The DE poured lead into
the conning tower while the crew
heaved coffee cups at the swastika.
The U-boat got out of control, crashed
into the Buckley and sank in 10 min-
utes leaving 32 members of the mas-
ter race thrashing around in the bub-
bles with a few more hanging for dear
life to the Buckley's forecastle.

...surprise and deadly risk characterized every moment in the lives of the men and the ships hunting the U-boat with the annoying capacity to make it-
self invisible through submergence.

...these are only a few of the scores of
battle reports that enliven the logs of
the sub-hunters.

Operations against the surface raid-
ers and U-boats in the South Atlantic
were just as tense but the hunting was
probably more difficult. There weren't
as many U-boats in that area. We
established a blockade to halt the tra-
fic of vital supplies between Japan and
Germany, with the invaluable assis-
tance of Brazil's bases from which to
operate. In our famous triple play,
we sank three German surface block-
ade runners in three successive days.

I was in command down there at the
time.

...long before the trend of victory was
apparent—in fact, during the darkest
days of the Battle of the Atlantic—the
courageous government of Brazil, with
the full support and approval of the
people of Brazil, threw her weight and
full strength to the Allied cause.
Throughout the war Brazil exerted
every energy to the successful prose-
cution of the war.

...it is common knowledge that we had
a close call in the Atlantic in the early
days of the war. The U-boats were
capture was made by a task group composed of the
escort carrier USS Guadalcanal and five destroyer es-
corts. Commanding the group was the Guadalcanal's
skipper, Captain Daniel V. Gallery. The submerged U-
boat was first detected by the USS Chatelain's sound
gear. Then it was spotted and fired on by the Guadal-
...
canal's planes, their bullets marking the spot for the surface craft. Depth charges from the Chatelain forced the sub to surface right in the middle of the task group. Kept from their deck guns by small-arms fire, the Nazis opened scuttling valves and dove overboard, leaving the sub circling full speed. All the task group's ships sent whale-boats with boarding parties racing to the sub. The USS Pillsbury's boat won the race. Men leaped aboard the sinking U-boat and down the hatch to shut the scuttling valves. Thus for the first time since 1815 did a Navy boarding party take an enemy warship as prize. (Turn page for more photos of the action and cast of the drama.)

the defensive. With the introduction of specially trained antisubmarine warfare groups, we assumed the offensive.

The Atlantic Fleet's record speaks for itself. Since the declaration of war we have escorted 16,760 ships across the Atlantic. Of these, less than a score were sunk in convoy. It required 3,652 escort trips to do this job. Roughly, the Atlantic Fleet and ships in convoy cruised more than 50,000,000 miles in the battle against the U-boats, to say nothing of the millions of miles flown by our pilots patrolling the vast stretches of the ocean.

From our entry in the war we know definitely that we sank 126 U-boats, most of them far from shore. We probably sank many more than this but in the Atlantic definite proof must be obtained before credit for a "kill" is given. Searching for these U-boats was like looking for a needle in a haystack. For the most part, they were scattered over thousands of square miles of ocean. Apart from the hazards involved and the patience required there was the rugged Atlantic weather to battle.

The number of ships in the usual convoy ranged from 24 to 60 with eight to nine escorts respectively to protect them. The largest convoy consisted of 119 ships plus nine escorts.

Our convoys operated on a schedule. Every five days a convoy departed from the East Coast for the United Kingdom, Iceland or Africa. At any given moment we had at least 450 cargo ships at sea and 75 escorts with them.

The speed of the convoys varied, depending on their cargoes and destinations. Some made only six or seven knots, others 10 knots. Troopship convoys, of course, with their valuable cargo, were heavily escorted and got across as quickly as possible at speeds ranging to upwards of 15 knots.

Seeking out and destroying U-boats and keeping the sea lanes open is but one of the many jobs of the Atlantic Fleet. The forces of the Atlantic Fleet conducted the amphibious operations against the enemy in Morocco, and participated actively in Sicily, Italy, Normandy and southern France.

Atlantic Fleet training commands, organized after Pearl Harbor to ready for war the tremendous flow of ships from America's industrial yards, have shaken down upwards of 1,500 combatant and auxiliary types and nearly 3,000 amphibious vessels. Tens of thousands of officers and nearly a million men have been trained by these commands.

These ships and men provided the trained personnel and superior equipment which licked the U-boats and safely escorted American troops and material to Europe and Afirin to victory. These newly trained ships and men gallantly and effectively engaged the enemy in battle in the Pacific, some within a matter of weeks after their departure from the Atlantic training area.

Our extensive facilities for pre-commissioning and shakedown training fit new ships for combat. Our "refresher" training keeps the fleet up-to-date and
THE ACTION: Whaleboat from DE Pillsbury bears down on Nazi U-boat from starboard quarter. Boarding party braves death to get the sub, for her sea cocks are open and for all they know she is set to blow up in the customary way of Nazi scuttling. Another party from the Guadalcanal boards the foundering sub (above) and goes below to shut the scuttling valves. The men have to be shut up in the hull so seas won't pour down the hatch . . .

allows those getting ready for combat for the first time to profit by the experience of the men from the war zones. We have advanced training in specialties such as antishibmarine, anti-aircraft and amphibious warfare; communications, damage control, and interception of enemy planes. This adds up to continual progress toward final victory.

Since 1 January of this year more than 800 ships trained in the Atlantic have passed through the Panama Canal to join our forces in the Pacific.

For the future, the Atlantic Fleet will train the newly commissioned ships and those returning from the European theatre of operations and will continue to raise the proficiency level of the United States Fleet with refresher and specialty training.

When German heavy ships were at Brest the Atlantic Fleet maintained a task force at sea in readiness to intercept any of these ships that might slip out to raid the Atlantic. Similarly when German heavy ships were stationed in Norway a detachment of the Atlantic Fleet operated with the British Fleet and participated in an attack in Norwegian ports.

Geographically the Atlantic Fleet's operations are spread out from the North Pole to the Falkland Islands, from the eastern coasts of North and South America to Africa and Europe. Bases for extended operations and training are located not only within the continental limits of the United States but in Argentia (Newfoundland), Iceland, Trinidad, Greenland, Brazil and Bermuda.

At Greenland the Atlantic Fleet has maintained a detachment, largely of Coast Guard vessels. These vessels and aircraft have carried supplies to stations along the Greenland coast and through the ice to inaccessible areas of Greenland and the Atlantic. They have rescued aviators found on the ice cap and performed escort duty between Greenland and North America. The latter services were most important when the importation of cryolite from Greenland was a vital factor in aluminum production.

Realizing the importance of Greenland as a base for weather operations the Nazis made frantic attempts to establish themselves in that area. Last year a small Atlantic Fleet detachment of Coast Guard cutters smashed a Nazi attempt to establish a weather

THE CAST: Capt. Gallery who commanded the Guadalcanal and task group, and Lt. Albert L. David who led Pillsbury's boarding party, were among the show's stars. Other stars were the first boarders—Chester Mocarski, GM1c; William Rienodeau, EM2c; George Jacobson, CMO; Zenon Lukosius, MM1c; Gordon Hohne, SM2; Wayne Pickles Jr, BM2c; Stanley Wdowiak, RM2c; and Arthur Kniipsel, TM2 (left to right in photo above).
... Skipper of the Guadalcanal himself goes below to check for likely boobytraps. Then the boarding party secures a towline on the prow of their prize (above) and the Guadalcanal takes her in tow four days until relieved by the fleet tug Abnaki. Navy men set the sub's screws so they recharge her batteries as she is towed at high speed by the CVE (above). With the batteries back in shape, the U-boat's own equipment is used to pump her out.

station on the northeast coast of Greenland, capturing another weather station, taking a German radio station and fighting off a twin-motoried bomber attack.

Before the war the Atlantic weather patrol was established in connection with the overseas flights of commercial aircraft. Since the war the number of weather stations has been more than quadrupled and the reports of the ships on the weather stations have aided materially in the conduct of operations not only in the Atlantic but in Europe. Atlantic Fleet ships have also served as plane guards for overseas flights.

These far-flung operations of the Fleet in the Atlantic, the United Kingdom and the Mediterranean presented a difficult logistics problem. Supplying the men, material and ships in this vast area is also a function of the Atlantic Fleet.

At present the Atlantic Fleet is operating an extensive network of beacon and rescue ships to guide and safeguard the planes returning from Europe, to the Pacific. The planes are loaded with casualties and with personnel who are to be readied for duty in the Pacific. The setting up of this network has been quite a complicated undertaking. Ships of the Atlantic Fleet are spotted in the North and South Atlantic and are on the alert to effect rescues should any of these planes be downed.

The Allies made a great team out there in the Atlantic. On numerous occasions we operated jointly with the British. Throughout the war we operated with the Canadians. Nothing was left to be desired in our relationships and mutual understandings of each other's problems and the methods to be employed in solving them.

The commanders of the Eastern, Caribbean, Gulf and Panama sea frontsiers figured prominently in the Battle of the Atlantic. They kept our coastal areas clear. They too, share in the success of the Battle of the Atlantic.

I would not want to let this occasion pass without taking my hat off to the officers and men of the Atlantic Fleet. That goes for regulars and reserves. I make no distinction. We are all in the Navy. Our reserve officers and reserve enlisted men acquitted themselves with honors.

Every officer and every man of the Atlantic Fleet, at bases, training stations, aboard battleships, cruisers, carriers, submarines, destroyers, destroy er escorts, frigates, tugs, in fact, every conceivable type of surface and aircraft did a tough job well.
Cruiser Sante Fe moves off from carrier Franklin, apparently about to capsize after being bombed off Japan.

‘BIG BEN’ COMES HOME

A SHIP which the Japanese boasted they had sunk is safely back in New York. The enemy’s boast was not entirely unreasonable, for this ship was in such condition as a result of explosions and fire caused by aerial bombing that she should by all accounts have gone to the bottom. That she was saved is due to the superhuman efforts of the survivors of her crew who, with the high courage that is the rule among Navy men at sea, fought a seemingly hopeless battle against searing flame and destructive ammunition blasts within 60 miles of the Japanese coast.

She is not one of the Navy’s “hero ships.” She had participated, along with many others of her kind, in attacks against the dwindling sea power of the Japanese Empire, carrying her full share of the burden. During her stay in the Pacific area she had no opportunity to win laurels such as have gone to her more battle-experienced sister warships. But in her hour of travail, the American men, young and not so young, who comprised her crew wrote another bright paragraph in the long story of naval heroism at sea. The kind of fight they waged to save their ship is typical of what their fellow seamen have frequently done during the Pacific war. Other stories involving ships which were saved by their heroic crews to return to battle after sustaining damage must in many cases remain cloaked by security for some time.

The ship is the USS Franklin, 27,000-ton carrier of the Essex class. After sailing home more than 12,000 miles, manned by a skeleton crew of survivors, her charred and battered hull rests in the Navy Yard at Brooklyn, New York.

Many of her crew will again go to the combat area to help deliver the final blows which crush the enemy. But many others of her original complement will never man planes or guns again. Three hundred forty-one lost their lives in the fight to save their ship. Four hundred thirty-one others are missing. More than 300 were wounded.

The ship was operating with the Fast Carrier Task Force on the morning of 19 March in the air strike against remnants of the Japanese Fleet sighted in the Inland Sea. Many of her planes were still on deck, loaded with bombs, rockets and machine-gun ammunition, preparing to take off.

Suddenly, a Japanese dive-bombing plane streaked down out of the clouds. He was no suicide pilot. He was doing a straight dive-bombing job. Pulling
Driven back by flames, crewmen cluster forward on flightdeck as they await assignment to firefighting details.

When many of the ship's regularly assigned damage-control parties were either killed or trapped by flames, volunteer fire fighters took charge. It was not uncommon for a pilot, a mechanic, a ship's officer and a steward's mate to be manning the same hose. Everywhere, the slightly wounded and those who had escaped injury fought desperately in the face of exploding ammunition to bring the fires under control.

One of the persons eminently responsible for organizing the fire fighters was the ship's Catholic Chaplain, Lt. Comdr. Joseph O'Callahan, USNR, of Boston, Mass. The lean, scholarly Jesuit rushed about the horribly exposed slanting flight deck administering last rites to the dying and then led officers and men into the flames, carrying hot bombs and shells to the edge of the deck for jettisoning, inspiring everyone about him with his high spirit. Father O'Callahan personally recruited a damage-control party and led it into one of the main ammunition magazines to wet it down and prevent its exploding. One of the carrier's senior officers pointed out that the Padre had risked his life on at least

out of his dive at low altitude, he released two armor-piercing 500-pound bombs. Both scored hits. One detonated beneath the flight deck on which the armed planes were spotted ready for take-off. The second bomb went off on the hangar deck, where other planes, fueled and armed, were waiting to be taken to the flight deck.

Within a minute after the enemy plane had dropped its bombs, it was shot down by pursuing fighters of the carrier's combat air patrol. But the bombs, exploding where they did, had started a train of fires and explosions which for hours were to rend the carrier's frame.

Many major explosions followed the initial blasts. Large bombs exploded and threw men and planes the length of the ship. Smaller bombs, rockets and machine gun ammunition killed dozens of men who had survived the first explosions. Many tons of bombs and ammunition had exploded aboard the carrier and the resulting fires were fed by thousands of gallons of aviation gasoline.

The whole end of the carrier's flight deck had become a mass of flames and smoke. Airplanes disintegrated, as did their pilots and crewmen. Aviation gasoline poured over the sides of the hangar deck like a blazing Niagara. Bombs, rockets, bullets, splinters of wood and steel fell all around survivors who hugged the decks for safety. There was no panic.

Saved by a Mattress

This is what it was like aboard the burning Franklin, told by Pfc. Julius F. Payak, USMC, Portage, Pa., who was brushing his teeth when the first bomb exploded: "When I looked up, the mirror in front of me was gone, and I decided it was time for me to go, too. I ran into a compartment, just about 70 feet from where the bomb had hit... The smoke was starting to get me. My mattress was nearby, and it occurred to me that there should be some air in it. I tore off the cover and buried my nose in the mattress. After a while I tried to get out, crawling along the deck, and finally made it to the ammunition-transfer room, where it was possible to get some air because the uptakes were open. When I regained some strength I found a hose and helped to fight the fires."
Firefighters scatter and debris flies aloft as one of a series of explosions convulses the crippled Franklin.

10 occasions and called him "the bravest man I ever saw."

Below decks, several hundred men were at breakfast in their messing compartment when the initial explosions shook the ship. Smoke, flame and smashed bulkheads blocked all available exits. When the oxygen began to grow scarce, panic seemed imminent. James E. Russell, SM1c, USNR, Richmond Va., told how the flight surgeon, Lt. Comdr. James L. Fuelling, (MC) USN, Indianapolis, Ind., averted the panic.

"Everybody sit down," the doctor ordered. "We're trapped here for the time being. Stay calm and be quiet. Use as little air as possible. Stay close to the deck and say a prayer."

The men waited, and rescue finally came. Lt. Donald A. Gary, USN, a former enlisted man, from Oakland, Calif., promising the men he would return, left the messing compartment, groped through the suffocating smoke and flames for a way out. When he succeeded in finding an exit, through the ventilation tubing to the flight deck, he returned and made trip after trip, leading survivors to safety. All but one of the trapped men were saved.

A Marine orderly, 19-year-old Cpl. Wallace L. Klimkiewicz, USMCR, Jersey City, N. J., when ordered to abandon ship, requested and obtained permission to man a forward 40-mm. anti-aircraft gun. He stayed at his weapon, as did the crews of the other undamaged guns, in face of repeated determined attacking waves of enemy planes. Although many more bombing runs were attempted, the accuracy of the stricken carrier's remaining guns turned the enemy back before more hits could be scored.

James P. Odom, MM1c, USNR, Waynesboro, Miss., was standing his watch in a fireroom when the Jap bombs touched off terrific explosions from ready ammunition magazines and ready-boxes. Disregarding his own safety, Odom donned a gas mask, remained at his station and kept steam up in one of the ship's boilers for three hours. Finally, almost overcome by heat, he managed to crawl on his stomach to our carrier's catwalk after being trapped below," he related later. "I could hear people yelling for me to crawl over the side onto a cruiser which was picking up wounded personnel, but my legs wouldn't respond anymore. So I just lay there on the catwalk, hoping my strength would return, when the ship listed heavily to starboard—and I tumbled right onto the cruiser."

Louis A. Vallina, MM1c, USNR, of East St. Louis, Ill., was standing on the fantail of the Franklin when she was hit. Twice he started to jump over the side, but both times changed his mind for fear he would be dragged under and drowned.

Then:

"Suddenly, as I stood out on the fantail, a terrific explosion blew me off the ship, and I landed so far out in the water I didn't have to worry about being sucked under."

Vallina, who had no life belt, hung on to a drifting empty powder container until hauled aboard a destroyer. For Edward D. Mesial, SK2c, USNR, of Flushing, N. Y., the journey from flaming carrier to rescue ship was more direct.

"I managed to crawl on my stomach to our carrier's catwalk after being trapped below," he related later. "I could hear people yelling for me to crawl over the side onto a cruiser which was picking up wounded personnel, but my legs wouldn't respond anymore. So I just lay there on the catwalk, hoping my strength would return, when the ship listed heavily to starboard—and I tumbled right onto the cruiser."
The smoke, he made his way to the charred flight deck and manned a fire hose. Then, the fires under control, Odum volunteered for a rescue party and worked ceaselessly in helping to bring trapped men topside. Over a stretch of five days, the Mississippian slept a total of six hours. He was promoted to chief machinist's mate on the spot for his heroism.

Gerald Smith, F1c, USNR, Oswego, N.Y., risked his life to keep fire hose in operation during the desperate hours in which the ship was threatened by the spreading flames. As the cruiser Santa Fe came alongside to take off wounded, one of the fire hoses which had been pumping water on the carrier's flight deck was slashed in two. Smith volunteered to remove the fouled hose and bring a new line into play. Held by the ankles by two of his shipmates, he dangled head down over the deck edge, and unfastened the damaged hose while the Santa Fe kept banging up against the gun sponsons on the side of the carrier.

But while heroic survivors were battling to keep the blazing ship afloat, men were dying by the scores. Below decks, a warrant officer was walking along a passageway when a blast threw him 40 feet against a steel bulkhead. Other men were blown clear of the ship and drowned or were killed outright by the force of the bomb concussions. Hundreds of other survivors were picked up by destroyers assigned to patrol the area. Two destroyers, the USS Hunt and USS Marshall, rescued more than six hundred of the Franklin's crew; the Hickox and Miller saved others.

In the first hour that followed the attack, the condition of the carrier grew steadily worse. Groups of men were trapped in the stern. Others began to go over the side to escape what seemed to be certain death. But damage-control parties succeeded in flooding some of the magazines below decks.

At about 0930 the light cruiser Santa Fe came alongside to remove wounded. The two ships were so close together that gun platforms on the Franklin's starboard side were damaged. Scores of wounded were removed from the carrier by makeshift mailbag breches-buys, and others were carried out on the carrier's horizontal antennae masts and lowered into the waiting arms of bluejackets on the Santa Fe's deck.

The rescue operation had to be interrupted, however, when one of the carrier's forward 5-in. gun mounts caught fire and threatened to explode. The Santa Fe drew away until the danger passed; then she came alongside again to continue for another hour and a half her mission of mercy. When all possible wounded had been taken off, the surviving members of the carrier's air group were ordered to leave the ship.

Early in the afternoon, when the fires had been brought under control, the listing carrier was taken in tow by the heavy cruiser Pittsburgh. Overhead, fighters flew a constant protective patrol. By morning of the following day (20 March), one of the carrier's firerooms had resumed operation, adding two knots to the Pittsburgh's towing speed, and the severe list had been corrected.

During the day, more boilers were put into operation, and the towline was dropped. But the ship was still in bad shape. She had no electric power and very little food. A small walkie-talkie, powered by batteries, was her only radio equipment. The steering gear was completely wrecked, and it was necessary to control her heading by varying the speed of the main engines.

But the courage and determination of the men who manned the ship pulled
Streams of water spout from cruiser Sante Fe in attempt to extinguish gasoline fires on Franklin's hangar deck.

her through. The skeleton crew, which had been kept aboard, worked day and night to insure that the ship would stay afloat. So well did they do this job that the carrier worked up to 23 knots speed under her own power.

On 21 March the Franklin re-embar ked about 300 of her men from other ships which had picked them up. An offer of additional crewmen, food and equipment was refused. The ship's walkie-talkie radioed back: “We have plenty of men and food. All we want to do is get the hell out of here.”

On 22 March the Franklin and a cruiser escort headed for home. She reached New York with her main mast leaning at a sharp angle, her foremast a jagged stump, her steel plates buckled and torn and her flight deck completely destroyed. She had lost a greater number of men and sustained more battle damage than any ship ever to enter New York harbor under her own power.

A tribute to the spirit of the officers and bluejackets who man the Navy's fighting ships, this “Fighting Lady” stayed afloat as others have similarly survived through the heroism of those who manned them. It is also a high tribute to the skill and devotion of those who design and build these sturdy warships for the Navy's fighting fleets.

The Franklin was built by the Newport News Shipbuilding and Dry Dock Company, Newport News, Va. She was launched 14 Oct. 1943 and was commissioned 31 Jan. 1944.

Franklin a Young Veteran Of Action in the Pacific

The Franklin had previously been damaged in action against the Japanese and returned to the battle areas only shortly before 19 March, the date on which she was bombed again.

On 14 Oct 1944, a year to the day after she had been christened by Capt. Mildred McAfee, USNR, Director of the Women's Reserve, the Franklin was attacked by four Japanese torpedo planes during a two-day strike at Formosa. Previously the carrier had been through the support phase of two invasions and had participated in six carrier strikes against Japanese-held islands.

The Japs attacked at dusk. They came just as the last of the Franklin's planes was preparing to return aboard from sorties that had smashed Japanese installations, sunk and damaged several Japanese merchant ships, accounted for six Japanese planes in the air and 54 on the ground.

They were spotted from the bridge. Barely had the warning, “Torpedo Attack!” been called into the loudspeaker system when antiaircraft guns on the carrier's island and the port side poured death into two of the Bettys— but they had already launched their lethal load.

One torpedo crossed the Franklin's bow. Another slid just below the fantail—missing by a few feet the giant screws. Maneuvering avoided them.

Lt. (jg) Albert J. Pope, USNR, Atlanta, Ga., the pilot of the last of the Franklin's planes seeking to land, was waved off. He spotted the attackers as he soared over the deck, zoomed upward, turned, dived on the tail of a Jap about to attack and splashed the Jap with his first burst of machinegun fire.

Another of the enemy planes, hit by the port batteries, skidded in flames across the Franklin's flight deck and fell into the sea. It narrowly missed...
Lt. Daniel M. Winters, USNR, Brooklyn, N. Y., assistant landing signal officer, who fell flat on the deck. A wing tip ripped out the seat of his trousers.

One man was killed and nine were wounded in the engagement. Comdr. Joe Taylor, USN, Jacksonville, Fla., air officer on the carrier who went through the Battle of the Coral Sea and other engagements without a scratch, sustained his first battle injury—a broken finger.

It was off the Philippines late that October, during the Battle for Leyte Gulf, that the Franklin was again attacked by Japanese planes while her own were smashing enemy targets on Luzon. The Franklin was moving in formation when a G4M scored a direct hit on the flight deck. The aerial bomb set fire to the flight deck and a nearby plane and penetrated to the hangar deck, causing additional fires.

The flames were brought under control in less than two hours, and meanwhile the planes of the Franklin were taken aboard by nearby carriers. Damage necessitated the Franklin's returning to the States for repairs. They were made at the Puget Sound Navy Yard, Bremerton, Wash., and the Franklin—called "Big Ben" by her crew—returned to service. Navy Yard civilians and ship-repair unit trainees worked night and day to put the ship back in action in the quickest possible time.

On 16 June 1944 the Franklin had left Pearl Harbor for her first engagement with the enemy. Air Group 13 on board was under command of Comdr. Charles C. Howerton, USN, of Quero, Tex.

The first strike was against the then Japanese-controlled island of Iwo Jima on 4 July. With appropriate fire-works, the island's airfields were temporarily neutralized. Later in July the Franklin was part of a task force which supported the invasion of Guam.

Another air smash on the Bonins was made in the first part of August. The air group accounted for three Japanese destroyers and four merchant vessels. The Franklin next prepared for the invasion of the Palau's. En route to Peleliu, first of the Palau's to be hit, "Big Ben" made another trip to Iwo Jima. She again neutralized Jap airfield facilities and destroyed 52 planes in the air and one on the ground.

Then followed the titanic blows which the Franklin, as part of Admiral William F. Halsey's 3d Fleet, helped pour on the Japanese in their own back yard, hitting first at the Philippines, then entirely enemy-held, and then striking the Ryukyus and Formosa.

During these actions, Air Group 13 was credited with downing 87 Japanese planes and participating in destruction of another. Pilots of the group took part in sinking or damaging 149,000 tons of enemy warships and 275,000 tons of merchant shipping.

JUNE 1945
BOMBs are taken aboard a carrier in a far Pacific anchorage. They were relayed to carrier through an advance base. Now they will be relayed to Japs.

ADVANCE BASE puts supplies and service forces in quick, easy reach of the Fleet. Pacific war acceleration will probably see more and bigger bases.
FLOATING DRYDOCK cradles a ship that has put into an advance base for repairs. The ship will be back in action weeks earlier than if it had to return to mainland for overhaul. Some floating drydocks are sent to bases in sections.

POWDER is taken on a battleship. Supply ship delivering it from advance base is alongside [right background].

JUNE 1945

SEAPLANE tender hoists aboard a PBM at an advance base. Spot repairs eliminate trips back to main bases.
HARA-KIRI ON

BAT OUT OF HELL: Trailing smoke, a Jap suicide plane overshoots its target, an Essex-class carrier, by less than 20 feet and dives into the Pacific. Japs have expended large numbers of planes in attempts to crash on our ships.

LAME DUCK: Jap pilot tries to get his limping Zero on a U.S. warship's deck. Instead, he plunged into the sea.

DEAD PIGEON: Both engines burning, this Jap bomber nosedives into the sea. A carrier's AA guns got her.
without seriously impeding our operations. But in nearly all cases they have achieved one aim: Hara-kiri.

**COOKED GOOSE:** All the fight is burned out of this suicide plane as it whizzes astern of its intended victim.

**JUNE 1945**

1. Wreathed in AA guns' smoke, Essex class carrier tags suicide plane attacking on starboard.

2. Blazing Jap continues his dive, swishing comet-like over carrier. Piece of plane sails off to left.

3. Plane and its bomb load blow up in water. Carrier, unit of Task Force 58 off Kyushu, sails on.
BUILT-IN GEYSER made the Birmingham unique among ships after Bougainville battle, when deck was cut to relieve pressure of water being shipped through hole in hull. Resulting geyser earned ship name of "Old Faithful."

EXPLOSION of the light carrier USS Princeton off the Philippines last October resulted in another ship's suffering one of the most devastating moments in naval warfare in the Pacific—with 229 officers and men meeting instant death and 420 injured.

These 649 casualties, more than three times the Princeton's own, were aboard the light cruiser USS Birmingham which for five hours had battled stubborn fires raging throughout the flat-top, victim of a Jap divebomber.

In releasing the story of the tragedy last month the Navy Department announced that the Birmingham, veteran of numerous combat actions in both European and Pacific waters since her commissioning in January 1943, had returned to service after being repaired and modernized at the Mare Island Navy Yard.

Jap Divebomber Scores

Both vessels assisted in operations in support of General of the Army MacArthur's first landing in the Philippines. Earlier, raids had been made to knock out Japanese airpower; but by D+4, 24 October, the enemy recovered sufficiently to organize counterattacks directed in part at the 3d Fleet under command of Admiral William F. Halsey Jr., USN.

At 0940 a single Japanese plane which had concealed itself above the overcast made a sudden divebomb run on the Princeton and dropped a bomb in the center of her flight deck. There was an explosion and the Princeton dropped out of formation to fight the fire that ensued. The cruiser USS Reno

and four destroyers, Irwin, Morrison, Gatling and Cassin Young, were ordered to stand by.

About 20 minutes later there were two violent internal explosions, possibly from bombs or gasoline, on the Princeton. She lost all motive power and was dead in the water, flames leaping from her deck to the overcast. The Birmingham then was ordered to reinforce the other ships at the scene and she undertook direction of the salvage operation.

Meanwhile, the abandon ship order was given aboard the Princeton and hundreds of men soon were in the water being picked up by the lighter vessels present. Her captain and a party of men remained aboard the Princeton in an effort to help save her.

Capt. Thomas B. Inglis, USN, of Houghton Lake, Mich., was CO of the Birmingham. As SOP and skipper of the vessel best equipped to fight fires, he determined to use a daring maneuver. To obtain the most efficient use of the Birmingham's fire-fighting capacity he ordered her run close alongside the Princeton on the windward side. The Reno meantime circled at a distance to give protection against possible plane or submarine attack.

 Birmingham Fights Flames

"The entire ship aft the bridge was in flames and heavy clouds of smoke," Capt. Inglis said. "Minor-caliber ammunition was continuously exploding like strings of firecrackers inside the Princeton. There were occasional heavier explosions. There was some danger in keeping the ships alongside, but I was somewhat relieved by the innocuous effects of the internal explosions and soon we made good progress against the flames."

The first half-hour of fire-fighting
gave promise of success in the battle to save the carrier. Also, a checkup showed there were no more men from the Princeton in the water.

By 1350 only a small fire was burning far aft and complete success seemed only minutes away when Japanese air raiders were reported approaching and one of the two destroyers made what appeared to be a submarine contact. Under the circumstances it was imprudent for the Birmingham to lay dead in the water moored alongside, the disabled carrier so lines were cast off and she moved out and joined the circling screen to repel air attack.

The submarine contact proved false but it was an hour before the planes were turned back and the Birmingham could once again approach the Princeton. Everything was made ready to wind up the job. Men manned the fire hose, reached the tow lines and the mooring lines, formed the volunteer details and stood by their duty stations for the many other topside chores — manning the antiaircraft guns, signaling and maneuvering.

**Magazine Explodes**

The Birmingham had approached to within 50 feet of the carrier when the latter's magazine blew up. Men on bridges of the other ships saw the stricken vessels leap apart from the force of the explosion. The Princeton was enveloped in orange flames. Columns of acrid smoke poured out.

The decks of the Birmingham presented a scene of horror and agony. Blood ran so freely that sand had to be scattered for safe walking. Her topside structures were pierced by the spray of torn fragments of the Princeton. The stacks, deckhouse and antiaircraft guns and mounts were considerably damaged.

Capt. Inglis gave much credit to the only surviving medical officer aboard (the senior medical officer earlier had gone to another ship to perform an emergency operation), Lt. James H. MacArt, (MC) USN, of South Orange, N. J., for organizing every possible aid for the stricken men and cutting the loss of life among the wounded. Additional medical help was obtained in a few hours.

**Skipper Wounded**

Capt. Inglis remained at the con to move the Birmingham from the danger of further explosions, although he was suffering from severe burns and a broken arm. There also was imminent danger from nearby enemy airfields and the executive officer, Comdr. Winston P. Folk, USN, of Franklin, Tenn., despite painful shrapnel wounds, hurried about the ship reorganizing gun crews and speeding first aid. He took command of the ship when Capt. Inglis was forced to relinquish it because of his injuries.

"The behavior of the crew," said Capt. Inglis later, "was magnificent . . . beyond my ability to describe. Where confusion and hysteria might have been there was nothing but order, coolness and selfless devotion to duty, ship and shipmates.

"Our steel ships also are served by iron men."

**JUNE 1945**

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![Birmingham crew break out fire hoses to aid burning Princeton.](image1)

![Cruiser loses out to fire as the Princeton's magazine blows up.](image2)

![Riddled by a rain of steel from the explosion, the Birmingham looks more like a sieve than a cruiser, but was able to steam to a U. S. port.](image3)
Benefit Banzai

The Japs aren’t such bad little fellows at that. Did you know, for instance, that they put on a benefit event for the Navy Relief Society on Corregidor? “Safact . . . they staged a banzai charge for the NRS.

It was this way. During the early hours of the second day of the assault on the Manila Bay fortress, the Japs came squealing out of their caves in a banzai charge near the beach. A radio call was sent to the destroyer Converse, standing offshore, requesting one star shell per minute over the area from which the attack was coming.

The Converse’s gunners went into action before you could say “Hirohito.” Star shells splashed the black sky into Broadway brightness. The screaming, onrushing Japs were silhouetted sharply . . . and promptly eliminated.

Gratefully, the next day, the men on the beach sent souvenirs to the Converse’s crew. There were Jap rifles, spears, helmets and cigarettes. The souvenirs were raffled off among the crew . . . and the proceeds donated to the Navy Relief Society.

The Plans of Men . . .

This is the story of a case of canned white crabmeat, and its travels . . .

Once upon a time, some cans of the toothsome morsels were packed by Japanese workers and shipped to the British Officers’ Club in Singapore.

Came the war, and the Japs captured Singapore and the British Officers’ Club and, so sorry, please, the crabmeat. They sent the honorable spoils to their honorable officers’ club on honorable Saipan.

Came the Marines, and they captured Saipan and the Japanese Officer’s Club, and, so happy, thanks, the crabmeat. They presented the delicacy to Lt. (jg) William N. Trull, USNR, for an officers’ mess in Service Squadron Ten.

The other day came word from the Pacific:

“The crabmeat story can go no further . . . we have eaten it all!”

Squeeze Play

The uss Menominee, chunky little fleet tug, has been out in the Pacific two years. In her good samaritan role, she has saved 12 ships and pulled 20 others off reefs. But if you ask her crew, they’ll probably tell you that her most unusual rescue operation concerned not a ship but a man . . .

It happened one night when the tug was resting peacefully in a harbor. From a nearby cruiser came an urgent call: A radioman was trapped in a flooded compartment. He had been caught in an emergency radio room in the outboard corner of a larger compartment which had been flooded when the cruiser was hit the preceding day.

The room was inaccessible from two sides because the larger compartment was flooded with oil. Rescuers could not get to him through the outboard side because it was below water level, and no rescue could be effected from overhead because the compartment above was flooded with 18 inches of oil. It all meant that the only approach to the trapped man was through the forward bulkhead of heavy armor-steel.

At first, the cruiser’s engineers hesitated at cutting through that, thus possibly weakening a mainstay of the dangerously damaged ship.

However, the rescue party from the
tug decided that saving a life was worth the risk. They set to work with an acetylene torch to cut a hole large enough to free the radioman. Fumes and heat from the torch became unbearable, so the man in the radio room and the trapped man felt himself losing consciousness. So the rescue party quickly cut a small hole in the steel bulkhead, which gave them a better escape than a drinking hose through it to provide fresh air while the larger hole was being cut. And, in time, the radio man squeezed through to safety.

"... Into My Parlor..."

And now comes the story of an airfight in which a Jap plane was chased and destroyed without a shot fired! On routine patrol over Luzon, a PB4Y spotted a Jap Jake below, about five miles ahead. The huge four-engined Navy search plane, piloted by Lt. (jg) Sheldon L. Sutton, USNR, Maiden, Ill., gave chase. The enemy seaplane's pilot spied the big craft whooshing down and, nosing over, made a bee-line for the island of Luzon. Over the beach and across the island, the planes flew. Each time the Jap tried to turn away, the search plane "cut the corner," forcing him further inland and closing the distance between them. The Jap, in his desperate attempt to escape, slipped lower and lower until he was only 25 feet off the ground and the pursuer merely 50 feet higher.

With the big Navy plane continually closing the range, the chase soared into a valley. There the Jap found himself in a pretty mess, hemmed in on each side and in front by hills and in the rear by the PB4Y. Frantically the Nip, still just beyond reach of the PB4Y's guns, tried to wheel and wing over one of the hills. But his turn was both too little and too late... and he crashed in flames.

On the other hand, the PB4Y made a successful 180-degree turn, skimmed over the hill and headed back home.

**Grinding a Meat Ball**

1st Lt. Robert R. Klingman, Marine Corsair pilot, also believes in doing things the hard way, apparently. At least, he believes in doing them at all costs. He couldn't use his guns, and he didn't have any convenient cliffto chase his Jap against, but is was his first crack at a Nippo and he was determined not to let him escape. So, quite methodically, he chopped the Nip plane's controlling mechanism to pieces with his propeller and sent the craft plummeting earthward...

It happened over Jap-held Amami Island north of Okinawa. Flying at 10,000 feet, the 28-year-old Binger, Okla., aviator saw vapor trails of a Jap racer far above. Climbing to 45,000 feet, he got on the tail of a Nick, new Jap twin-engined bomber, only to find that the high altitude's low temperature had frozen his guns.

Nevertheless, Lt. Klingman hung on. Fortunately, the Jap's rear gunner was unable to fire and fight off the Marine's swoop. The Corsair's first charge slashed off about two feet of the tail. On his second pass, Lt. Klingman rammed his plane into the rear gunner's cockpit. Then he attacked for the third time and cut the rubber completely off, choppd up the horizontal stabilizer and elevator... and down went the Nip plane in a violent spin, carrying its crew toward certain death.

Lt. Klingman, short of gas and his engine damaged, glided most of the way home and made a deadstick landing just 10 feet short of the newly won runway on Okinawa.

**D (for Debate) Day**

How his navigation officer lost one debate before abandoning ship and another before being plucked from the Pacific is told by Capt. J. L. Pratt, USN, skipper of the USS Bismarck Sea. The CVE was mortally wounded off Iwo Jima...

"The third explosion reminded us that we had better get over the side quickly," Capt. Pratt relates. "All the men had already gone, so I told the navigator to go down the line and he said, 'Oh, no, after you, sir!' And I said, 'No, you'd better get down there now.' And he said, 'Oh, I'd much prefer that you go first.' Well, it was necessary for me to remind him that I was supposed to be the last one off the ship... whereas, under orders, the navigator went down the line first..."

End of debate No. 1: The loser—the navigator.

"When he got into the water," the captain continues, "he was buffeted about quite a bit and when he arrived alongside the destroyer, he was suffering from fatigue. He was not a strong man physically, but he had indomitable courage. He missed the cargo net alongside and as he went by he called to a man on deck and said, 'You up there, throw me a line because I'm very weak.' The man on deck said, 'All right, we'll get a line to you.' The navigator said, 'Well, please get a line right away because I'm sure I'm drowning.' He was. But the man on deck said, 'Oh, no, you won't drown.' And the navigator said, 'Oh, yes, I will. You must throw me a line immediately. Drop that line to me.' So the man on deck threw the line down and the navigator grasped it...

End of debate No. 2: The loser— the navigator: He didn't drown.

**Invasion: Tokyo Style**

Two days before the Marines slugged their way ashore at Iwo Jima, a lone, tiny YMS, flagship of a minesweeper group, charged boldly to within 1,200 yards of the beach. Unconcernedly, she went about the task of surveying the assigned area for mines, and then turned seaward to rendezvous with her flotilla.

Just then, the Japs opened up with 3-inch and heavy automatic antiaircraft guns. As the little ship ploughed back to the flotilla, Jap shells churned the water all around her...

The next day Tokyo's radio squawked forth the news that "the enemy attempted landings" and "our defense garrison promptly repulsed same."

**Out-of-Lion’s-Mouth Dept.**

His plane crippled in a mid-air collision with another dive-bomber, Lt. (jg) Ronald L. Somerville, USNR, Chillicothe, Mo., had to bail out. He landed smack in the middle of Kagoshima Bay, three miles off Kyushu, one of the Japanese home islands.

Struggling out of his parachute, the flyer climbed exhaustedly into his raft. Overhead, four Hellcats hovered... "I knew they were there to help me," he related. "Two were flying low, two more were higher up. Then I saw the Japs. Eight of them, Zeke's flying south. One must have spotted my dye marker in the water, for he peeled off and started toward me. I thought: Well, I got out of the last tough spot, but maybe this is the real one..."

Before the Zeke could do anything, however, the four Hellcats swirled into action. Five Japs were shot down in the very first few minutes. One of the Jap pilots parachuted and floated down toward Lt. (jg) Somerville.

"I figured," Lt. (jg) Somerville said, "this'll beat all; a naval engagement, raft to raft, between me and a one-man Jap task force right there in the middle of Kagoshima Bay.

The skipper plowed boldly to within 1,200 yards of the enemy, and rammed his plane into the rear gunner's cockpit. Then he at-..."
MEDICAL CARE FOR DEPENDENTS

In response to numerous inquiries I received from service personnel who have asked: "What medical care and hospitalization are my dependents eligible for from the Navy?" the following information has been compiled. It is based on the most recent instructions issued by BuMed to all Navy and Marine Corps activities, and applies to men and women in the Navy and Marine Corps, and to the Coast Guard while it is operating as a part of the Navy.

Whom does the Navy define as a "dependent"?

To be entitled to medical care and hospitalization dependents must be a lawful wife, unmarried dependent children, adopted children or stepchildren less than 21 years of age, or dependent mothers and fathers.

Whose dependents are eligible?

Dependents of the following officers and enlisted personnel are eligible to receive medical care and hospitalization: (1) Of regular Navy, Marine Corps and Coast Guard personnel on active duty; (2) Of retired personnel of the regular Navy, Marine Corps and Coast Guard whether on active duty or not; (3) Of personnel on active duty with the Naval Reserve, Marine Corps Reserve or Coast Guard Reserve (other than reservists on training duty only); (4) Of personnel of the Naval Reserve, Marine Corps Reserve and Coast Guard Reserve in pay but not on active duty; (5) Of personnel transferred to the Fleet Reserve or Fleet Marine Corps Reserve after 16 or more years of service.

Are dependents of deceased personnel eligible?

The only dependents eligible are: (1) Widows of personnel who, when death occurs, are on active duty or on the retired list of the regular Navy, Marine Corps or Coast Guard; (2) Widows of personnel who, when death occurs, are on active duty of a permanent nature in the Naval Reserve, Marine Corps Reserve or Coast Guard Reserve; (3) Widows of personnel in the Naval Reserve, Marine Corps Reserve or Coast Guard Reserve who die on active duty during war or national emergency; (4) Widows of personnel of the Naval Reserve, Marine Corps Reserve or Coast Guard Reserve, who die while retired with pay but not on active duty; (5) Widows of personnel who, when death occurs, are not on active duty, but are members of the Fleet Reserve or Fleet Marine Corps Reserve; (6) persons transferred thereto after 16 or more years of service.

Are children of deceased servicemen and women eligible?

No.

Are dependents of reservists called to active duty for short periods of training eligible?

Dependents of personnel in the Fleet Reserve or Fleet Marine Corps Reserve are eligible even though called to duty for a short period of training. However, dependents of other reservists called up for similar training periods are not eligible.

Are husbands of women in the service eligible?

No.

Are dependents of personnel confined by court-martial eligible?

Yes, except for dependents of prisoners whose sentences of dismissal from the service have been accomplished or whose enlistments expire during their confinement.

What proof of dependency is required?

Proof of relationship and dependency are best established if the dependent of an enlisted man or woman is currently receiving a family allowance from the Government, or in the case of an officer (or enlisted man in the top three pay grades who is drawing MAQ), if the dependent is receiving a dependency allotment of a substantial amount. In the absence of an allowance or dependency allotment, other convincing proof of relationship and dependency is required, such as a sworn statement from the serviceman or anything which would help establish that the food and lodging for the dependent was being provided for by the serviceman.

What evidence is the dependent given to certify that the dependency has been established?

After dependency and relationship have been established, the dependent is given a Dependent's Identification Card. This card is honored for one year from the date of issuance (at which time it may be renewed if dependency still exists). It is recognized by all naval dispensaries and hospitals having facilities for treating dependents during the time they are eligible to receive such medical care or hospitalization.

Who issues these ID cards?

Any naval dispensary or hospital where treatment is available.

What is "out-patient" care?

This is treatment given by a naval dispensary or hospital where the patient is not hospitalized, or when treatment is given at home, in cases of emergency. This latter service, however, is available only at certain stations.

What is "in-patient" care?

In-patient treatment refers to the admission of dependents for hospitalization in a naval hospital or dispensary. With the approval of the Secretary of the Navy, the Surgeon General designates those hospitals and dispensaries where patients may be admitted for in-patient hospitalization treatment under the following conditions: (1) where civilian hospitals are inadequate; (2) where the naval hospitals or dispensaries have adequate facilities, and (3) where such service can be accomplished by the personnel attached to the hospital or dispensary.

Who decides whether a dependent requires in-patient or out-patient treatment?

The medical officer in command of the hospital or the medical officer in charge of the dispensary where the dependent applies for treatment will make the necessary decisions. Hospitalization can naturally be provided only when suitable accommodations are available, and when the hospital or dispensary has adequate staff and facilities to treat dependents in addition to the service patient personnel.
Saluting the Quarterdeck

Chances are when you go aboard a ship and render a salute to the quarterdeck you never think, “This is a hangover from an old Roman custom.” But back in the days when the Greeks and the Romans ruled the sea, the pagan altar was placed aft and all men boarded a ship genuflected to it. Later, when early Christians went to sea, similar tribute was paid to the Shrine of the Virgin, which was set up in about the same place. The shrines were later replaced by the flags of the sovereigns, who ruled by “divine right.” The custom of paying respect to the quarterdeck still survives today, and the colors have become the central object of respect.

Was the Navy furnish it?

No, except where the patient is hospitalized and requires dental care to alleviate his or her condition. For instance, if a patient is admitted for hospitalization with an infected jaw which requires dental surgery in order to alleviate the condition, the dental treatment would be given. The fact that a patient is admitted to a hospital with a broken leg does not, however, mean that he may have his teeth repaired while in the hospital.

Are artificial limbs, glass eyes, false teeth, etc., provided?

No, these may not be provided dependents at Government expense.

If treatment by a civilian specialist is required, will the Navy furnish it?

No, the services of such specialists would have to be paid for by the dependent.

Are dependents entitled to the use of all naval hospital facilities and services?

Yes, when hospitalization is authorized all facilities and services are available for the care and treatment of dependents, including laboratory work, operating room facilities, medicines, nursing care, blood transfusions, etc.

Does the Navy provide free ambulance service?

As a general rule, transportation is not provided for patients either to or from the hospital. However, at some stations, ambulance service may be available for emergency cases.

Are prescriptions filled?

Yes, items listed in the supply catalogue and supplemental supply catalogue carried in stock are provided without cost to dependents when the prescriptions have been written by Navy medical officers. Prescriptions written by civilian doctors may not be filled at Navy dispensaries or hospitals.

Will the Navy pay expenses at a civilian hospital?

No, the Navy may not authorize, pay for, or assume any financial responsibility in connection with medical, dental or hospital care obtained by or for dependents from civilian physicians, dentists or other practitioners in civil hospitals and clinics, or in hospitals or medical facilities of branches of the Government other than the Navy.

Is maternity care available?

In-patient maternity care is available at some naval hospitals and dispensaries, dependent upon the availability of beds and other facilities—and adequate staff personnel. Where maternity cases are admitted, a charge of $1.75 per day is made. Where naval hospitals are not available with facilities to admit maternity cases, but doctors are available, the Navy will provide the doctors without charge to the dependent. The Navy may not, however, assume hospital expenses for a dependent who is treated by a Navy doctor in a civilian hospital.

Is any other maternity care available?

Yes, under the Emergency Maternity and Infant Care (EMIC) program of the Children’s Bureau of the U.S. Department of Labor, the wife of an enlisted man of the Navy, Marine Corps or Coast Guard in the four lowest pay grades (PO3c, sergeant or below) is eligible, irrespective of her legal residence and financial status, to receive free medical, nursing and hospital maternity service throughout pregnancy, childbirth, and until the child is one year of age.

This service is available in every state, Hawaii, Alaska, Puerto Rico and the District of Columbia. The wife may have free choice of all types of available facilities and services, including private physicians, clinics, hospitals and other health activities which meet the standards established under a state plan. The physician and hospital selected must, however, agree to accept payment only from the State health agency, which may not be supplemented by payments from the man or his wife. All payments are made from federal funds. Although the EMIC plan is not intended for those who wish to pay for luxury accommodations, the standards have been set at a level which insures excellent care for the mother and child.

How does one apply for EMIC?

Requests for application blanks and for information may be addressed to the State Health Department of the state in which the wife resides.

How does the wife establish eligibility for EMIC?

A letter, family allowance check or any other official document carrying the husband’s service number and rate and dated within two months of her application is considered satisfactory evidence to establish her entitlement to receive EMIC. If the wife moves to another state, while receiving care, she may continue to receive such care by making application in the state to which she has moved.

Does she continue eligible if her husband is meanwhile promoted above PO3c or is discharged?

Yes, even though the husband is promoted or discharged, the dependents will be eligible. The wives of men who are missing in action, prisoners of war, or of deceased personnel are also eligible, provided the application for maternity care is received within 10 months of the date on which the husband died or was declared to be missing in action or a prisoner of war. A child born under such conditions would also be entitled to the same care as any other infant. An illegitimate child under one year of age may receive care if paternity is acknowledged by the enlisted man. However, the unwed mother would not be eligible.

Are records kept on medical attention given dependents?

Yes, complete records are forwarded to BuMed by the hospital or dispensary where the patient is treated.

Is other aid available?

Where naval dispensaries and hospitals are not available within a reasonable distance of the dependent’s home, and where financial hardship is involved, service personnel or their dependents may make application to the Navy Relief Society for aid. Personnel may address their appeals to any of the Navy Relief Society auxiliary offices located all over the country or to Headquarters, Navy Relief Society, 2118 Massachusetts Avenue, Washington 25, D. C.

Where is out-patient service available?

Out-patient treatment is available at all naval hospitals and dispensaries. The location of the nearest one may be obtained either by asking...
the Benefits and Insurance Officer at your station, or by writing to the commandant of the naval district in which the dependent lives.

Where is in-patient care given?

A list of naval hospitals and dispensaries authorized to furnish hospitalization for dependents follows. Admission to these hospitals is naturally restricted to beds being available, and in some instances, certain types of cases cannot be accommodated because of lack of available facilities for such work.

ARKANSAS
Naval Dispensary, Marine Corps Air Facility, Walnut Ridge.

BERMUDA
Naval Dispensary, NAS, NOB.

CALIFORNIA
Naval Hospital, Mare Island.
Naval Hospital, Oakland.
Naval Hospital, San Diego.
Naval Hospital, San Diego.
Naval Hospital, San Diego.

FLORIDA
Naval Dispensary, NAS, Banana River.

Naval Dispensary, NATB, Fort Pierce.

Naval Hospital, Key West.
Naval Hospital, Jacksonville.
Naval Hospital, Miami Beach.
Naval Hospital, Pensacola.

GEORGIA
Naval Hospital, Dublin.
Naval Dispensary, NAS, Gordon Airport, Atlanta.
Naval Dispensary, NAS, Glynco.

IDaho
Naval Hospital, Fort Lewis.
Naval Hospital, Sun Valley.

KANSAS
Naval Dispensary, NAS, Olathe.

MARYLAND
Naval Hospital, Annapolis.
Naval Hospital, Emmaus.
Naval Hospital, Bethesda.
Naval Dispensary, NAS, Patuxent River.

MASSACHUSETTS
Naval Central Dispensary, 250 The Fenway, Boston.

Naval Hospital, Chelsea.

MISSISIPPI
Naval Dispensary, NTC, Gulfport.

MISSOURI
Naval Dispensary, NAS, St. Louis.

NEVADA
Naval Dispensary, Naval Ammunition Depot, Hawthorne.

NEW HAMPSHIRE
Naval Hospital, Portsmouth.

NEW JERSEY
Naval Dispensary, NAS, Cape May.

Naval Dispensary, NAS, Lakehurst.

NEW YORK
Naval Hospital, Brooklyn.
Naval Hospital, Kennedy.

NORTH CAROLINA
Naval Hospital, Camp LeJeune.
Naval Dispensary, NAS (LTA), Weaverville, Elizabeth City.

OKLAHOMA
Naval Hospital, Norman.

OREGON
Naval Hospital, Astoria.

SOUTH CAROLINA
Naval Dispensary, NAS, Beaufort.

Naval Hospital, Charleston.

Naval Hospital, Parris Island.

TEXAS
Naval Dispensary, NAAS, Chase Field.
Naval Hospital, Corpus Christi.
Naval Dispensary, MCAS, Eagle Mountain Lake.

Naval Dispensary, NAAS, Kingville.

UTAH
Naval Dispensary, Naval Supply Depot, Clearfield.

VIRGINIA
Naval Hospital, Fort Eustis, Lee Hall.

Naval Hospital, Norfolk.

Naval Hospital, Portsmouth.

WASHINGTON
Naval Hospital, Puget Sound.

Naval Dispensary, NAS, Whidbey Island.

WORLD'S LARGEST plane, the Mars skims gracefully back to her home waters at NAS, Patuxent River, Md.

MARS HOME WITH LOG FULL OF WORLD RECORDS

Seventeen months and 300,000 miles after she took off on her first war mission—a record 4,376-mile freight haul to Natal, Brazil—the Mars, world's largest airplane, has returned home to train crews for 20 new Mars-type flying boats now under construction.

From Hawaii the Mars winged into Patuxent River Naval Air Station in Maryland, the stretch of water from which she took off with a 12,000-pound cargo on 30 Nov. 1943 on her first of many record-smashing hops. Although NATS research men wanted to delve deeper into her potentialities as a cargo carrier, her tremendous capacity was greatly needed in the Pacific. She was rushed into the San Francisco-Hawaii service soon after her first trip.

From 18 Jan. 1944 until she returned home for good 30 April 1945, the Mars made 186 regular trips, hauled more than 2,500,000 pounds of cargo, carried more than 2,000 passengers and flew approximately 300,000 miles. During March 1945 she cracked all previous trans-ocean records by toting over 400,000 pounds of cargo and 473 priority passengers. In addition to proving invaluable as a fast transport for emergency war goods, the Mars earlier served as an aerial testing laboratory for aircraft engines. Her four huge Wright engines are the same type which were later used to power the B-29 Superfortresses in their devastating attacks on the Japanese homeland.

Eight of her crew remained with the Mars from the time she was built until her return to Patuxent. They were Lt. Comdr. William E. Coney, USNR, her skipper; Lt. Comdr. Joseph A. Baker, USNR; Lt. L. H. Witherspoon, USNR; Lt. Ronald A. Dumont, USNR; Lt(jg) Albert H. Geck, USN; Warrant Carpenter Donald J. Julles, USN; Jesse E. Jenkins, ACM, USN; and Howard C. Bowman, ACM, USN.

ALL HANDS
Tracing the Steps
Going Up in Rank

Nature has endowed all normal men with a certain amount of self-esteem, and civilization has given most of them an appreciation of the beauties of a balanced bank account. Those twin wellsprings of commendable drifts to a subject close to the naval ambition may explain why, sooner or later, a term talk eventually drifts to a subject close to the naval heart—promotions.

Is the Alnav procedure the fairest possible promotion system? Why aren’t lieutenants promoted by Alnav? Doesn’t the Alnav promote the slow-witted along with the competent? Do reservists sit on selection boards? Does each selection board have a “black list” of men who have gotten into scrapes? Are all names which go before selection boards studied with equal care? What happens to the man passed over by the selection board? Isn’t it true that of two equally good men of similar training and experience, one may be promoted and the other passed over?

All these questions—and many more—bounce hard and fast off the bulkheads of wardrooms around the world. The following is an attempt to answer briefly and simply some of these questions.

Before starting up the promotion ladder with Joe G., it is necessary to hammer down one fact. The keystone of all Navy promotions is to be found in a five-word phrase in the temporary promotion law of 24 July 1941. These words are “The needs of the service.” Spelled out, the law authorized the President to effect such temporary promotions as the President may determine the needs of the service may require, and in such manner and under such regulations as he may prescribe.

Briefly, then, the approach is: Does the Navy need 5,000 more jg.s and 2,500 more lieutenant commanders? If so, promotions are made. If not, no promotions are made. The coming—because Navy promotions are made not for recognition of merit or length of service only, but for the needs of the service must govern.

Now, for our man Joe. When the war broke out, he was 21. He was just out of college and hoped to have a career in law. Instead, he turned up as a midshipman at Columbia University, in New York City. He graduated from midshipmen’s school, was commissioned an ensign and ordered to board his destroyer. Or he may have made ensign from the ranks on recommendation of his CO.

Frankly, BuPers was not intimately acquainted with Joe. Papewise, it knew of his existence—and, in a general way, of his qualifications and training. It could place a finger on him at a minute’s notice. And it could whip him across the country—or world—at the drop of a carbon copy. But the fact remains: he was merely one of tens of thousands of able-bodied young ensigns whose mental, moral and physical qualifications were known to be sound. BuPers did not know whether he was more competent than his midshipman classmates, or whether he had greater aptitude in handling men.

On his destroyer, Joe proved a steady hand. He studied hard, learned from the veterans on board. He lived—all this time—in his relatively small world of routine drills, watches, study, and occasional leaves.

Meanwhile, without specific reference to him, the tides of war were running strong—sometimes favorably, sometimes not. Up at the top where the grand concept and strategy of war was being planned, it was decided to build “x” battleship, “y” new carriers and “z” new cruisers. New ships meant new men. New men meant new officers.

But even at this point no one thought of Joe by name—Joe, the individual, who like thousands of other junior officers was doing a routine shipboard job. To BuPers he was still merely one of several thousand sound ensigns who were fast becoming imbued with a knowledge of the Navy and its customs.

In BuPers’ Division of Officer Personnel promotions section, however, steps were being taken which were to move toward Joe, the individual. Following the decision of the high command to build and man more ships, the promotions section was directed to start a flow of j.g.s into the Navy’s channels. This flow was to be regulated by simple arithmetic.

It worked out this way: There were available to the Navy “x” number of ensigns whose active duty date was 1 Jan. 1942, “y” number of ensigns whose active duty date was 2 Jan. 1942—and so on. By running a pencil down the list of dates and the numbers of men marked against each date, the promotions section could regulate the even flow of ensigns to j.g. by simply adjusting the size of the bracket with an active duty date at each end. If it wanted to include more men, it widened the bracket. If it needed less, it narrowed the bracket.

Thus, when Joe’s name came along within one of the pay-off date brackets, he was promoted. He was one of the 10,000 or so ensigns promoted “en bloc”—promoted, that is, unless his CO withheld the promotion for reasons of physical disability—or professional incompetence.

In back of this mass promotion of 10,000 officers at one whack were some assumptions in the collective mind that go to make this promotions law. BuPers was known that Joe was good enough (1) to gain admission to midshipmen’s school and (2) to graduate. In other words, BuPers good enough to assume he would have been washed out of midshipman’s school. In any event, it was on the books that he had made ensign and served in that grade the required number of months.

Obviously, BuPers would like to know more about Joe. What sort of boat officer is he? Does he see spots before his eyes when he gets excited? How alert is he on watch? Is he sharp on reporting-board procedure? How does he control himself under pressure? How does he get on with his men? And many more questions besides.

But at this point, BuPers runs smack into one plain fact: 10,000 ensigns are a lot of ensigns. A war is a war and that which outweighs the individual study of ensigns. Moreover, because their naval careers have been brief, these ensigns have necessarily skimpy performance records and so the study wouldn’t prove too much anyhow.

So, once again, the promotions section has to lean on another reasonable assumption—that the average ensign has turned into neither a disciplinary nor an incompetent. And, lacking the manpower and sufficiently detailed records to process the whole lot to j.g. as individuals, the entire field of 10,000 is promoted to j.g., except those whose promotions are withheld by their COs. This offers a vivid contrast with the more leisurely days of peace when the Navy had time to promote j.g.s by selection boards.

Does this “en bloc” system let some “gold bricks” through to j.g.? It does. Would BuPers like to keep them back and let only the meritorious through to the coveted extra half-stripe? It would. But the pressures of war confront the Navy with a need for 10,000 j.g.s in a hurry. So it passes the entire group through, authorizing the promotion of a scattering of mediocres along with the worthies. But the CO on the spot, who knows the ensign better than the Bureau, need not promote the unworthy one. All BuPers did was authorize the promotion, not order it.

Before we take Joe up the ladder any higher, let’s backtrack a bit and consider the case of the older ex-civilian who is clambering up the promotion ladder. If the older man was commissioned direct from his civilian job. When he came into the Navy he was given a rank which was determined according to his
age and the amount of skill and responsibility he had developed in his civilian calling.

If he was in his twenties, he probably started as an ensign. If in his early thirties and making good in some civil service position, he might have gone in as a j.g. If in his mid-thirties or older, he usually started as a full lieutenant or lieutenant commander. Graduations in rank also took account of the degree of success a man had made as a civilian. And sometimes, if he had reached a particularly eminent position as some sort of expert, the test was taken into consideration. In the background of all decisions stood the constant yardstick: "The needs of the service."

Oder men frequently were assigned to their specialties. Merchandising men went into the Supply Corps. Teachers found themselves lecturing on newly acquired Navy subjects. Writers were put to work writing. And so on. Nevertheless there were many exceptions. Almost all men sooner or later found themselves in some type of training school. As time went on, many an accountant found himself standing deck watches alongside his colleague who had come in through the midshipman route. And many a lawyer found himself a gunnery officer. Yet, so far as promotions went, he took his place in the promotion ladder at about the same date as the in the same way as Joe, the former midshipman.

But to return to Joe, who has just made j.g. He is no smarter and no more experienced in his job than he was the day before when he had only one stripe. Yet, with that added half-stripe, he has automatically taken on additional value to the Navy. He can now assume new duties more or less close to him as an ensign. He can give certain orders, or new crop of ensigns crowding up from the bottom. So he goes along as a j.g. Months pass. He learns new duties. He takes more courses. Slowly he continues to increase his usefulness to the Navy.

Meanwhile, the high command again decides it needs "x" new battleships and "y" new 45,000-ton carriers, as well as other ships. This, in terms, means a need for 10,000 new lieutenants. Here again, Joe is not thought of by name. But he is needed by the time as a lieutenant. The same process which lifted him from ensign to j.g. now hoists him from j.g. to lieutenant. More training follows; more duties, more experience, and more responsibilities. And, sooner or later, there comes a call for a few thousand lieutenant commanders.

This time, the arithmetic bearing on "the needs of the service" calls for only 4,200 lieutenant commanders. The records show that 6,500 men are available for promotion. If Joe is selected, he gets his square step up the ladder of promotion. His chances are thus greatly increased.

For equipment the board has four things in mind: it has to find desks for each man, a big table around which all the members can sit in a body, a precept and a president. The precept directs the board to pick the 4,200 men found to be the best fitted for promotion. It gives the number of affirmative votes a man must have to be promoted-12 in a 18-man board. Attached to the precept is the list of men to be considered and their precedency order.

A selection session will open in the morning. Each member of the board is assigned a desk and a certain number of jackets to study. He analyzes each man's fitness reports and correspondence. Important points he jots down carefully on a specially prepared white blank. Marks, comments, letters of commendation or reprimand are closely noted. Reports and comments of reporting seniors are compared for consistency. The Navy is now really taking a close look at Joe.

In the afternoon, the board sits down as a body around the big table. Each member in turn makes a verbal report to the entire board, summarizing what he has found. Over several days or week every last name on the entire list of 6,500 is given the same close study. These proceedings are presided over by the board's president, a man chosen for fairness and judicious temperament.

Sometimes the member making the individual analysis will read aloud a letter which he thinks has a bearing on the situation. As in the instance of a certain lieutenant who ran his ship aground. This lieutenant wrote somewhat as follows: "I was a lawyer before the war. I had never been at sea before in my life—but my ship aground—but not wilfully." He was promoted.

Under study in these sessions is not only the man reported upon, but also the officer reporting. Other than the reporting senior is known to members of the board. It is known whether he is a tough marker who wouldn't say a kind word about his own mother. Or whether he is an analyzing man who passes out uniformly good reports for all.

The touchstone to promotion, all things considered, is the fitness report. The one thing looked for first is: did the man's CO recommend him for promotion? If he did, his chances are good. If not—his chances are diminished, regardless of any favorable comment under "remarks." The entire fitness report is studied, however, in terms of all available data such as commendations and awards, and their opposites. Every effort is made to arrive at a comprehensive appraisal of the officer's fitness for promotion.

Apart from the fitness report and the recommendation of the board, the board has no other written material to guide it. There are no "black list" of men who have got into scrapes. No minutes of the sessions are kept. The Bureau of Personnel keeps secret the membership of boards. This is to prevent well-meaning but unwanted advice and influence from outside. It also serves to keep people out of the hair of board members.

All these considerations bring up a tough question: does the Bureau have a gilt-edged assurance that the 4,200 men selected are the very best of the 6,500 available? The answer is "probably not," the human factor being hard to weigh. The precept says: consider 6,500 lieutenants for promotion; pick the 4,200 best fit for promotion. The selection board does it to the best of its ability.

This leaves 2,500 who have been passed over not recommended for promotion. Does this mean all of the 2,500 passed over are not as good as some of those selected? Absolutely not. It is perfectly possible that 4,500 of the 6,500 available? The answer is "probably not," the human factor being hard to weigh. The precept says: consider 6,500 lieutenants for promotion; pick the 4,200 best fit for promotion. The selection board does it to the best of its ability.

Statistically, the fact probably is that of any group of 6,500 men there is a small percentage of men at the top and a small percentage of obvious incompetents at the bottom. Between these two extremes are the large bulk of men, all of them general-
ly more or less fit for promotion. It is in the lower part of this large middle bracket that the job of selection is toughest. The board simply does the best it humanly can.

What about the 2,500 who were passed over? They are once more put back into the next pool of available men who come up for promotion. Even then it is possible for a good man to be passed over. And again because of the difficulties of measuring all the elusive qualities that go to make an officer "fit for promotion."

Once our Joe has made lieutenant or captain promotions from them on continue in the hands of selection boards. As he climbs higher the professional qualifications become tougher, but the procedure remains generally the same. The boards pick the best available men.

Those officers who are promoted from captain to flag rank are selected by a group of senior flag officers who constitute a panel. These senior officers do not meet as a board or committee, but receive individually a list of eligible captains, and each member of the panel selects from this list those officers who, in his opinion, are best fitted for promotion to flag rank. The recommendations are made directly to the Secretary of the Navy.

The Secretary then consults with the Commander-in-Chief and other senior officers, and makes up from those receiving recommendations from a majority of the panel a list of eligibles. This list is approved by the President.

From this list officers are promoted to flag rank as necessary to fill billets.

Spot promotions constitute a very small percentage of promotions but have been the subject of much talk and some misunderstanding. These are initiated by specific recommendations. The recommendations, in turn, must make it plain that the promotion would be according to "the needs of the service." Each recommendation must have the unanimous approval of a board of high-ranking officers appointed by the Secretary of the Navy.

For the most part Joe can disregard the "spot" as the chances are he will go up the ladder in the manner here described, and according to "the needs of the service."

NEW BOOKS IN SHIPS' LIBRARIES

Understanding the East

When the war in the Pacific is over, a new era in Eastern relations will begin, and we shall be concerned as never before with our stake in this vital area. Many books have appeared this fall giving phases of our Far Eastern relations.

Of these, T. A. Bisson's "America's Far Eastern Policy" is one of the most important. A Research Associate of the Institute of Pacific Relations, he was commissioned by the Institute to write his book in order to provide an impartial and constructive analysis of the situation in the Far East, with a view to indicating the major issues.

Much of his book is devoted to an historical survey with particular emphasis on the decade before Pearl Harbor. It is an important and valuable book, and an imperative one for everyone interested in the Far East.

Of Owen Lattimore's stimulating book, "Solution in Asia," it has been said that the triad of "population, peace, and the war" will be read in Foreign Offices throughout the world. He looks toward coming events that will bear on each aspect of international policy. He sees the "politics of attraction" as contributing to a new and more powerful role for the U.S.S.R. in postwar Asia, but feels the United States has at present the clearest power of attraction for all Asia. He warns us that to use this power wisely we must have an objective. He suggests that our power must be used to extend and strengthen the freedom bloc in Asia that will be initially constituted by China, Outer Mongolia, Korea, the Philippines and Thailand.

Harrison Forman was one of the few journalists whom the Kuomintang permitted to visit the unknown, mysterious Communist area of North China in 1940. His book, "Report from Red China," is a simple, straightforward account of what he saw in the six months' trip through the Communist-controlled territory where he saw the Chinese Reds and their peasant partisans fighting the Japanese occupying forces. Mr. Forman's conclusion is that the Communists form a free and independent body without subservience to Moscow and that they are interested, not in acting as agents for a foreign government or even in collectivizing China, but in bringing about a unified democratic nation and fighting the Japanese. At a time when it has been claimed that in saying kind words for the Chinese Communists, we are assisting a group that is bent on selling China out to Russia, Mr. Forman's observations are especially important.

David Nelson Rowe's book, "China Among the Powers," makes another important contribution to our understanding of the Far East. China cannot be independent as a military power because of her lack of steel, coal, lumber, and financial independency because so high a percentage of her population now lives at starvation level; nor industrially independent because of her lack of engineers and skilled workmen. He wants us to know and understand these facts in order that China's place among the powers can be changed from an extension of wishes into a truly meaningful expression of international fact. His conclusion is that China will be completely dependent on foreign aid for her program of modernization after the war.

Trio from Texas

Jimmie, Eddie and Mike were as lovable ne'er-do-wells as ever flowed from the pen of an author. Always thirsty, and always broke, they still managed to live from the fat of the land with a minimum of effort. They were occasionally threatened with an honest day's labor, but a convenient detour usually was found. "Walls Rise out of the earth to protect the pure in heart," was Jimmie's philosophy.

Comfortably settled in a Brazos River shanty, deep down in Texas, this trio wrote a book, "Walls Rise Up," coasted along on the edge of the law, 'taking advantage of their neighbors' weaknesses—to say nothing of their own.

Bald-headed Jimmie was the idea man. He dreamed up the trio's hare-brained schemes, and dressed up their somewhat doubtful morals in beautiful rationalizations. In return he commanded the devotion of the others.

Their lives were eased considerably by the writing of "Walls Rise Up," a monumental strength and a pigmy intelligence. By dint of a tactful approach he could be persuaded to display his muscle in the digging of wells and thus keep his friends in liquor, with an occasional slab of bacon thrown in. When a life of ease and security became too dull, there was nothing they found so refreshing as a little well-timed debauchery.

Mr. Perry's novel, first published several years ago and now reissued, is a luscious combination of dead-pan humor and good straight story-telling.

Asbestos Covers?

"You'll have to bind it in asbestos," said J. Edgar Hoover the other day, when he heard that the Last of the Red-Hot Mamas was about to tell her story. You can greet it with one of those expressive street-corner, whistles that says so much without the use of words. Actually, it rates a whistle of admiration.

For Sophie Tucker has turned out, in "Some of These Days," a warm human book—a glittering story of the theater world and her rise to stardom.

The outline is familiar—the American success story. But it is new when Sophie Tucker tells it. It is frank. It is humorous. It is healthily vulgar. It has zing—like Sophie Tucker's songs.
JAPAN'S "HOME ARSENALS"

Let's call this Japanese family the Hiroshugis. There are five of them, the husband, his wife, two children and a pup. They live in a room over their own shoe store in the old section of Tokyo. They work from dawn until far into the night, their busy hands never still. In days of peace, Hiroshugi's family produced wooden toys, typical "Made in Japan" gadgets that used to cause us to wonder how people could work for so little. But Hiroshugi's family isn't making toys now.

Out of his rat-warren habitation comes a stream of ammunition boxes. He cuts and sizes the wood, his wife nails the butts, the relative screws on the hinges, and the children stencil and paint the finished product. They work with feverish intensity because a district supervisor has given them a scroll for excellence and they now strive even harder to be worthy of this high honor.

There are some 50,000 families working on war production in this manner in the Tokyo area alone. There are hundreds of thousands in other key cities.

These individual tricks of war material become a gushing torrent of shells and bullets, guns and planes.

Consequently, any plan of strategic bombing to destroy Japan's capacity to make war—particularly her aircraft industry—must include the destruction of these thousands of family factories.

So it can be seen that when Radio Tokyo declared that all of Japan is mobilized either to fight or to provide munitions and food it stated the literal man-months of labor that can never be replaced.

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tossed a party for the two new babies, some 6,000 miles away in the United States.

One section of the mess had been laid out on a white tablecloth on the splinterly plank tables and much cutlery and glassware. There were big bowls of green salad (we had stopped off at Panama for cold cuts, olives, celery and apples. The steward had broken out two boxes of powder-dry cigars, and there were a couple of big jars of lemonade. Most of the ship's company was there, in addition to a dozen or so transient officers.

The chef, hardened by too many months of frying and boiling, still had managed a very creditable plate of cold cuts instead of candles, each cake bore a paste zero in the center—one pink, one blue. Each carried the pastry message: "Don't worry, Pop—Junior," and "All my love," signed with the name of each man's wife.

It was very corny, of course. It was very corny when the lieutenants got up and stammered "Unaccustomed as I am to public fatherhood" speeches, and fumblingly opened the silly presents their buddies had brought. It was corny until the chaplin got up, took the cigar out of his kisser, and offered a short prayer.

Very simply, the Holy Joe asked for protection and consolation for the two scared young mothers back home. He asked that the new babies be granted a chance to see their fathers some day in the future. And then he said he hoped the babies never would have to repeat their parents' experience — of being separated by war at the one time when men and women most need to be together.

Maybe that was corny, too. But it didn't seem so then, and it doesn't seem so now.—From "We Remember This," by L.t. Robert C. Ruark, USNR, in Liberty for 19 May.

"Thinking Up" Weapons

During the past two or three decades science has become the servant rather than the master of warfare. . . . Now, with recent advances in science and in industrial mass production methods, the military analyst can first devise tactical methods to fit certain situations, and then design new weapons and machines to fit the new tactics. . . . (Here are) some possible developments which might improve or accelerate our siege technique:

- Portable steel gun turrets for rapid installation of infantry weapons and direct-fire guns with overhead cover in front-line areas.
- Footstep markers, preferably luminous, for rapid marking of numerous safe lanes through forward mined areas without waiting to find or remove the mines themselves.
- Night photographic equipment for picking up night activity in hostile front lines from forward observation posts.
- Power gliders, each carrying a squad or half-squad, to transport infiltration and assault troops at high speed across front-line obstacles and land them among and behind the hostile defense positions . . . saving assault infantry hours of crawling forward under fire, through mines and wire.
- A small-caliber light machine gun firing incendiary bullets to replace, or at least supplement, the present flame thrower as a weapon for neutralizing hostile gun emplacements at close range . . . It could fire continuously for a much longer period than the flame thrower, and it could more accurately concentrate all of its fire in the firing aperture of the enemy gun position.
- Armored trailers for infantry, which accompany tanks. Each trailer should have armor comparable to that of a medium tank and should be able to carry a squad of riflemen complete with weapons and equipment.—From "New Weapons for New Tactics," by L.t. Col. Fred L. Walker Jr., in Infantry Journal for May.

The Enemy Is Ready

Some long, weary months may elapse before our power drive can get rolling in the invasion of the Japanese homeland. There will be bombing raids, hundreds of them, but they'll be the same sort we've seen over Germany these past three years. Then, too, the activities of our Air Force will be limited in the Pacific by the number of runways we have within striking distance of Japan. There aren't too many. Your maps will tell you that. Our carrier-based planes will be very active, but their bomb loads are limited. The chances are that it will be the same old infantry again. Only ground troops can take ground. That's how it always has been, and it won't be a soft touch.

Let's take a look at Japan's strength. To begin with, we must face the fact that, so far, we haven't met Japan's first-line troops . . .

When we go into Japan, and possibly China, we'll find some six million Japanese troops spoiling for a fight. Right now they have four million men, but, in addition, they have one million Manchurians and Chinese puppets organized as auxiliary military units. And during the past few months the Japanese have accelerated their con-
BEER BOTTLES

SIR: The empty beer bottles which were referred to in your April 1945 issue, p. 13, were sold at a price of eight cents each and not two cents as stated. This correction is called to your attention to counteract any idea that Bizerete received more than its fair quota of malt beverages; also, so that other commands may not get the impression that life at AATIB Bizerete was "all beer and skittles.

For your information, the local interest to which the beer bottles were sold cut off the necks and resold them to the public in exchange for a small profit. The profit was turned over to the station.-H. H. J., Capt., USNR, AATIB, Bizerete.

- Original report put it this way: "The empty bottles were sold at 8 cents each, which the usual two cents a bottle would be 1.364,713,374, an amount which, when totaled, makes a lot of beer." Computed on the basis of the additional information now provided by Capt. H. H. J., the number of empty bottles resold to the public is now down to about 398,891 bottles. The proceeds of the latter, at the request of AATIB, Bizerete, to provide movies for the Fleet.-Ed.

TRANSPORTATION FOR WIFE

SIR: Your answer to C.K.A. (Dec. 1944, p. 38) and the attempt to transporation for his newly acquired wife, whom he married while on a 30-day delay before reporting to his new permanent duty station.

I checked Navy Travel Instructions, which you referenced, and find that Article 2305-1(c) states: "To be entitled to transportation the dependency must exist on the effective date of the order or to make a permanent change of station." This would indicate that your answer was wrong, and I am writing not in an attempt to air my knowledge, but to save some misguided officer or man the embarrassment of having to collect such a claim.-F. G. C., APC, USN.

- The answer-appeared C. K. A. is correct. Note that the same section of Navy Travel Instructions which you quote also provides that when leave or delay in reporting to a new station, the order or such leave or delay must be added to the date of issue (for an enlisted man) or discharge (for an officer) to determine the effective date. The effective date of C. K. A.'s orders, therefore, was after he was married and the dependency did exist on the effective date of the orders.-Ed.

SHOULDER INSIGNIA

SIR: (1) Are all enlisted personnel (including CPOs) in activities having an official shoulder patch required to wear the insignia? I refer to the Seabee gorget's mates attached to an advance base receiving barracks and desired to be eligible for and required to wear the Seabee insignia?-J. M. H., Supt.

- (1) The wearing of shoulder insignia is obligatory only when so ordered by the CO of the unit. They would be eligible for the insignia but required to wear it only under condition stated above.-Ed.

DUTCH SCUTTLEBUTT

SIR: Is there any truth to the scuttlebutt that a ribbon has been issued by the Netherlands Government for Allied personnel who served either in the defense of Holland against the Germans or the Netherlands East Indies against the Japs?-L. D. C., CY, USN.

- No.-Ed.
A-400~

destroyed by the commanding officer of the ship for any reason, placed on active duty status by reason of being discharged, placed on inactive duty, or retired. Are enlisted personnel who have received the award still living?—J. C. F., SEDIC.

Sixty-three men have been awarded the Congressional Medal of Honor in the Navy, Marine Corps, or Coast Guard, as follows:

<table>
<thead>
<tr>
<th>Service</th>
<th>Awarded</th>
<th>Dead</th>
<th>Living</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAVY Officers</td>
<td>14</td>
<td>7</td>
<td>26</td>
<td>40</td>
</tr>
<tr>
<td>NAVY Enlisted</td>
<td>8</td>
<td>1</td>
<td>9</td>
<td>16</td>
</tr>
<tr>
<td>MARINE CORPS</td>
<td>6</td>
<td>1</td>
<td>10</td>
<td>17</td>
</tr>
<tr>
<td>MARINE CORPS Enlisted</td>
<td>8</td>
<td>2</td>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td>COAST GUARD</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>COAST GUARD Enlisted</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Chose among them are those who have been a seaman for nearly 60 years and who have seen battle on all the seas of the world. Many of them have served in both the Atlantic and Pacific theaters of operation. Each has lived through some of the most critical moments in our nation's history and has contributed to our nation's victory in World War II.

CHANGE IN DESIGNATORS

Sir: Your answer to a letter in the Dec. 1944 ALL HANDS, p. 33, clarifying Army 116-41 (advancements in rating) is still not quite clear, and I would appreciate your giving me some more information.

Questions A. C. H., UTN.

A. Is a CBM(FA) on 1 June 1944. His rating designator is CRM.

B. Is a CBM(FA) on 1 June 1944. He is not in status to pay grade 1A on 1 July 1944. A. His rating designator on 1 July 1944 is CCM.

C. Is a CBM(FA) on 1 June 1944. He is in status to pay grade 1A on 1 July 1944. His rating designator on 1 July 1944 is CCM(T).

D. Is a CBM(FA) on 1 June 1944. He is in status to pay grade 1A on 1 July 1944. His rating designator on 1 July 1944 is CCM(T).---Ed.

RETENTION OF ID CARDS

Sir: (1) Are enlisted personnel who have been discharged or placed on the retired list allowed to retain their identification cards? (2) Are officers who have been discharged or placed on inactive status allowed to keep them?—C. T., CR.

A. Officers who have been discharged or placed in an inactive status are separated from an active duty status by reason of being discharged, placed on inactive duty, or for other reasons of separation, the identification card shall be collected and destroyed by the commanding officer of the activity, executing the separation.—Ed.

B. Officers are eligible for rating as Sp(X), which must be weighed in station complement.—Ed.

TRANSPORTATION PERSONNEL

Sir: I have heard that some people who were formerly in the Navy are now being rated as Marine Corps personnel. Please explain the reasons for this change and who is responsible for making this decision.

Transportation personnel may be rated Sp(X), but this rating must be earned through successful completion of training and a demonstrated ability to perform in a Marine Corps transportation capacity. The decision to rate someone as a Sp(X) is made by the commanding officer of the activity in which the person is serving.

MUSICAL PROTOCOL

I noticed in a magazine recently that the Army has a new five-star general. Army REGA, I understand, provides that a general must be a CBM(AA) on 1 June 1944. His rating designator is CCM.

REGA provides that a general is entitled to four runs and flourishes plus the national anthem, not CBM(T). This change in protocol is being implemented to ensure that all military bands are treated consistently.

MARINE CORPS LOSSES

Sir: Would you please publish the Marine Corps casualties for the Tarawa, Saipan, Peleliu, and Iwo Jima campaigns?

R. G. L., PhO3c.

The Marine Corps casualties for the four campaigns mentioned were published by the Army Department on 16 April 1945 as follows:

<table>
<thead>
<tr>
<th>Campaign</th>
<th>Overall Engaged</th>
<th>Wounded</th>
<th>Killed in Action</th>
<th>Total Casualties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tarawa</td>
<td>12,925</td>
<td>2,191</td>
<td>5,184</td>
<td>3,705</td>
</tr>
<tr>
<td>Saipan</td>
<td>8,910</td>
<td>3,974</td>
<td>1,185</td>
<td>1,588</td>
</tr>
<tr>
<td>Peleliu</td>
<td>6,127</td>
<td>2,126</td>
<td>486</td>
<td>2,712</td>
</tr>
<tr>
<td>Iwo Jima</td>
<td>6,809</td>
<td>2,801</td>
<td>1,747</td>
<td>7,144</td>
</tr>
</tbody>
</table>

Wounded casualties are listed separately, and totals include those wounded who have subsequently died. The casualty lists include combat deaths and non-combat deaths due to accident or illness. ---Ed.
ALL HANDS

NOTE ON A NEW NAME

Although the name of this magazine has been the Bulletin for more than 20 years—first the Bureau of Navigation News Bulletin and finally the Bureau of Naval Personnel Information Bulletin—with this issue it is being changed to ALL HANDS.

There is a simple little story behind this change of name.

In September 1943, to make as explicit as possible the fact that this magazine is intended for all naval personnel—for all hands—a little box of blue was placed on the cover with a prominent statement to that effect. Readers understood. This was a magazine they had come to consider their own, to differentiate from the countless "bulletins" which cover official matters or specific reader groups. This was their common, comprehensive source of news and information—not official but authoritative—and it was, as the announcement said, for all hands. And so, they changed the name among themselves and actually began calling the Information Bulletin by a new name: ALL HANDS.

One cannot ask more of a name for a magazine than that it reflect its purpose and content and that it be something spontaneously acceptable. Accordingly, in the interest of even greater service for the magazine, the Bureau is pleased to follow the nomination of Navy men and women:

ALL HANDS it is.

QUOTES OF THE MONTH

Gen. of the Army Eisenhower, in V-E day proclamation: "The only repayment that can be made to them [men under his command] is the deep appreciation and lasting gratitude of all the free citizens of the United Nations."

"Four belaunched Japs on Iwo Jima, in a note found with their bodies: "To Enemy: We have fortified this island for a year, but we cannot win this war with just the Yamato spirit. We cannot match your quantity. There is no other road for us to follow but to die."

Admiral Halsey: "It would be criminal not to fight this war through to a successful conclusion that will leave the Japanese nation too weak to wage another war."

Pfc. Leo Kasinsky, Brooklynite who hitchhiked to the Army: "We have been hit twice in attacks by two aircraft but we splashed the third. . . . We are now taking a damaged destroyer in tow."

1. Allies take Bologna, in northern Italy (21 April).
5. Nazi and Italian Fascist troops in northern Italy surrender unconditionally (29 April).
6. Munich captured by U. S. 7th Army (29 April).
7. German radio reports death of Hitler in Berlin and his choice of Admiral Doenitz as new Fuhrer (1 May).
8. Berlin falls to Russians after 16-day siege (2 May).
10. 1,000,000 Germans in Holland, Denmark and northern Germany surrender to British, Canadians (4 May).
11. German 1st, 19th, 24th Armies surrender in Austria and Czechoslovakia (6 May).
14. Surrender ratified in Berlin; war ends (8 May).
15. Last Germans surrender to Russians (13 May).

Pacific

1. Jap suicide planes sink U. S. ships off Okinawa (23 April, 4-5 May). "Events Seem to be Succeeding One Another with Great Rapidity!"
2. Jap air bases raided by B-29s (21, 29-30 April, 3-5, 7, 8, 10, 11 May) and carrier aircraft (14 May).
3. British troops land on Tarakan (30 April).
4. Rangoon falls to British troops in Burma (3 May).
6. Davao falls (5 May); new Mindanao landing (12 May).
7. Operation to blockade Japan with aerial mines announced by 20th Air Force (12 May).
8. B-29s fire Nagoya in two huge raids (14, 17 May).
10. Chinese capture Foochow, China coast port (18 May).

THE MONTH'S NEWS
PERIOD 21 APRIL THROUGH 20 MAY

Unconditional Surrender
There was nothing else they could do. Crushed in the north and south, split asunder in the center, their cities and industries leveled by air attack, their military fleeing by land and sea, their stolen empire torn from them by the greatest armies mankind had ever known, the Germans surrendered unconditionally five years, eight months and seven days after they started the European war.

Scene of the official surrender was a grimy, red-brick school building in Reims. The atmosphere was strained, the signatories worn with fatigue. Allied leaders were tired of the efforts made by the Germans to delay the proceedings. First the Nazis requested permission to evacuate women and children from Czechoslovakia where battles were still raging. Then they stated that there could be no guarantee that German armies in the field would obey orders to surrender. Bluntly the Allies told the Nazis to sign or suffer the consequences of resumed operations.

Col. Gen. Gustav Jodl, representing Field Marshal Gen. Wilhelm Keitel, Chief of the High Command, signed the articles of capitulation (p. 42) at 0241, 7 May 1945. Cessation of hostilities was slated for 2001 on 8 May. Nazi troops were to lay down their arms or be treated as guerrillas. No ships or planes were to be scuttled.


The end was no surprise to the world. It came as an anticlimax to two weeks jammed with such dramatic news as the link-up of U. S. and Russian forces, Mussolini's death and the report of Hitler's, mass surrenders of more than 2,000,000 enemy troops in Italy and northern Europe, and a spate of rumors of peace offers and capitulations (see separate sections on succeeding pages.)

But it officially ended the greatest military conflict of all time, finished it in the most complete victory ever won by force of arms. The statistics of the war were prodigious.

Allies Win Complete Victory In Europe, Shift to Pacific, Press Drives Against Japs

LAST JULY

Seventeen days of bombardment by U. S. ships and carrier planes cleared the way for our invasion and reconquest of Guam, first American territory taken by the Japs. Our forces also secured Saipan, moved over to Tinian and, in the Southwest Pacific, drove on toward the Philippines.

JUNE 1945

JULY 1945

What will we do this year?
Some 25,000,000 men were engaged in the fighting when hostilities ceased. Casualty figures varied. U. S. losses in killed, wounded, missing and prisoners approximated 800,000. British, including 144,000 civilians, numbered 1,365,000. Estimates of Russian losses, never officially announced, ranged from 10,000,000 to 20,000,000. Enemy troops killed or captured on the Eastern Front alone, Moscow said, totaled 12,770,000.

When V-E day came the American outlay for defense and war amounted to $275,703,000,000, of which probably two-thirds had been spent on the European conflict. In addition, lend-lease to Russia cost $8,225,000,000; to Great Britain, $11,332,000,000. British war costs amounted to $107,900,000,000. No figure was available for Russia’s. Prisoners of war presented a tremendous problem. The Western Allies held between six and seven million. Two million had been captured by the Red Army. Another 11,000,000 displaced persons had to be removed from Germany to their homelands.

The announcement of V-E day throughout the world was made a day ahead of the official announcement by President Truman and Prime Minister Churchill. The American announcement was made shortly after the 0000 (Washington time) on the 8th. The British announcement followed shortly after the 0000 (London time) on the 8th. Premier Stalin postponed his official pronouncement of victory until after a formal ratification of the articles in the ruins of Berlin on 8 May. There, a document similar to the Reims document was signed by representatives of the United States, Russia, Great Britain, France, and Germany. Stalin called the surrender “no empty scrap of paper” and added that “the period of war in Europe has ended.”

The triple announcement unleashed
a flood of celebrations all over the world—except on the battlefronts, in Germany and Japan. Gaiety in cities of the United States varied from a lukewarm observance to wild joy (p. 56) but most of the cities of Europe just plain raised hell.

London, which suffered more from Axis air attacks than any other city, went hilariously, madly wild with joy and relief. Bonfires burned throughout the city; floodlights glared on public buildings, dark for so many years; the King and Queen and Churchill were called repeatedly to appear before milling uproarious throngs who cheered them for hours.

In Paris, 100,000 American soldiers helped Parisians celebrate the end. Sirens wailed and cannon boomed all over the town. Confetti showered from the buildings and main streets were packed solidly with people.

The citizens of Moscow heard the loudest and longest salute ever to fire from the Kremlin's walls. After Stalin's order of the day, 1,000 Red Army guns fired 30 rounds each while rockets soared, twisted and glittered overhead. People cheered, went and laughed on the streets which were as crowded as those of Paris.

Nearly everywhere it was like that. In the cities of Denmark, Norway, France, Holland, Belgium, and even in far-off South America, millions jammed public squares and took advantage of legal half-holidays. In Halifax, Nova Scotia, mobs went so wild that they wound up setting fires, battling police and looting shops. Damage was estimated at hundreds of thousands of dollars.

On fighting fronts most of the men were too weary to do much. In Germany, U.S. troops said only: "Where do we go from here?" At Okinawa every shore and ship battery was trained on Jap positions and precisely at midnight a huge mass salvo was fired.

German civilians, beaten and battered in the last great onslaught of Allied arms, muttered only, "Thank God."

Victory in the Field

In the days just before its surrender the Nazi Wehrmacht was dead on its feet. It fought, sporadically and in widely scattered areas, like an automaton in a dream. Most of the Hitlerite empire was now held by Allied forces. Only last-stand enemy pockets, isolated by swift Allied armored columns, held out against inevitable defeat.

Politically, Germany was equally confused. From neutral countries flowed a stream of unconfirmed reports—the Vaterland was torn by revolt; it was eager to surrender; it was swapping the Nazi government for a peace regime; it was struggling in a fog of plain and fancy chicanery.

As American, British and Russian forces cut into the pockets, collecting prisoners by the hundreds of thousands, the internal picture cleared. There was only one thought in the minds of the beaten men. They wanted to surrender Germany. But only to the Western Allies, not Russia. The long drumming of Goebbels' propaganda had had its effect; the German people were terrified of Russia.

The first false peace report came on 28 April from San Francisco where, Senator Tom Connolly, delegate to the United Nations Conference, told a reporter that Germany had surrendered. Immediate denial came from authentic sources.

Then came an official report that Allied demands had been placed in the hands of Heinrich Himmler, chief of the Gestapo, by Count Folke Bernadotte of Sweden acting as an intermediary. Himmler offered to surrender unconditionally to the U. S., Great Britain and France—but not to Russia. The Allies turned him down.

On the same day that Acting Secretary of State Joseph C. Grew disclosed the Himmler proposal, Hamburg radio announced that Hitler was dead, that he had fallen with his men in the defense of Berlin. Grand Admiral Karl Doenitz, the man who plotted and directed Germany's U-boat war, was assumed control of the tottering Reich, allegedly on direct orders from the dying Hitler.

Doenitz immediately pledged continuing of the war but he underestimated the power massed against him. American and Russian forces had already met in the heart of Germany, driving collapsed and a million Nazi troops there and in southern Austria surrendered. The day after Doenitz assumed the title of 'Der Fuehrer' Berlin fell.

Gen. George Patton's U. S. 3d Army veered suddenly to the south, crashed through Czechoslovakia, Austria and the Bavarian redoubt where the Nazis were supposed to make their last stand. The U. S. 7th dashed across the Danube at Dillingen, overcame heavy resistance, then raced on to capture Munich and, later, several notorious prison camps, among them Dachau.

French 1st Army forces pounded along the Swiss border, cutting up another pocket in the Black Forest and Baden areas and eventually plunging into Italy, then Austria.

In the north the British were moving like wildfire. They captured Bre men and headed for Hamburg, bypassed that city and pushed on to the Baltic.

The Russians switched their assault from the Berlin area to the south where they ripped into the last strongly resisting German pocket in Czechoslovakia.

The capping blow fell on 4 May. Doenitz had moved his government to Copenhagen the day before, evidently in a flash of the old Nazi intuition. Unable to withstand the pounding of the British and Canadians, the remaining 500,000 Germans in the Netherlands, Denmark and northwestern Germany surrendered to Field Marshal Sir Bernard Montgomery and threw down their arms. Their capitulation raised British captives to over 1,000,000 in 48 hours.

On 5 May three more German armies threw down their arms as the piecemeal breakup of the Wehrmacht continued. Two armies, numbering between 200,000 and 400,000 men, surrendered to the U. S. 7th and French 1st Armies. The French 1st also took another broken Nazi army. Only one
German army, the 7th, opposed the Allies and it was hmmed in by the U. S. 3d and the Russians. In addition there were several hundred thousand men in pockets scattered around the outer edges of Europe. Unknown to a waiting world the Germans were already taking steps to surrender their forces on that 5 May. Two days later the negotiations were completed. Nazi representatives signed the articles of surrender in Reims. Fighting was to cease the following day.

Nearly everywhere it did. Germans crept out of their pockets on the Bay of Biscay coast in France. Those in Norway and Yugoslavia quit. The prolonged siege of Dunkirk ended.

But there were still some Germans who believed in the old Nazi ideas. German saboteurs flooded Berlin subways and set fires throughout the remains of the city. Four members of Quisling's Norwegian Nazi party held out in a bunker redoubt in a suburb of Oslo. A few Nazi planes bombed Prague and two other liberated Czech cities. Drunken German soldiers opened fire with concealed machine guns on Amsterdam crowds celebrating their liberation.

Russia had the toughest cleanup job of all. Army had to smash and batter its way through thousands of Nazi diehards in the remaining resistance pocket in Czechoslovakia and Austria. It took five days after the surrender was to have been effective did the last 360,000 German troops give in.

**Victory on the Sea**

Never a first-class threat on the surface but always a dangerous, ubiquitous menace beneath the seas, remaining the German navy had to struggle through hordes of the determined enemy, first operating individually, then in wolf packs.

More than once during the nearly six years of war, German U-boats seriously threatened Britain's only line, its sea lanes to America. There were times when British merchant ships on American convoys had to struggle through hordes of the determined enemy, first operating individually, then in wolf packs.

Combined American and British forces moved in on north German and Danish waters 10 miles off the coast. After running a battle with British cruisers, destroyers and a battleship. Harassed for months by Navy and land-based bombers which hit it more than once, the last remaining large unit of the German fleet, the 41,000-ton Lutzow was sunk by RAF bombers with earthquake bombs in Tromsoe Fjord, Norway, on 12 Nov. 1944. And just as the Reich was splitting into bits, the last 10,000-ton cruisers Admiral Scheer and Luetzow were sunk by RAF bombers in Baltic ports.

When British and American troops moved in on north German and Danish ports following the Reich's surrender, they discovered some 480 ships, 110 of them naval vessels ranging from cruisers to gunboats. Only two cruisers, Prinz Eugen and Nurnberg, were in seagoing condition. They were found in Copenhagen along with three destroyers and two torpedo boats. Found in other ports were:

Kiel: cruisers Admiral Hipper and Emden, both aground; Wilhelmshaven: cruiser Kolen, sunk; Oabennraa (Denmark): cruiser Leipzig, damaged; Swinemünde: pocket battleship Luetzow, on bottom, and battleship Schlesien, sunk; Stettin: 25,000-ton aircraft carrier Graf Zeppelin, damaged and uncompleted; Gdynia: pocket battleship Greissen, sunk as blockship, and old battleship Schleswige-Holstein, scuttled or used as blockship; Koenigsberg: cruiser Seydlitz, blown up.

Germany's most intense naval surface war raged along the coasts of western Europe, through the English Channel and the North Sea, where her E-boats, R-boats, trawlers, flak-ships and light destroyers were almost constantly engaged by light British craft. Sorties across the Channel and North Sea by fast, heavily armed small craft were common and the "little ships" engaged in some of the hottest fighting of the war. The irrevocable objectives of each side were coastal convoys carrying raw materials from port to port.

The German Unterseebooten fought until the final hours of the war. Twenty-seven hours before Germany surrendered an American collier and a tanker were torpedoed and sunk off the New England coast. The last sinking by U. S. Navy forces followed. A destroyer, two DEs and a frigate attacked and sank the U-boat in shallow water 10 miles off the coast.

In response to the Allies' orders to surrender at the nearest port, U-boats turned up first off the British Isles. Later others radioed to the U. S. and surrendered to the Navy off the Atlantic seaboard. Of the 75 to 100 U-boats reported at sea at the time of surrender all but 10 or 20 of these had surrendered at last report.

Total U-boat sinkings by the Allies during the war were put at approximately 550, British naval circles reported. They also disclosed the use by Germany of midget submarine packs which attempted to blockade supply lines to the continent during the closing months of the war.

**LINK-UP of American and Russian troops on the Elbe put the final crimp in the Nazi army. U. S. General Reinhardt and Red Army general walk at right.**

**Official U. S. Army Signal Corps photograph**
**In the Air: Good Hunting**

In the final, fading days of Germany there was no place where the Wehrmacht, the German Navy or the Luftwaffe could hide from the avenging might of the combined American and British air forces. Escaping Germans were hunted down ruthlessly by fighters, attack bombers and heavy bombers whose job of knocking out directed at cities still in enemy hands.

None of the last air assaults were strategic in nature although some were directed at cities still in enemy hands. Waves after waves of heavy bombers, turning it into a raging inferno, as British troops smashed through with the avenging 3rd Army.

Adolf Hitler’s mountain-top retreat and chalet at Berchtesgaden were battered by 8-ton bombs by the RAF. Troops and motor transport attempting to reinforce both besieged Berlin and Hamburg were strafed and bombed by fighters and light bombers.

RAF jet fighters and USAAF fighters shot up German airfields and disrupted rail traffic as German troops attempted to retreat to Denmark. North American Air Force planes by the hundred ripped up German defenses in advance of the sweeping 3rd Army.

Other bombers reported field days in the Baltic where German ships were attempting to evacuate refugees and soldiers to Norway. In one day the RAF knocked out 74 ships with rockets and bombs. Aircraft, submarines and other vessels were destroyed in the final hectic assaults.

Bombers also flew over Europe on enemy targets as well as destruction. Starving Dutch were cheered when 250 RAF Lancasters swooped low over the Netherlands and dropped 600 tons of food to happy, waving troops.

In a final tabulation released at the end of the European war, the 8th Army planes destroyed 4,028,697 bombe on the continent and destroyed 15,439 enemy aircraft since its activation in July 1942. The last assault was made on the Skoda munitions works in Pilsen, Czechoslovakia on 29 April.

Germany’s unconditional surrender also brought relief to Britain after nearly five years of every kind of bombing the Germans could conceive. In the last type of attack, the V-2 rocket, a total of 1,060 landed in Britain, killing 2,674 persons and seriously injuring 6,563. The damage to property has not been calculated.

The Beginning of the End

Resistance to the Allies in Italy in whose Balcony Empire Fascist dictatorship was spawned 22 years ago, collapsed like a deflated balloon on May 2. Military opposition was routed by American and British steamrollers; the people were roused to revolt against German divisions in the north; the once powerful Duce was executed, his mangled body made the butt of insults and indignities in Milan’s public square.

Benito Mussolini, whom Adolf Hitler imitated in the early days of his rise to power, died at his hands of his own people three days before the German radio said that Hitler, too, had been killed.

The capitulation of all German and Italian forces still fighting in northern Italy and southern Austria came at noon on 2 May, ending a grueling 20-month campaign which started when American forces jumped the Straits of Messina from Sicily in 1943.

It took the American 5th Army and the British 8th Army just 21 days after they began their spring offensive to subdue the remnants of 22 German and six Italian Fascist divisions left in Italy. From the time Allied troops stormed up to the south banks of the Po River on 22 April and crossed it the next day, the Axis armies fled like frightened deer for the north. In no one place did the enemy make a determined stand. La Spezia, Ferrara, Verona, Genoa, Milan and Venice fell to the Allies while partisans rising in Turin seized the city and later turned it over to the 5th.

The start of the spring campaign unleashed a wave of uprisings all through occupied Italy which resulted in violence, bloodshed and the capture of Mussolini, Marshal Rodolfo Graziani, “the butcher of Ethiopia,” and others.

When captured, Mussolini was running for safety in Switzerland,Harried by partisans and the fear of the death which was his eventual fate. Captured at Nesso on Lake Como on 28 April as he was about to start the last lap of his frantic flight, he was given a quick trial by partisans and executed by shooting through the heart. Clara Petacci, his mistress and several other Fascists died with him.

In a moving van his body, along with those of his mistress and the others, was taken to Milan, birthplace of Mussolini, where it was piled on the outskirts of the pile of dead which covered the Piazza Loreto.

Then the mob which formed in the square began to vent its long pent-up wrath. Young partisans kicked Mussolini’s head. Others spat upon his body, kicked it, cursed it. Later his body and that of his mistress were hung by the ankles in a nearby service station.

In a potter’s field outside Milan, Mussolini, his girl friend and Achille Starace, former secretary-general of the Fascist party, were buried in plain wooden caskets in unmarked graves.

**West Meets East**

They had come a long way. Joe and Ivan, so it was fitting that their meeting should be celebrated with wine and speeches and backslapping. The wine had been captured from the
enemy. At first neither understood the other's speeches. But the slaps on the back were easily understood—they were the international gestures of praise, congratulations and good will of two great armies which had battered their respective ways back from humiliating defeat against what once had been the greatest military force in history.

Thus did American and Russian GI's meet at Torgau on the Elbe River, 28 miles northeast of Leipzig at 1640 on 25 April. The juncture split the disorganized German Wehrmacht into two pockets and led eventually to the capitulation of the remnants of the Reich's once mighty war machine.

From the bomb-pitted beaches of Normandy had come the 1st Army's 273d Regiment of the 69th Infantry division, a 650-mile journey interrupted by a score of major battles, hundreds of minor ones. The 1st Ukrainian Army's 283d Regiment of the 283d Regiment of the 69th Infantry division had crawled from under the piled rubble of Stalingrad to drive 1,400 miles from near defeat to overwhelming victory.

The first meeting was unscheduled and unofficial. A two-man jeep patrol set out to round up German prisoners. A radio message ordering them not to go more than five miles beyond the Mulde River never reached them. They kept on, and 25 miles farther they met the first Red soldier. 2d Lt. William D. Robertson and 1st Lt. Krevetcrew walked toward the Russians and thrust out his hand. A Red Army soldier shook it. Krevetcrew radioed the news back to his battalion commander.

At Torgau the official link-up was made by 2d Lt. William D. Robertson of Los Angeles and three enlisted men in a jeep. Across the Elbe the Russians sent up colored recognition flares, but Robertson had no flares. With mercurochrome and blue ink from a pharmacy, he converted a white bedsheet into a rough replica of an American flag and waved it from the tower of an ancient castle. The suspiuous Russians fired a few antitank shells. Undeterred, Robertson and his men walked into the open, down a road to a half-dismolished bridge. They scrambled out on the twisted girders and two Russian officers came out from the eastern end. They met mid-way. "Hello, tovarisch! Put it there!" said Robertson.

Then the celebrations began. The juncture might well have been made earlier by the 9th Army to the north had not Gen. Eisenhower ordered it to stop on the Elbe. Footloggers of the 9th expected to go on into Berlin and meet the Russians there, but the Supreme Commander ordered the halt at the line which would later mark the eastern limits of American-occupied Germany.

After the first meeting, link-ups were frequent. Patrols would meet and greet each other almost every day. On 30 April elements of the 9th Army connected with the Russians in Appolnsdorf, a tiny agricultural village southeast of Wittenberg. By 3 May British and American troops formed an almost solid junction with the Red Army along a 65-mile front south from the Baltic Sea. Next day the Germans collapsed.

Announcement of the original link-up was made simultaneously from Washington, Moscow and London. Said President Truman in disclosing the meeting:

"The union of our arms in the heart of Germany has a meaning which the world will not miss. It means... that the last faint, desperate hope of Hitler and his gangster government has been extinguished... (It) signals to ourselves and to the world that the collaboration of our nations... can surmount the greatest difficulties of the most extensive campaign in military history and succeed... This great triumph of Allied arms and Allied strategy is such a tribute to the courage and determination of Franklin Roosevelt as no words could ever speak."

Russians Take Ruined Berlin

Beneath the blazing, crackling wreckage of Adolf Hitler's once proud chancellery, representatives of the remnants of 840,000 desperate Wehrmacht troops humbly surrendered the greatest city of continental Europe to a victorious Red Army. It was the end of Berlin, symbolical end of Nazism, and virtually the end of Germany.

For 16 days since the 1st White Russian and 1st Ukrainian armies had jumped off from their Oder River bridgehead, the Germans fought furiously, yet hopelessly, to defend their already battered capital which once had housed 4,356,000 people. But in four days the Russians reached the outskirts of Berlin and drove relentlessly on against resistance that, at times, resembled their own at Stalingrad.

While wave after wave of Stormo-
descended into the tunnels with artillery field pieces and fired point-blank at trains and German infantry prowling the underground.

In attempts to forestall the Russian advance, the Germans used every conceivable trick to prevent capture. Spies dressed as priests carried walkie-talkie radios under their robes and tried to lure Red units into artillery traps. Armored trains rolled down the few remaining miles of the city’s railroad network, blasting away at the advancing Russians.

Gradually the besiegers advanced. More white flags fluttered in place of swastikas. Tempelhof airdrome, last air escape field for high Nazis, was captured. The end neared as Russians swarmed through the center of the city on May day, capturing the gutted Reichstag, Brandenburg Gate and the Ministry of Interior.

The last pocket of resistance was in the fortified Tiergarten area near the Chancellery. On 2 May that also fell. Russian troops immediately set about searching the ruins for the bodies of Hitler, Goebbels and other top-ranking Nazis reported by German radio to have died in defense of the city.

Life and Death in Nazi Germany

There will be no doubts after this war, as there were after the last, that the Germans were guilty of heinous crimes in the treatment of political and war prisoners. Almost unbelievable evidence of the sadistic infancy of SS troops was uncovered with every mile of Germany captured by advancing Allied troops. Mutilated, shrunken bodies, some still alive, were discovered by the thousands in disease-ridden concentration camps where mass graves, cremation furnaces, torture chambers and official records testified to the greatest mass slaughter of human beings in history.

Victims of Nazi brutality were Germans opposed to Hitler and his govern-
ment, Jews, foreigners, mental and physical delinquents, and prisoners of war. Customary methods of disposal of these people, both men and women, whom the Nazis considered undesirable in their new world of “supermen,” were similar in almost all camps: gas chambers, strangulation, starvation, disease —followed by mass cremation. As American and British tank columns dashed close to some camps, the commanders eliminated most operations and simply burned their prisoners alive.

Other camps packed emaciated living skeletons, so systematically starved that they could no longer work and therefore considered by their guards fit only for death, into execution chambers, gased them to death. GIs who discovered another camp reported that prisoners were forced to lie in rows on top of cordwood. They were shot. The next batch of the condemned piled a layer of cordwood on the layer of bodies. Then they, too, were forced to submit to execution. When the stack was big enough it was drenched with gasoline and set afire.

At the annihilation institute at Kiev, 110,000 to 140,000 people were put to death in nine months. Source of the report was a calloused German doctor, Gustav Wilhelm Schuebbe, who calmly admitted to his American captors that he personally killed 21,000 people by injecting them with morfaine tartrate. Each doctor on the staff “processed” 100 people a day.

Worst of the camps as described by the American and British troops who liberated the barely living survivors were Buchenwald and Dachau in Germany. At Buchenwald records disclosed that 32,105 people died between July 1937 and April 1945. Some were tortured to death, others flogged. Still others were strangled and more were drained of their blood and left to die. In freezing winter weather men were taken outdoors and stood under a hose for half an hour. Many froze to death. Aside from those killed outright by Stormtroopers, thousands more died of starvation, typhus, typhoid and tuberculosis.

Dachau was captured by Americans who first had to kill the guards in a furious battle. On a siding near the camp, the liberators discovered a train of 39 cars containing wasted bodies, some of them still alive. Not far away along a roadside were bodies of others who were murdered when they tried to escape from their brutal guards. In the camp itself were 32,000 men and 350 women, most of them starving.

Questioning of released prisoners brought forth information about other camps. At Auschwitz-Birkenau, for example, 2,000 Jews were gassed monthly in the Terezin Jewish Extermination Camp. Still others were thrown alive into red hot trenches to die. In almost every camp gold teeth and fillings were extracted from the bodies after death. Jewelry was re-

... Yanks held by the Germans as prisoners of war became living skeletons in as little as six months after capture.

Chancellery. On 2 May that also fell.

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Rat Trap Snaps Shut

Some were murderers, some thieves. Others were traitors or collaborationists, Gestapo men or stormtroopers, or just plain Nazis or Fascists. Many of them were two, three or even four of these criminal types. In a few brief days, as Germany collapsed, most were either dead or prisoners. A few were still missing.

Millions of just plain Nazis crammed the PW pens all over Europe but the real criminals, whose crimes had been underlined by the recent liberation of prisoners and concentration camps, trickled in under special guards to be turned over to courts which will try them for their crimes. Adolf Hitler, the man who started it all, was reported to have fallen in his Berlin Chancellery during fighting for the capital . . . to have committed suicide . . . to have died of a cerebral hemmorhage. Mussolini, first Hitler's teacher, then his stooge, was executed by partisans in northern Italy. Russians said the body of Paul Joseph Goebbels, der Fuhrer's fanatical little mouthpiece, was discovered in an underground city beneath the Chancellery in Berlin.

The only other high Nazis whose deaths were confirmed were Konrad Henlein, gauleiter of the Sudetenland; Josef Terboven, German commissioner for Norway, and Edward Walter, head of the Dachau death camp. All three killed themselves.

Rumor, conflicting statements and even official acceptance surrounded the alleged death of Hitler. First Heinrich Himmler, Gestapo chief who apparently had control of the Reich a few days before Admiral Doenitz took over, announced that Hitler was dying of a cerebral hemmorhage. On 1 May the German radio announced the Fuhrer had been killed while fighting with his troops in defense of Berlin. Three days later, Goebbels's chief assistant, Hans Fritsche, captured in Berlin, contended that Hitler had committed suicide.

Coinciding with reports of Hitler's death were others involving Himmler and Martin Bormann, Nazi party secretary. Himmler's wife, found in a chalet in the Italian Tyrol, said she believed her husband was dead. Other reports had him hiding in Bavaria or Austria, or turned over to the Allies by Admiral Doenitz. A body alleged to be Bormann's was buried in Berlin.

Once No. 2 Nazi, fat, loquacious Hermann Goering, chief of the extinct Luftwaffe, was the biggest (in size and importance) live prize captured by the Americans. Like other party leaders, Goering immediately began to berate his former associates, stating that Hitler was "narrow and ignorant"; that Joachim von Ribben trop, missing former Reich Foreign Minister, was "a scoundrel"; that Rudolph Hess, who landed in 1941, was an unpredictable eccentric.

Other Nazis or Nazi-collaborators taken included Vidkun Quisling, puppet prime minister of Norway, who, the Norwegian said, would be tried as a common criminal; Sepp Dietrich, notorious SS general; Joseph Darnand, chief of Vichy's Secret Police, regent of Hungary; Marshal Henri-Philippe Petain, former Vichy premier; Lt. Gen. Andrei A. Vlassov, Russian traitor who fought with the Germans; Wilhelm Frick, "protector" of Bohemia and Moravia; Dr. Arthur Seyss-Inquart, Netherlands gauleiter; Dr. Robert Ley, Labor Minister and alleged mastermind behind the German werewolf movement, and Dr. Alfred Rosenberg, Nazi mystic-philosopher and leader of the anti-Russian crusade.


Shift to the Pacific

The greatest moving job in all history—the shift of millions of American men and their fighting equipment from Europe to the Pacific—has already begun when peace came to Europe last month. But the Army estimated it will take almost a year to return 5,100,000 men to the U. S. or
transport them to the Far East (see p. 2).

Both combat and service troops serving in Italy had started for the Pacific before the cessation of hostilities, while some air and ground crews from France and the United Kingdom were also on their way.

Meanwhile the Army’s post V-E day demobilization program went into effect. On 12 May 2,500 soldiers, first batch of some 1,500,000 men to be discharged, returned to civilian life. Each of them qualified under a plan giving credit for parenthood, length of service, overseas service and combat awards. About half of the men to be demobilized are now in Europe and about one-third in the Pacific. Most of the rest are in the U. S., having returned under rotation after serving overseas.

The plan will not affect naval personnel. Said Vice Admiral Randall Jacobs, USN, the Chief of Naval Personnel:

“The end of the war in Europe finds only about 8% of all naval personnel on duty in the European theater. Some personnel now in Europe must stay there to carry on necessary but reduced naval activities. But the majority can now be reassigned where they will do the most good in the war against Japan. Wherever possible, personnel transferred from the European theater to duty in the Pacific will be given leave at home during the period of redeployment.”

“Victory in Europe means additional duties for the Navy. We will have to convey troops moving out of that theater. The haul by sea from the United States to Europe is very short compared with the haul from Europe to the far Pacific... Our need for men... is not reduced by the end of the war in Europe. We have more work to do... not less.”

Provided soldiers are not members of essential units or engaged in essential Army jobs, they may be discharged after they have accumulated a “critical score” exceeding 80 points. One point is allowed for each month’s service since 16 Sept. 1940, one for each month’s overseas service, five points for each combat decoration and bronze campaign star, and 12 points for each child, up to three, under 18 years old.

But for most of the 48 infantry divisions, 15 armored divisions and three airborne divisions in Europe and Italy, service in the Pacific is indicated. Although thousands of troops will go directly to the East via the Mediterranean and India, the majority will return through the U. S., where they will be granted a 30-day leave before retraining for the Pacific type of war.

Only exception to the separation by point system will be made for recipients of the Congressional Medal of Honor. The 82 Army officers and men who have received the decoration will be discharged on their own request. Gen. Eisenhower assured Army veterans of both the African and European fighting that they would not have to fight in the Pacific; those who haven’t enough points for discharge now, he said, would be retained on other duty until qualified.

To speed the transfer of armament, Army ordnance experts began reconditioning and packing heavy guns, tanks, trucks, small arms and other fighting equipment before the war’s end. Seventy percent of the equipment in Europe will be sent to the Pacific. The remaining 30 percent represents equipment worn beyond possible use in combat, and material to be used by the Army of Occupation, the 18th Army.

First big mass movement of troops was made from the Persian Gulf area to China. Troops stationed in the Iranian desert, where they helped supply the Red Army, moved 6,000 miles in a huge truck convoy, by rail and road to Kunming, where they are now assisting troops in China.

JUNE 1945

PACIFIC

Bitter Battle for Okinawa

Yard by yard, often foot by foot, American marines and soldiers struggled forward through fierce hand-to-hand and grenade fighting in the bitterest battle of the Pacific last month in attempts to crack fanatical Jap resistance on Okinawa while the Navy maintained its supply lines and fire support off the vital island in the face of increased heavy attacks by Jap suicide planes.

Vicious enemy counterattacks often hurled the Americans back from previously won positions. Battles for single small hills raged for days; they were taken, lost and retaken many times. Naha, the deserted, rubble capital, was entered by Marine patrols who found it a city of dead Japs. Enemy resistance was not confined to the ground. Almost daily waves of Jap planes from Okinawa and Shokoku, southernmost enemy home islands, swept in over the fleet standing off Okinawa. Some, mere pinpoints high in the sky, dived on ships, hitting some, sinking some, but mostly missing. Others roared in low, just above the surface, through converging streams of antiaircraft fire. Their losses were tremendous.

First sign of change on land came on 25 April when Ishin, a strategic village on the eastern end of the almost impregnable Naha line, fell to Army troops. That same day Marine units occupied Yagahi Island, north of Motobu Peninsula, and Kouri and Henanza Islands off the east coast of Okinawa.

Although the process was slow and costly, it continued. Kakuzu, on the left flank, fell to the infantry. Then troops hammered through to Machinato, two miles from Naha, and ripped

NO ESCAPE could the Jap 40,000-ton battleship Yamato (left, above) and the Agano class cruiser (right) find when U. S. carrier planes caught them 50 miles south of Kyushu. Also sunk were another cruiser and three destroyers.
THE MONTH'S NEWS

JAP HUTS BURN as soldiers of 77th Division mop up on le Shima. Fighting was hot too on nearby Okinawa last month as Yanks gouged way into Naha.

Machinato airfield from its stubborn defenders. A 1,400-yard gain placed the troops within a mile of Yonabaru. Meanwhile, small Jap landing parties were attempting to disrupt operations in the rear. In almost every case they were destroyed by Marine artillery before landing. Some managed to make shore but were quickly mopped up.

Jap counterattacks were frequent but seldom succeeded. On 6 May the largest one yet launched was broken up by troops who then launched an offensive of their own.

All during the murderous assaults, planes from carriers and rebuilt Okinawa bases hammered Jap emplacements in coordination with fleet guns standing off the island. One general advance was made after naval bombardment had stunned the enemy.

Even human bombs were used by the Japs on infantry lines. On 12 May the Americans fought off numerous counterattacks and gained half a mile, then began shelling Shuri, key point in the Jap defense system.

Conical Hill, dominating Shuri and Yonabaru, was captured by two infantry companies after nearly a day of Jap counterattacks, and Yonabaru airfield was taken.

Marines on the right flank smashed into the outskirts of Naha on 16 May and, after a five-day battle, captured Chocolate Drop Hill. Japs even placed their artillery in hitherto inviolable tombs and raked advancing American troops.

Entry of Marines into Naha took place on 18 May. The following day the infantry continued its assault on Shuri against new reserves thrown in by the Japs.

The results of the sustained American attack began to show on 21 May. Elements of three American divisions were enveloping the Shuri fortress and pushing into the deep network of defenses. The 77th division held firmly 900 yards northeast of Shuri.

Despite heavy American air attacks on Jap airfields, planes continued to damage and, occasionally, sink fleet units off Okinawa. There an American warship was sunk on 23 April. On 30 April a clearly marked Navy hospital ship off the island was attacked by a Jap plane which killed 29 and injured 33. That day some 200 enemy planes attacked, damaging some light units, but 104 of the planes were destroyed.

On 4 May two light naval craft were sunk and five more went down the following day. The Japs lost 150 aircraft. The attacks continued and, on 15 May, 25 out of 35 attacking planes were shot down and one of our major fleet units was damaged.

The severity of the fighting is indicated by casualty figures. By 15 May the Japs had lost 46,505 dead and 1,038 prisoners. Admiral Nimitz reported 4,322 10th Army soldiers and marines killed or missing through 18 May. Navy killed or missing totaled 3,978.

Army, Navy Planes Raid Japan

U. S. air power massed in increasing strength over Jap homeland cities and southern island air bases last month, destroying huge sections of industrial Nagoya in flaming incendiary raids and hampering enemy attempts to launch heavier suicide attacks against American shipping off Okinawa.

Great fleets of B-29 Superfortresses opened a campaign of sea mining which may have far reaching effects on Japan's attempt to supply both her homeland and outlying bases. On 11 May the 20th AAF announced that 19 aircraft had destroyed 3,972 tons and 1,038 prisoners. Admiral Nimitz reported 4,322 10th Army soldiers and marines killed or missing through 18 May. Navy killed or missing totaled 3,978.

Although Superfortresses were diverted to attacks on Kyushu airfields, there seemed no let-up in their attacks on Jap aircraft industry. Heaviest assaults were made on Nagoya, industrial city on Honshu. In two massive raids, 14 and 17 May, the B-29s wiped out huge sections of the city and left raging fires sweeping through industrial areas. Targets included the Mitsubishi aircraft plant and the dock areas. Other major targets included Tokyo, Tachikawa, near Tokyo, where the Hitachi plane plant and an army air depot are located; an aircraft plant at Fukuoka, near Nagoya, and a naval fueling station and synthetic fuel plant at Tokuyama on the Inland Sea.

Cooperating with the fighter base on Okinawa, the B-29s made 14 separate attacks on the chain of enemy air bases on Kyushu and Shikoku Islands, 350 miles from the Ryukyus. Although some cities were bombed, the Superfortresses concentrated on the air fields from which enemy planes were attacking units near Okinawa.

Navy carrier aircraft launched their biggest raid since 13 March against Jap home islands when they plastered 17 enemy airfields on Kyushu and two more on Shikoku with wiped out huge raids. While destroying 284 Jap planes, the carrier aircraft shot up railways, airport installations and storage dumps.

Earlier in the month, the carriers sent planes winging wide over the Ryukyus, damaging airfield installations on Sakishima Islands, southwest of the Ryukyus, and Amami and northern Ryukyus islands. They shot down 26 Jap planes.

Two days during the month land-based Army Mustang fighters swept over Honshu, strafing and bombing airfields and destroying 91 Jap planes.

Navy and Marine Corps pilots raised their total of destroyed enemy planes since the start of the war to 11,601, the Navy Department announced. During the first three months of 1945, naval aircraft destroyed at least 1,782 enemy planes for a loss of 188, a victory ratio of 9.4 to 1, almost double the ratio recorded for 1944. Nearly 800 of the first three months' total were shot out of the air.

Meanwhile, the Tokyo radio admitted that 3,140,000 persons in the industrial cities of Nagoya and Kobe had become "disaster victims" due to American air attacks and that 770,000 homes had been destroyed.

Enemy Hit from Below

Japanese combat shipping losses to U. S. submarines since the start of the war total 400,000 tons, Vice Admiral Charles A. Lockwood, USN, commander of the Pacific Fleet's submarines, disclosed last month at a press conference in Washington.

The naval vessels sunk by American raiders include 4 aircraft carriers, 17 cruisers, 58 destroyers, 46 escort vessels, 40 tenders and 49 others. In addition, Pacific submarine forces have destroyed 4,000,000 tons of merchant shipping.

A good "bang" for one cruise by a single sub is three or four enemy ships although eight or 10 was not unusual. Sinkings have decreased somewhat, however, because of the blockade of Jap naval and merchant power.
During the month the Navy Department announced that our submarines have sunk an additional 30 enemy ships. Those sunk include 2 destroyers, 3 escort vessels, 2 patrol vessels, 2 large tankers, 12 medium cargo vessels, 4 small cargo vessels, 1 destroyer transport, 1 medium tanker and 2 medium cargo transports.

In the same period the USS Swordfish, a submarine, was reported overdue and presumed lost. Also lost were the LCS(L) (3) 28 and the YMS 71.

Reclaiming Japs’ Stolen Empire

While pressing vigorously their cleanup in the Philippines, General of the Army MacArthur’s forces last month also leaped to the Netherlands Indies by landing under naval cover on the important oil-producing island of Tarakan.

A third landing by American forces on Mindanao, second largest island in the Philippines, surprised the Jap defenders who were girded to meet the approaching 31st Infantry Division pushing up the central highway from the south. The landing at the head of the Macajalar Bay on the northern coast by strong forces of the 40th Division was apparently part of a plan to catch the enemy still holding out in the center of the island in a vise.

On 3 May, Gen. MacArthur confirmed the previous day’s announcement that Tarakan Island, east of Borneo, in the Netherlands East Indies, had been invaded by Australian forces, supported by Allied naval units. On Luzon, the Ipo Dam, source of one-third of Manila’s diminishing water supply, was captured intact. In the southern Philippines an amphibious operation engulfed the island of Samal, off Davao, on 10 May.

By 16 May, more than 90% of Mindanao Island had been captured by the Americans and more than 95% of the population liberated.

On Tarakan, Allied forces captured Tarakan City with tanks and flamethrowers and took full possession of the airfield by 8 May and were within one and one-half miles of the eastern shore. By 19 May, the campaign was virtually completed with General MacArthur reporting “all major installations and objectives are now secured.”

On New Guinea, Australian troops were two miles past Wewak, one-time Jap strongpoint. Air raids continued on by-passed Jap-held islands including those in the Carolines and Marshalls, and on others which have long since been secured. Japs still were being ferreted out and killed or captured.

Victory in Burma, Gains in China

On the other side of the giant pincers gradually clamping around Japan’s shrinking empire, a “forgotten war” was almost over. The grueling battle for Burma, fought through stifling jungles and sun-scorched rocky hills for more than three years, collapsed into minor pockets when Rangoon, the capital, fell swiftly to para-troops, amphibious soldiers who landed south of the city, and the British 14th Army pushing down from the north.

The men who fought it—British, Indian, Chinese and U.S. troops—received little recognition for their difficult piloting efforts during the first two years as Japs pushed from Thailand, through the whole coastal region of Burma into India.

Turning point in the bitter campaign came last July when British forces captured Laishio and then drove the Japs out of India back into Burma. In the next nine months the Allied forces advanced a thousand miles, sometimes in spurts but often only mile by mile.

The capture last month of Taungup, vital Jap supply port on the Bay of Bengal, set the stage for the final collapse from Taungup the British raced south and east, linking up with other units driving through the center. Then strong forces, protected by warships, landed on both sides of the mouth of the Rangoon River and swept virtually unopposed into Rangoon.

Chinese troops in several provinces also scored great gains last month in a general counter offensive aimed at key Jap positions. A major Jap attack which had been threatening the important American air base at Chikkang, 250 miles southeast of Chungking, was smashed and the foe driven back in one of the most important victories of the Asiatic war.

The Chinese counter offensive began along a 100-mile front. By 24 April the Japs’ drive had been completely halted and, in some sectors, routed. By 11 May, with U.S. planes in support, the Chinese had cut through main Jap lines in a general advance.

Along the China coast, in Fukien province, other Chinese troops crashed into the port city of Foochow and captured an airfield to the south on 14 May. Although they were driven out after five days of bitter street fighting, the Chinese doggedly moved back into Foochow on 18 May, giving China its first important eastern seaboard port in many years. There indications that the Japs might be pulling out of the whole coastal region.
USS FRANKLIN D. ROOSEVELT, named for late President, was launched 29 April at New York Navy Yard. She and sister ship Midway are biggest carriers.

NAVY NEWS

- USS Franklin D. Roosevelt, second of the Navy's mighty 45,000-ton armored aircraft carriers, was christened 29 April at the New York Navy Yard. The $30,000,000 warship, one of the two biggest ships ever built in America, was floated in the drydock in which she was built as Mrs. John H. Towers, wife of Vice Admiral John H. Towers, USN, Deputy CinC Pac, christened her with champagne. Sister ship to USS Midway, launched at Newport News, Va., in March, the Franklin D. Roosevelt was 17 months in building. It will carry 80 planes of a type so new they have not yet been in combat. Mrs. Franklin D. Roosevelt, wife of the late President, attended the launching and expressed her gratitude that the Navy had given her husband's name to the new carrier. Said Secretary of the Navy Forrestal, the principal speaker: "It is appropriate that the Navy, which the late President loved and served so well, should make this contribution to the reverent recollection of his memory."

Secretary Forrestal disclosed the combat strength of the Navy's major warships today as contrasted with the fleet of February 1942. His comparison:

<table>
<thead>
<tr>
<th>Aircraft carriers</th>
<th>1942</th>
<th>1945</th>
</tr>
</thead>
<tbody>
<tr>
<td>Escort carriers</td>
<td>0</td>
<td>65</td>
</tr>
<tr>
<td>Battleships</td>
<td>16</td>
<td>23</td>
</tr>
<tr>
<td>Cruisers</td>
<td>38</td>
<td>67</td>
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<tr>
<td>Destroyers</td>
<td>173</td>
<td>386</td>
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<tr>
<td>Destroyer escorts</td>
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<td>368</td>
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<tr>
<td>Submarines</td>
<td>112</td>
<td>240</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>343</td>
<td>1175</td>
</tr>
</tbody>
</table>

The contrast, Secretary Forrestal added, "may be of interest to Premier Suzuki and Admiral Mikuma Yosai, Minister of the Japanese Navy."

- To help level out the heavy load of Christmas mail and to conserve shipping space, the Navy has announced to the home front that, unlike last year, "Christmas" packages may be mailed at any time during the year and may be insured.

The Navy also revealed to the folks back home that extensive surveys have shown that Navy personnel overseas prefer the following as gifts (in the order named): pictures, canned luxury foods (olives, nuts, sardines, etc.), books, writing portfolios, service watches, pipes, pens, engraved identification tags, waterproof wallets and cigarette lighters.

Overseas men and women do not want cakes, soft candies and cookies, which don't stand travel well, the surveys revealed, nor such items as cigarettes, soaps, shaving creams, shaving kits, sewing kits, nail tonics, shampoos, lotions, lipsticks, cosmetics, etc., which are on sale at Navy stores ashore and afloat. Worst of all is any sort of food or material which, if its container becomes crushed or broken, will damage the rest of the mail in the sack.

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

  To be rear admiral:
  - Carl F. Holden, USN.
  - Charles B. Canovia, USN, to be a medical director while serving as district medical officer of the 14th ND.

  To be commodore:
  - William W. Warfield, USN, while serving on staff (logistics) of CinC Pac and CinC South Pacific.
  - Ruthven E. Libby, USN, while serving as senior naval member of Joint War Plans Committee.
  - Edwin T. Short, USN, while serving as commander of a Transport Squadron.
  - Samuel W. Higgins, USN, while serving as commander of a transport squadron.
  - Alexander S. Mohr, USN, while serving as commander of a transport squadron.
  - Harve D. Voss, USN, while serving as chief of staff to commander, Hawaiian Sea Frontier.
  - Richard H. Voss, USN, while serving as assistant, motor torpedo boat squadron, U.S. Pacific Fleet.

- Johnny Doughboy is getting a quick ride to a heaven of white sheets, good food, and tender nurses if he is wounded in Pacific fighting. Typical case: Recently a soldier was injured by Jap mortar fire on Okinawa. Forty-five minutes later he was in a Naval Air Transport Service Command VRE-1 Sky Master headed for a base hospital on Guam. During the seven-hour flight, Navy flight nurses and hospital corpsmen dressed his wounds. At Guam he was given hot coffee, ice cream and cigarettes. Thirty-eight minutes later he was at a base hospital receiving advanced treatment. Since the formation of the NATS Air Evacuation Squadron, 745 patients have been flown from Okinawa in 29 trips. After emergency treatment at Guam the men are taken to base hospitals.

- President Truman has a new naval aide, Capt. James K. Vardaman, USN, 50-year old son of the late Senator James K. Vardaman, of Mississippi. Capt. Vardaman replaces Vice Admiral Wilson Brown, USN (Ret), aide to the late President Roosevelt, whose new assignment has not been disclosed.

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WOUNDED Captain Dixie Kiefer gives a fighting talk to his crew before transfer from his CV to hospital ship. He had 65 shrapnel wounds.
A president and vice president of several Missouri banks and regional campaigns. In the latter invasion he was injured by a shell explosion while leading a reconnaissance party ashore. For Admiral G. S. Bryan, during the month. Prewar average for the previous sixty months. Cartographers also compiled new charts during the month. Prewar average was 60 a year.

- Twenty-five additional colleges and universities at which Naval Reserve Officer Training Corps units will be established have been selected. NROTC training at the new schools will begin on or about 1 Nov. 1945. Provided for by recent legislation (see March 1945 issue, pp. 57 and 73), the 25 are in addition to the 27 NROTC units in operation now. The new units are: Alabama Polytechnic Institute, Auburn, Ala.; Case School of Applied Science, Cleveland, Ohio; Columbia University, New York, N. Y.; Cornell University, Ithaca, N. Y.; Dartmouth College, Hanover, N. H.; Iowa State College of Agriculture and Mechanic Arts, Ames, Iowa; Illinois Institute of Technology, Chicago, Ill.; Miami University, Oxford, Ohio; Oregon State College, Corvallis, Ore.; Pennsylvania State College, State College, Pa.; Princeton University, Princeton, N. J.; Purdue University, West Lafayette, Ind.; Stanford University, Stanford University, Calif.; University of Idaho, Moscow, Idaho; University of Illinois, Urbana, Ill.; University of Kansas, Lawrence, Kan.; University of Kentucky, Lexington, Ky.; University of Michigan, Ann Arbor, Mich.; University of Minnesota, Minneapolis, Minn.; University of New Mexico, Albuquerque, N. M.; University of North Carolina, Chapel Hill, N. C.; University of Notre Dame, South Bend, Ind.; University of Oklahoma, Norman, Okla.; University of Pennsylvania, Philadelphia, Pa.; University of South Carolina, Columbia, S. C.; University of Southern California, Los Angeles, Calif.; University of Texas, Austin, Tex.; University of Virginia, Charlottesville, Va.; Washington University, St. Louis, Mo.; Yale University, New Haven, Conn.

- Recruiting quotas for enlisted Waves have been increased to 2,000 a month in order to fill the needs of the Hospital Corps and other branches of the service. Although 13,000 women already are on the Navy’s books, additional thousands are needed. All recruits will receive eight weeks training at NTS, (WR), the Bronx, New York. Hospitals Corps officers will receive additional training before assignment to duty.

- Recently provided for by Public Law 50 (79th Congress) was the creation of the U. S. Naval Academy Centennial Commission to plan for the 100th anniversary of the Naval Academy on or about 10 Oct. 1945. The commission is to include the President, three members of the Senate, three members of the House of Representatives, the Governor of Maryland, the Secretary of the Navy, the Superintendent of the Naval Academy and five other persons to be appointed by the President.

- The following are additional naval personnel liberated from war prisons, as reported to BuPers and Marine Corps Headquarters through 15 May:

**ASIATIC**
- Fanning, William J. Jr., E2e, Bataan, P. I.
- Olvidon, James, E2e, Bataan, P. I.
- Whitley, John W., Pfc, USMC, Brownwood, Tex.
- Williamson, Henry G., Csh, Manila, P. I.

**ATLANTIC**
- Bellamy, Luisa D., E2e, St. Paul, Kans.
- Fowler, Gunner E., Csw(T), Greenbelt, Md.
- Gale, Thedford K., RM3c, St. Louis, Mo.
- Hatcher, Ernest V., S1e, Conrail, Edinboro, Pa.
- Miller, Lloyd L., S2e, Ranger, Tex.
- Moore, John L., S2e, Richmond, Tex.
- Motley, Charles T., G3c, Utica, N. Y.
- Page, John L., B3c, North Dartmouth, Mass.
- Pash, Otto M., S3e, Copenhagen, Danmark.
- Peck, George T., Ens., Cambridge, Mass.
- Strand, Frederick A., Lt, Ortsbadi, C. Z.
- Thompson, Carl E., C1c, Pritchard, W. Va.
- Vangill, Richard S3c, Newark, Ohio.
- Vroman, John M., S3e, Metamora, Mich.
- Williams, William W., H1c, Clevelander, Mass.
- Winters, Troy T., S3c, Chattanooga, Tenn.

- Any man under 19 years of age who is drafted into the armed forces can count on six months training before being ordered to combat duty, under a provision in Public Law 54 (79th Congress). This does not, however, as stated in the law, prevent the assignment of Navy or Coast Guard enlisted men to duty for training aboard combat vessels or at naval bases beyond U. S. continental limits.
SHIPS & STATIONS

- Civilian workers who have built thousands of landing vessels for the Navy's amphibious forces will get an opportunity to see one result of their labors when LST 512, a veteran of the Normandy invasion, tours America's inland waterways presenting a series of amphibious warfare demonstrations entitled "Hit the Beach." The exhibit-packed 512, which transported thousands of American, British and Canadian troops and equipment across the English Channel to France before being damaged in a storm, will carry Navy, Marine Corps and Coast Guard personnel, equipped with full battle array for a landing. The exhibit will open at Detroit on 6 June, anniversary of the Normandy landings, and continue to Buffalo, Rochester, Erie, Cleveland, Toledo and Bay City, Mich. Next it will move into Lake Superior and put in at Duluth and then return to Milwaukee, Racine, Wis., Muskegon, Mich., Chicago and Gary, Ind. Later it will go down the Ohio and Mississippi Rivers. Wherever an adequate "beachhead" is available, marines will put on a demonstration of invasion maneuvers.

- Two Marine lieutenants planned and constructed an open-air motion picture theater somewhere in the Marianas Islands in four days and named it "The Roosevelt Memorial Theater" in honor of their late Commander-In-Chief. First Lts. Tyrone Power, former film star and now Commando pilot, and Charles E. Church made seats out of empty incendiary bomb crates from a nearby B-29 base and fashioned a screen of beaverboard and unbleached muslin. For a projection booth they used scrap lumber and tin. A western played to 600 marines on opening night four days after the President's death. Lts. Power and Church expect to enlarge the seating capacity to 2,000.

- Just as the Navy has taken its air strips to sea on carriers, the Army Air Force has put its aircraft repair units afloat in order to keep pace with the fast-moving island-hopping war in the Pacific. On a fleet of specially fitted Liberty ships manned by merchant marine crews with both Navy and Army armed guard crews, trained mechanics employ machine-tool equipment to repair and salvage Superfortresses and other aircraft damaged in Pacific action. Rather than spend months setting up shore repair bases, the Army dispatches the ships wherever they are needed, ready to handle any plane-repair job. Much of their equipment is mobile and may be taken ashore aboard their own craft. On a special flight deck each ship carries a helicopter to spot downed planes and rescue crews. Other equipment includes deep-sea diving units. Among the shops on board each vessel are electroplating, ordnance, turret, electrical, woodwork, instrument, bomb-sight, parachute rigging and a special plant for generation of pilots' breathing oxygen.

- American citizenship recently was granted to five Navy enlisted men, immigrants from as many foreign lands, in a ceremony at 15th Naval District headquarters, Canal Zone. The new citizens are Johannes Heusevelt, 30, MM1c, a native of Holland; Francisco Aviles, 27, S2c, from Todos Santos, Mexico; Jose Lasiste, 47, CCK, born on Samar Island, Philippines, a veteran of 25 years naval service; Robert San Martin, 23, CM3c, a native Cuban, and Joseph Anthony Urbanowicz, 38, S1c, former Russian-born Polish citizen. The men obtained citizenship through a regulation permitting naturalization after three months.

**HELL BROKE LOOSE** (left, above) on the USS Hancock when a bomb in an incoming plane exploded. The bomb armed itself as the plane rolled in. Crewmen tried to adjust it but it blew up. Then they fought fire (above)...

**TOP BILLING** in the Pacific theatre of operations was given stage-screen star Gertrude Lawrence when she visited Guam and signed short-souchers for men.
The fire was put out, the wrecked plane jettisoned and the deck repaired [above].

• A U.S. Navy destroyer to be named after three brothers lost in action is being built at Todd Pacific Shipyards, Inc., Seattle. A 2,200-ton vessel, the destroyer will be christened USS Hollister, in memory of the three sons of Mr. and Mrs. Howard J. Hollister, North Robbinsdale, Minn. The eldest, Lyle Eugene Hollister, RM2c, USN, was announced as missing in action after the destroyer USS Phinnett, on which he had served since 1942, engaged enemy aircraft off the Anzio beachhead in January 1944. His twin brothers, Richard Jerome Hollister, S2c, USNR, and William Howard Hollister, S2c, USNR, were members of the crew of the USS Luceome Bay, escort carrier sunk in the Gilbert Islands operation 24 Nov. 1943. William died of wounds received in action that day. Richard was listed as missing in action.

• Orders to attend a conference at which the leaders of three great nations meet to shape the destiny of the world are rare things in the Navy. Walter F. Clamp, CM1c, USNR, naturally lost no time in carrying out his. Clamp had charge of a group of American servicemen sent to Yalta to prepare a castle for occupancy by the late President Roosevelt and his aides during the Crimea conference with Prime Minister Churchill and Premier Stalin. They built conference tables, hung mirrors, revised rooms and set up about 25 offices. But it wasn't all work. The Russians provided all-out service for the conference guests. "We had about ten pieces of silver at each plate, and hills of food," recalls Clamp. "They treated the least of us like a prince. Never ate so much so happily in my life." His estimate of the results: "I'm betting on the prospects of a lasting peace."

• Repair of battle-damaged fleet units in Navy Yards in the United States has been speeded as much as 25% through the use of microfilm reproduction of blueprints flown to the yard while the vessel is still en route from the scene of action. First use of the new method was made in the repair of the carrier sunk in the Gilbert Islands operation which was seriously damaged in the Battle of Leyte Gulf. With 25 shell holes in her hull the patched and limping carrier headed for Los Angeles harbor for repairs at Terminal Island yards. At that time BuShips was developing the microfilm process but was not completely ready for such a job. Photographing the carrier's thousands of plans was rushed and the four small reels of film on which they were duplicated flown to the Pacific Coast. Meanwhile photographs of battle damage were flown from the Pacific. By the time the Kalinin Bay reached port fabricated plates were ready to be substituted for damaged ones. Six weeks later the carrier put to sea again. Cost of the reproduction process was slashed tremendously. The microfilm process cost only $21 as compared with $1,500 for a full set duplicated blueprints. In size the reels occupied one cubic foot. Blueprints would have half filled a 12' by 18' room. To duplicate blueprints of a battleship for the seven major Navy Yards, the cost would be $12,000; on microfilm only $500. There is no need for sorting because the films are read serially and can be viewed on a projector.

• America's first Liberty ship, the Patrick Henry, launched at Baltimore, 27 Sept. 1941, is still plying the seas, carrying important war cargo to men on the fighting fronts, it was revealed last month. First of 2,700 such ships, the Patrick Henry has been subjected to numerous air and undersea attacks while voyaging to Russia, Great Britain, Italy, North, South and West Africa and other parts of the world. In 90,000 miles of sea travel she has carried 110,000 tons of war cargo and been to every war theater but the Asiatic.

• A group of Waves bound for Pearl Harbor on an attack transport recently got a real taste of life at sea. Because the regular crew was swamped by extra reports and changes in records made necessary by recent overhauling and additional work, Wave yeomen and storekeepers voluntarily pitched in on payrolls and disbursing manuals. They also worked in the personnel office and pharmacists' mates helped in sick bay.

• Washington's said Navy Department switchboard, which handles more than 60,000 calls a day, has suddenly turned as salty as a talker on a battleship's bridge. No longer will operators answer with, "I'll get your number, Sir," or even just plain, "Yes, Sir." From now on it's "Aye, aye, Sir."

• Chief petty officers in the Waves are rare enough but Chief Radioman Virginia Scott Potter is unique in her field. A Kansas City girl who has her own short-wave operator's license, CPO Potter enlisted in the Waves in 1942 and, through arduous study and practical experience, became the first Wave chief radioman. Her present duty is supervisor of sending and receiving of messages in the communications department at NAS Floyd Bennett Field, New York. When she enlisted in the Waves as an apprentice seaman, her three brothers—two sailors and a soldier—expressed doubts as to her success. Now she out-rates two of them and takes no orders from the third who is a chief storekeeper. CPO Potter is one of the few Waves to wear the dark blue ribbon of expert pistol shot and she is now trying to win a place on the Floyd Bennett Field skeet team.
REPORT FROM HOME

V-E... And the Job Ahead

Maybe it was because of many premature peace reports, which made the actual event an anti-climax. Or maybe it was because of the soothing, bare-faced fact that Japan still has to be beaten, which meant the story was only half told. And maybe it was a little of both. In any event, V-E day caused hardly a ripple in the States. There were few celebrations, and these were short-lived.

In some cities, department stores closed. In some factories, workers dashed out to celebrate. In New York, many of the citizens, always eager for such eruptions, indulged in one of their well-known ticker-tape-tossing tantrums.

But, generally speaking, America accepted V-E day the way a Washington, D. C., cabbie did. He snapped off his dashboard radio upon conclusion of President Truman's proclamation on the morning of 8 May and said:

"There's still the Pacific. I've got a broother out there."

There were few celebrations, and these were short-lived. Some cutbacks in war production were announced by the Army, notably in aircraft manufacture, where the overall requirements are calculated to be reduced from the current monthly level of 7,000 to a year-end figure of 5,000. Army production chiefs also announced the Army will have eliminated $3,500,000,000 in expenditures from its procurement program in about 90 days after V-E day. But the Navy procurement program will go on uninterrupted and undiminished.

V-E plus 8 brought good news to motorists: High WPB officials announced that production of at least 200,000 new passenger cars by the end of this year and 400,000 more in the first three months of 1946 can be reasonably expected on the basis of current supplies of materials and parts. At the same time, officials of the Petroleum Administration for War and oil industry leaders met to consider the question of increasing gas allotments to "A" card holders. Observers freely predicted gas allowances would be increased during June.

First break in the cigarette shortage occurred when one of the leading manufacturers announced a 50% increase in allotments of its brands to jobbers beginning 1 June. The National Association of Tobacco Distri-
Gi Jill, who shortwaves chatter and recordings to men overseas, in May started broadcasting for home consumption. She's Martha Wilkerson, 26.

Solid proof that there is to be no letup on the home front in the one-front war was given a few days after V-E day when Secretary of the Treasury Morgenthau opened the 7th War Loan Drive over a nationwide radio hookup. The Secretary urged Americans to prove their awareness that the war was only half won and to "demonstrate to the world again that free men—of their own volition—possess the self-discipline to shoulder their responsibilities." Early reports indicated that the "Mighty Seventh" would pass its $14,000,000,000 goal.

Dots and flashes: Fritz Kuhn, once leader of the German-American Bund, has been ordered deported to Germany as an undesirable alien by the Department of Justice and will be turned over to American military authorities in an area under occupation by our armed forces. About 50,000 "useless" Nazi prisoners of war in U. S. camps will be shipped back to Germany this summer, while 800,000 others in essential jobs will be kept here "as long as it suits America's convenience," the Army Service Forces announced... The Office of Civilian Defense, organized in May 1941 to plan protection for civilians in case of bombing or invasion of the U. S., will pass out of existence on the 30th of this month. In announcing its discontinuance, President Truman erased a $969,000 proposed budget for the agency for 1945–46.

President Truman made two appointments and took one during the month: He appointed Robert E. Hanegan, chairman of the Democratic National Committee, as Postmaster General after Frank C. Walker had resigned, effective 30 June, and named Edward D. McKim, who served in the battery he commanded in World War I, as his chief administrative assistant. The appointment accepted by the President was the honorary chairmanship of the planning committee of the Roosevelt National Memorial Committee which is considering a suitable national memorial for the late President.

A mid-May snowstorm—worst in more than 28 years—caused about $1,000,000 damage in New England. A blue-white flash and a series of explosions and tremors that terrified hundreds of thousands of citizens along the mid-Atlantic seaboard were identified by Philadelphia scientists as a bolide—large type of meteor... The Red Cross announced that all records were broken in its 1945 War Fund Appeal, with the objective of $200,000,000 being oversubscribed by $24,018,000. A C-4 military-type cargo ship will be named in honor of Ernie Pyle, the noted war correspondent who died on Ie Shima, the Maritime Commission announced.

ENTERTAINMENT

Broadway's sun-dodgers blinked in blazing light last month. Lifting of the national brownout restrictions allowed all the lights to go on again and the Great White Way was its brilliant, tinsel self once again... Humphrey (The Scowl) Bogart and Lauren (The Look) Bacall got hitched after Bogart's third wife divorced him 10 May... Van Heffin, 1942 Academy Award winner for a supporting role, is getting a medical discharge from the Army after two tours of duty overseas with the 6th and 9th Armies and will be on the screen soon... Harvard's monthly listed the 10 worst movies of 1944 as: "As Thousands Cheer," and "Winged Victory... Paulette Goddard has gone blonde... "Candy" is in the top spot among song hits... "Bell Bottom Trousers"... an oldie somewhat rinsed out, is getting a big play in the juke league... Bing Crosby has asked the Andrews Sisters to accompany him on his next overseas tour... Paramount has renewed Bob Hope's contract for seven years; one of his first pictures will be "Menacer Beneath It." In the words of Rudolph Valentino once starred... Mae West, now on tour with "Catherine Was Great," is going to revive "Diamond Lil" in the fall... Mary Martin, who left Hollywood two years ago, is coming back to the film version of "One Touch of Venus," in which she made such a hit on Broadway... Both Gilbert Miller and the Theater Guild are interested in a script "Age of Romance," based on the life of Franz Liszt and written by Janos Kovacs with Basil Rathbone, the authoress' husband, in the starring role... on location in Cleveland. He will serve seven years at $50,000 per year (of which at current rates, about $26,000 will go to Uncle Sam for income taxes). Appointment of the senator from Kentucky, Fred M. Vinson, Director of War Mobilization and Reconversion, lifted the ban against horse and dog racing... Senator Chandler, who will retain his Senate seat for a while at least, was selected by representatives of the 16 major league clubs at a closing meeting in Cleveland. He will serve seven years at $50,000 per year (of which at current rates, about $26,000 will go to Uncle Sam for income taxes).
featured high school basketball teams, starred in collegiate basketball and football and played bush-league baseball. He has been in politics since 1929, from state senator to lieutenant governor to governor to senator.

Off to the Races: Once Mr. Vinson lifted the racing ban, turfsmen broke away from the gate fast. Two tracks opened 12 May (Sportman's Park in Illinois and Narragansett in Massachusetts), one 15 May (Santa Anita in California), and two 16 May (Keeneland in Kentucky and Pimlico in Maryland). For Santa Anita, it was the first racing in four years and $1,250 turned out for the inaugural, feeding $1,300,000 into the mutuels. In Kentucky, plans immediately went ahead for holding the hallowed Derby at Churchill Downs this month.

Diamond Data: Featuring the major league pennant races were the whirlwind getaway of Mel Ott's Giants and the 11-game winning streak of the Brooklyn Dodgers in the National League, and the closeness of the American League with only seven games separating the eight clubs.

Pacing the Giants was their manager-outfielder, Mel Ott. The perennial juvenile, now at 36 years of age, in his 20th season, was battling for the league leadership in batting and in homers as June approached. During May, he passed Lou Gehrig's homer total of 455 by banging his 456th. Only two other players have hit more four-baggers: Jimmy Foxx with 527 and Babe Ruth with 714.

In the American League, the White Sox, who finished seventh last year, were off to a good start and holding a slim lead after the first four weeks. The Chisox rise was attributed to the hitting of Tony Cucinello and Johnny Dickshot, the hustle of Oris Hockett and Mike Tresh, and the surprising showing of two newcomers, Bill Hagel and Cass Michaels.

HAPPY Chandler, U. S. Senator from Kentucky, got late Judge Landis' job of baseball czar at $50,000 a year.

VETERANS

- A recorded radio program, "What's the Deal?" is now being sent abroad so that servicemen interested in taking up apprentice training after their discharge may be fully informed of the War Munitions Commission's program before they embark for home. The recordings will be played over 450 outlets of the Armed Forces Radio Service, as well as short-wave stations in New York and San Francisco.

In addition to describing WMC's Apprentice Training Program, and outlining the additional financial assistance available during training under the GI Bill of Rights, the recording also names the special courses covering most of the apprenticeable trades which are offered by the U. S. Armed Forces Institute. Some of these courses are on special trade subjects and others are of high school or college level. Information on the courses may be obtained from educational service officers.

- More than three-fourths of all the men now in the Army worked for an employer before, and more than two-thirds plan to take jobs as employees after their discharge, according to an Army survey of troops' postwar plans. The survey points out that probably more than three-fourths of the men actually will become employees again, since many who are tentatively considering other ideas such as self-employment are likely to take jobs as employees in Government or private industry after the war.

Among former employees, only about one-half of the white and one-third of the negro enlisted men plan to do the same type of work they performed in civilian life. About two-fifths plan to go back to the employer, which means some 2,500,000 men will exercise their rights to their old jobs under the Selective Service act. More than a million Army men are definitely planning to be self-employed after the war.

- Veterans of the last war who hold 3% Adjusted Service Bonds of 1945 were recently told by the Veterans Administration that the bonds mature on 15 June 1945 and will not draw interest after that date. These bonds were special $50 bonds issued by the Treasury Department to veterans of World War I in settlement of their Adjusted Service Certificates, or "bonuses." Face value of the bonds now outstanding, plus accrued interest, is approximately $275,000,000. The bonds may be presented by the owners at any U. S. postoffice or Federal Reserve Bank or branch, or may be mailed to the Treasurer of the United States, Washington, D. C., after the request for payment on the back of the bond has been properly executed.

- If men now in the service keep up their Government insurance after they get out, they'll be a well-insured group. Up to 4 May, Veterans Administration had received 17,828,500 applications for National Service Life Insurance totaling $139,955,310,000. Average policy was $9,205.55. Insurance awarded to beneficiaries totaled $1,728,479,705.

- An estimated 3,500,000 men and women—about 25% of the probable total of all members of the armed forces during the war—have definite plans for pursuing some form of education or technical training after the war, with about a million of them going in for full-time courses.

The estimate comes from the U. S. Office of Education, which concludes that, "With financial aid, the veterans are expected to make up considerable of the educational deficit the nation has experienced during the war."

The survey also estimates that 90% of veterans 25 and under expect to return to schools and colleges.
Medal of Honor Awarded to Two Marines Who Gave Their Lives for Their Buddies

The Congressional Medal of Honor has been awarded posthumously to a marine who threw himself on a hand grenade to save the lives of two foxhole companions and to another who sacrificed his life in a desperate battle with an overwhelming number of Japanese soldiers so that his tank crew might escape.

Corporal Anthony P. Damato, USMC, of Shenandoah, Pa., lay in a foxhole on Enogai Island, Emretok Atoll, on the night of 19-20 Feb., 1944, with two other members of his company. The foxhole was in a defense perimeter which had been dangerously thinned by the forced withdrawal of nearly half the available men and subject to sudden attacks by small, fanatical bands of Japanese. When one of the enemy approached undetected and threw in a hand grenade, Damato desperately groped for it in the darkness. Realizing the imminent peril to all three Americans and the consequences of the act to himself, he unhesitatingly flung himself on the grenade and saved the lives of his comrades.

On Rota, while serving as platoon sergeant of Co. A, 4th Tank Battalion, 4th Marine Division on 16 June, 1944, Gunner Robert H. McCard, USMC, of Centralia, Ill., and members of his tank crew were ambushed by a battery of 77-mm. guns. Although their tank was put out of action and cut off from others in the battalion, McCard remained in control and brought all tank weapons to bear on the Jap guns, only 50 feet away.

When the hostile fire increased in severity, McCard ordered his crew out of the escape hatch, exposing himself to fire by throwing hand grenades to cover their withdrawal. Seriously wounded and with his supply of grenades exhausted, McCard then dismantled one of the machine guns from the tank and vigorously fired at the enemy positions. When the Japs began running toward him, he killed 16 of them before he himself was killed.

Damato’s medal was presented to his mother, Mrs. Frances Damato, by Maj. Gen. Maurice C. Gregory, USMC, in Shenandoah. Vice Admiral Arthur C. Carpender, USN, Commandant of the 9th Naval District, presented McCard’s medal to his widow in Centralia.

Six Anti-sub Groups Get Unit Citations

Six anti-submarine task groups, including 14 ships and five composite squadrons, which operated with the escort carrier USS Bogue as flagship, have been awarded the Presidential Unit Citation for extraordinary heroism in action against enemy subs in the Atlantic area in 1943 and 1944.

Carrying out powerful and sustained offensive action during a period of heavy German undersea concentrations which threatened our flow of supplies to the European theater of operations, these antisub groups tracked the packs relentlessly and sank a notable number of U-boats. The gallantry and superb teamwork of officers and men were largely instrumental in forcing the complete withdrawal of enemy submarines from supply routes essential to the maintenance of our military supremacy.

Since the award was made to the task groups and not to the individual ships, only the men who served as members of the respective task groups during specified periods are entitled to wear the Presidential Unit Citation ribbon (with star). They will be individually notified by BuPers of the award.

In addition to the Bogue, the units in the task group were the destroyers Dupont, George E. Badger and Lea; the destroyer escorts Francis M. Robinson, Haverfield, Jansen, Sweeving, Wilhoite and Willis; the destroyer-minesweeper Hobson; the destroyers-transports Bellnap, Clemson, Greene and Guernsey Ingraham, and VCs 8, 19, 42, 69, and 95.

1st Marine Brigade Wins Navy Unit Commendation

The 1st Provisional Marine Brigade recently became the first Marine Corps unit to receive the Unit Commendation when it was commended by the Secretary of the Navy for outstanding heroism during the invasion of Guam. Now known as the 6th Marine Division, having added one other combat team, the brigade was under the command of Maj. Gen. Leonel C. Shepard, Jr., USMC, at the time of the cited action.

Functioning as a combat unit for the first time, the 1st Provisional Marine Brigade forced a landing on Guam against strong and well-camouflaged defenses. Advancing steadily under the relentless fury of the enemy’s heavy artillery, mortar and small-arms fire, it secured a firm beachhead by nightfall.

Executing a difficult movement to the north, the unit pushed yard by yard through swamps, dense jungles and over cliffs. Although terrifically reduced in strength, its men hunted the Japs in caves, pillboxes and foxholes, and exterminated them. By their acts of gallantry and indomitable fighting teamwork throughout a bitter and costly struggle, they aided immeasurably in the restoration of Guam to our sovereignty.
WINNERS OF THE NAVY CROSS

Albert M. Bledsoe
Capt., USN

David C. Caldwell
Lt. Comdr., USN

William W. Colgan
PhM2c, USNR

Richard E. Fowler Jr.
Lt. (jg), USNR

Ronald P. Gift
Lt., USNR

John M. Hoskins
Capt., USN

Thomas 8. Inglis
Capt., USN

Warren Kruck
Ens., USNR

William A. Kuder
Lt. (jg), USNR

John D. Lamade
Comdr., USN

Eleuteria J. Marquez
PhM3c, USNR

Francis J. McKenna
Capt., USN

Eugene B. McKinney
Comdr., USN

Henry G. Munson
Comdr., USN

Ralph H. Nishaus
2d Lt., USMC

William B. Nutter
Lt. (jg), USNR

Ralph A. Ortle
Rear Admiral, USN

Calvin Platt
Lt. (jg), USNR

Ralph A. Rhodes
Lt., USNR

Maurice H. Rendle
Lt. Comdr., USN

George W. Schucke
Lt., USNR

Ray J. Stacy
Lt. (jg), USNR

John T. Walker
Brig. Gen., USMC

Whitney Wright
Lt. Comdr., USN


*CALDWELL, David C., Lt. Comdr., USN, Kailua, T. H.: While serving as leader of a flight of carrier-based bombing planes on 26 Oct. 1944, he spotted an enemy heavy cruiser on the Sulu Sea, directed an attack and scored direct hits. In spite of intense antiaircraft fire, he attacked with such coolness, daring and judgment that not only he but the majority of his flight hit the enemy cruiser and left it sinking and burning.

*COUGAN, William W., PhM2c, USNR, Carteret, N. J. (posthumously): While serving with the 6d Battalion, 7th Marines, 1st Marine Division, during action at Peleliu on 4 Oct. 1944, he unhesitatingly proceeded far in front of his own lines in order to administer first aid to casualties. When our troops were forced to withdraw from untenable positions, he courageously exposed himself to a withering barrage from Jap guns and directed the men to take cover until a protective smoke screen could be lowered. Then he skillfully supervised evacuation of the wounded until he was fatally struck by Jap fire. His daring initiative and great personal valor in the face of grave peril were in keeping with the highest traditions of the naval service.

*GIFT, Ronald P., Lt., USNR, Mar-
British Honor Admiral Stone for Work in Italy

In recognition of his services as chief commissioner of the Allied Commission in Italy, Rear Admiral Ellery W. Stone, USNR, has received an honorary appointment as Commander of the British Empire. As chief commissioner, Admiral Stone was charged with maintaining law and order and communications in the liberated portion of Italy.

French Government Decorates 16 U. S. Naval Officers

The French government has presented the Legion d'Honneur to 16 U. S. naval service officers for services in the European Theater of Operations. Those awarded are:

Degree of Commandeur: Admiral Henry K. Hewitt, USN, Hackensack, N. J.


Lt. Comdr. Fairbanks was also awarded the Croix de Guerre with palm for his part in landing operations on Elba and in southern France.
Marines killed the defending garrison of approximately 1,000 Japanese. The island was captured in about 6 hours as a result of this intense action. Four days later under his command the regiment invaded Parry Island, destroying over 1,000 defenders in close-in fighting and capturing the island where the Eniwetok headquarters of the Japanese Army were based. His gallantry in action, his extraordinary courage and leadership were in keeping with the highest traditions of the naval service.

**NAVY CROSS cont.**

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**Distinguished Service Medal**

**Admiral Davison, Ralph, Rear Admiral, USN, Pensacola, Fla.:** While serving as commander of a task group assigned to duty with a carrier task force of the Pacific Fleet from 1 Sept. to 16 Nov. 1944, he successfully carried out all missions assigned to his group. These included the support of landings on Peleliu and Angaur in the Palau group, air strikes against the Bonins, Mindanao, the Visayans and Luzon in the Philippines, and also against Loochoo Islands and Formosa in support of our landings on Leyte. In the face of determined enemy opposition, he consistently distinguished himself by great professionalism, high courage and inspiring leadership.

**Admiral Fort, George H., Rear Admiral, USN, Annapolis, Md.:** As commander of a task force prior to and during the capture of Peleliu and Angaur in the Palau group from July to October 1944, he was a master of amphibious warfare, conducting the operations of his command with keen foresight and superb tactical ability. Admiral Fort organized the component elements of his group for a determined offensive, concentrating his units at the objectives, hurled the full strength of his firepower in a smashing, sustained bombardment which effectively reduced the enemy’s formidable coastal defenses. Landing the ground forces with a minimum of loss, he directed his troops and supporting elements in their relentless sweep across the islands as they stormed the strong hostile garrisons and wagged the bitter campaign which resulted in the capture of these strategically important bases. Throughout this period of intensive operations, he distinguished himself by his indomitable leadership, decisive combat tactics and cool courage.

**Admiral Smith, Edward H., Rear Admiral, USCG, Winchester, Mass.:** As commander of the Greenland Patrol and later as commander of a task force in the Atlantic Fleet from December 1941 to November 1944 he performed exceptionally meritorious service in a duty of great responsibility. During the critical years of 1942 and 1945 he planned, built, organized and efficiently administered the naval bases and stations in Greenland and in the Arctic for the support of the Army in those areas and naval control of the North Atlantic. Under extremely hazardous conditions, the forces of his command successfully operated patrols and escort services which were of inestimable assistance in connection with the ferrying of aircraft and the operation of transport planes and from the European theaters of war and effectively protected valuable convoys.

**Admiral Fechteler Gets Army DSM for Service in Philippine Operations**

The Army’s Distinguished Service Medal has been presented to Rear Admiral William M. Fechteler, USN, Washington, D. C., now the Assistant Chief of Naval Personnel, for his part as an attack group commander in the occupation of Morotai and the landings at Leyte, Lingayen and Palawan. “By his thorough planning, careful preparation and splendid execution, and by his fine sense of coordination in integrating his force with those of the Army, he made a distinct contribution to the success of these operations,” the Army citation stated. Admiral Fechteler’s outstanding ability, judgment and leadership in command of a major force were cited as exemplifying the finest traditions of the services. The presentation was made by Maj. Gen. James A. Ulio, the Adjutant General of the Army.

**Navy Enlisted Man Wins High British Decoration**

Gerald M. Gray, QM2c, USNR, Falconer, N. Y., has been awarded the Distinguished Service Medal by the British government. The award was made for gallantry, skill and devotion to duty shown by Gray in action with the British fleet in the west coast of Italy which resulted in con-...
Islands, and the Philippine Islands.

★ Laid, Oberlin C., Capt., USN, Newport, R. I.: CO, cruiser, Kurilis, 15, 26 June 1944; Paramus, 26 June 1944.


★ Lightfoot, John B., Capt., USN, New Orleans, La.: Commander, submarine squadron.


★ Miller, Wallace J., Capt., USN, Annapolis, Md.: Commander, destroyer division, Palau and Philippine landings, strikes against Philippines, Okinawa and Formosa, 30 Aug. to 11 Nov. 1944.


Silver Star Medal

Gold star in lieu of third award:


Gold star in lieu of second award:

★ Frutsch, William H., CEM, USN, New Haven, Conn.: Crew member, submarine, Pacific area.

★ Hogan, Thomas W., Comdr., USN, Canton, Ga.: CO, submarine.


★ Tompkins, Benjamin F., Capt., USN, Silver Spring, Md.: CO, destroyer, Battle of Philippine Sea.

First award:


★ Burks, Vesper E., CMO, USN, Stockton, Calif.: Chief of the engine room, submarine, Pacific area.


★ Case, Frank D., Ens., USN, Buffalo, N. Y.: Aboard ship, operations against the enemy.

★ Casey, John E., Lt., USN, Philadelphia: (missing in action): Fire control officer, USS Plier, Pacific area.

★ Collard, Joseph H., HA2c, USNR, Oklahoma City, Okla. (posthumously): 1st Battalion, 21st Marines, 3d Marine Division, Guam, 27 July 1944.

★ Dietz, Arlo T., Lt. (jg), USN, Cogswell, N. D.: Boat officer, LST 211, invasion of southern France.

★ Dunsir, Michael, Sgt., USMC, North Chicago, Ill.: Section leader, mortar platoon, Guam, 21-26 July 1944.


★ Hunnecut, James A., QMlc, USN, Sacramento, Calif.: Radio operator and soundman aboard submarine, Pacific area.


★ Kosol, Solomon M., Lt. (DC) USN, Roxbury, Mass.: Dental officer, Marine Corps infantry regiment, Okinawa.


★ Linthicum, Adrian P., CTM, USN, San Diego, Calif.: Aboard submarine, Pacific area.

★ Long, Orrin, Lt. (jg), USN, Joliet, Ill.: CO, PT boat.


Navy Honors General For Joint Buying Plan

Brig. Gen. William H. Draper Jr., General Staff Corps, USA, has been awarded a gold star in lieu of a second Legion of Merit from the Navy for outstanding services in connection with the coordination of procurement by the Army and Navy.

As a result of his reports on a special study last fall, procedures have been placed in effect for joint Army-Navy procurement involving the expenditure of several billion dollars a year.

Brig. Gen. Draper earned his first Legion of Merit from the Army in recognition of his services in the establishment of the national Selective Service System while he was serving as executive officer to Maj. Gen. Lewis B. Hershey, USA.

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Silver Star Medal

Gold star in lieu of third award:


Gold star in lieu of second award:

★ Frutsch, William H., CEM, USN, New Haven, Conn.: Crew member, submarine, Pacific area.

★ Hogan, Thomas W., Comdr., USN, Canton, Ga.: CO, submarine.


★ Tompkins, Benjamin F., Capt., USN, Silver Spring, Md.: CO, destroyer, Battle of Philippine Sea.

First award:


★ Burks, Vesper E., CMO, USN, Stockton, Calif.: Chief of the engine room, submarine, Pacific area.


★ Case, Frank D., Ens., USN, Buffalo, N. Y.: Aboard ship, operations against the enemy.

★ Casey, John E., Lt., USN, Philadelphia: (missing in action): Fire control officer, USS Plier, Pacific area.
SILVER STAR MEDAL cont.


DISTINGUISHED FLYING CROSS

Gold star in lieu of second award:


*Boyles, Ellis G., Lt. (jg.), USNR, Sudan, Tex.: Pilot, South Pacific.

*Chandler, Murray L., Lt. (jg.), USN, Dallas, Tex.: Fighter squadron aboard a carrier, Philippine Islands area.


*Compton, James R., Comdr., USN, Clayton, Mo.: Commander of a PBY4, Green, Wadde, and Owl Islands, 23 Apr. to 19 Aug. 1944.


*Giesend, Morris C., ACR, USN, Letts, Iowa: Radioman of a torpedo bomber.


*Kinsella, James J., Lt., USN, San Diego, Calif.: Pilot, Solomon Islands area, February to November 1943.


*MacGregor, Robert A., Lt., USN, Kings, Ill.: Patrol plane commander, Aleutians to Kurils, 20 Jan. 1944.


*Reeves, Columbus D., Lt. (jg.), USN, Fort Worth, Tex.: Plane commander of a seaplane, Philippines, Borneo, and Celebes areas.


*Schneider, John J., Lt., USN, Narberth, Pa. (missing in action): Patrol plane, Darvel Bay.


*Vanderford, Gordon J., Lt., USN, Lynnwood, Calif.: Commander of a patrol plane, Patrol Squadron 7I, Ferno and Shortland Islands, 30 Oct. 1943.


*Vivian, John P., Jr., Lt., USNR, New Rochelle, N. Y., Patrol plane commander, Ventura bomber, Kurils, 10 June 1944.


*Navy and Marine Corps Medal

*Anderson, Carlton F., CMO3M, USCG, South Portland, Maine: Coast Guard rescue flotilla, coast of France, 30 June 1944.

*Bent, DeWitt, S. Jr., QM2c, USN, Monroe, La.: LC-125, Salerno, 9 Sept. 1943.

*Betz, George C., MM2c, USCG, Allegheny, Pa.: Aboard a cutter, European theater, 7 Aug. 1944.


*Brantly, Neill D., Capt., USN, Villanova, Pa.: Commander of the boat control and mine sweeping group, Cape Gloucester, 26 Dec. 1944.


*Carr, Donald C., GM1c, USNR, Madison, Tenn.: With a demolition unit.


*Clark, David D., SoM2c, USNR, Canton, Ohio: Coast of France, 8 June 1944.

*Cook, Carl D., AEM3c, USN, Sharonville, Tenn.: Philippine Islands, 24 Oct. 1944.


*Evelyn, William E., CPhM, USN, Cheyenne, Wyo.: Pharmacist's mate aboard a submarine.


*Gifford, Gibson, BM1c, USN, Branchet 92, Aviation, 24 Oct. 1942.

*Harvey, Gordon G., TM1c, USN, Daly City, Calif.: Philippine Islands, 24 Oct. 1944.

*Hill, Walter F., SK1c, USCG, Lawrence, Mass.: Coast of France, 30 June 1944.

*John, Fred S., TM1c, USN, Chicago, Ill.: Aboard a destroyer, Central Pacific and New Guinea areas, January and August 1944.

Navy Decorates Army Officer on Decor's Staff

The Navy's Bronze Star Medal has been awarded Col. Theodore J. Dayharsh, USA, Atlanta, Ga., for distinguished selfless service as assistant war plans officer on the staff of Commander, 3d Fleet, during attacks on the western Carolines, the Bonina, Marshall, and Palaus, the Philippines, Dutch Indies, and the Philippine base areas. His sound advice in matters affecting the Army components greatly assisted the Commander, 3d Fleet, in over-all planning of operations.

Bronze Star Medal

Gold star in lieu of third award:

★ Chillingworth, Charles F. Jr., Capt. (then Comdr.), USN, Honolulu, T. H.: CO of a destroyer, Kolombangara, Shortland and Bougainville, British Solomon Islands, 29 June 1943.

Gold star in lieu of second award:

★ Chillingworth, Charles F. Jr., Capt. (then Comdr.), USN, Honolulu, T. H.: CO of a destroyer, Kolombangara, Shortland and Bougainville, British Solomon Islands, 29 June 1943.

First award:

★ Allen, Wallace E., Lt. Comdr. (MC) USN, Modesto, Calif.: Senior medical officer aboard an aircraft carrier, Pacific area.

★ Andersen, Myron W., Lt., USN, Seattle, Wash.: PBY pilot, Pacific area.
ment and destroyer squadron, Kolombangara, Shortland and Bougainville, British Solomon Islands, 29 June 1943.

* Cox, Harris J., Lt., USN, Wichita Falls, Tex.: On staff of ComSoPac and SoPacFor, 15 June 1942 to 25 March 1944.

* Crawford, Charles L., Lt. (HC) USNR, Altoona, Iowa: Assistant to fleet medical officer, 8th Fleet, Mediterranean, June 1943 to April 1944.

* Crawford, George L., MoMM3c, USNR, Powhatan, Va. (posthumously): Action during the Normandy invasion.

* Dahleimer, Donald B., MoMM2c, USNR, Osseo, Minn. (missing in action): Aboard the USS Harner.

* Davis, Alan W., Cox., USN, Middletown, Ohio: Commander of task group, Southwest Pacific area.

* Doolan, Dean F., PhM2c, USNR., Osseo, Minn. (missing in action): Aboard the USS Harner.


* Farley, Floyd E., Ens., USN, Marion, Ind.: USS Phlegy, Pacific area.

* Farrow, Arthur L., Lt. (jg), USCGR, Lawton, Okla.: CO of LCIC(L), Normandy invasion.

* Farrow, Murvole T., Capt., USN, Long Branch, N. J.: CO of transport landings on enemy-held islands, 21-26 July 1944.

* Ferguson, John F., Lt. Comdr., USNR, Richmond, Va.: CO of antiaircraft training center, Southwest Pacific.


* Fletcher, William B., Jr., Capt., USN, New York, N. Y.: Commander of task unit, Solomon Islands, 7 April 1944.


* Frost, Edwin R., Lt. (jg), USCGR, Oil City, Pa.: CO, Coast Guard cutter, Normandy invasion.


* Garnier, David, RM1c, USCGR, Lawdaine, Calif.: Member of the crew of an Army tug, 5-6 Dec. 1944.

* Gay, Donald Jr., Lt. Comdr., USNR, Newport News, Va.: CO, patrol bombing squadron, Bay of Biscay, 1943-1944; English Channel, June 1944.

* Gibbs, John J. Jr., BM2c, USNR, Richmond, Va. (posthumously): Pointed on a 20-mm. gun, LCI(G) 365, Marians invasion.

* Gifford, Robert L., TM3c, USNR, St. Louis, Mo. (missing in action): Plane on board USS Harder.

* Gintz, John E., Lt. (jg), USNR, Indianapolis, Ind.: OIC of Flot Ship Sections, Operations Division of ComSoPac and SoPacFor, 22 June 1942-25 March 1944.

* Gosnell, Thomas H., Lt., USNR, Rochester, N. Y.: Division commander of a boat pool, Solomon Islands area, 30 June-8 Aug. 1943.

* Gouka, James L., Lt. (jg), USNR, St. Louis, Mo.: CO, LCT(5) 391, invasion of Bizau, New Guinea, 27 Aug-8 June 1944.


* Grant, James B., Jr., Lt., USN, Denver, Colo.: Operator of a target data computer, submarine.

* Green, Russell R., 1st Lt., USMC, Minneapolis, Minn.: Assault battalion platoon leader, Guam invasion.

* Greaves, Marion, Sr., USNR, Schuyler, Neb.: Member of a gun crew of a ship, 26 July 1944.


* Guinn, Thomas D., Capt., USN, Norfolk, Va.: CO, aviation engine overhaul base and reequipment and staging depot; CO, sub-air center, 10 July 1943-16 Oct. 1944.

* Hagen, Paul E., BM2c, USCGR, Oakland, Calif.: Member of a lifeboat detail, Army tug, 5 Dec. 1944.

* Hand, Jesse O. Jr., Pfc., USMC, Aurora, Ill.: Marine amphibian tractor battalion, Pekeli, 5 Aug. 1944.


* Harvey, Alton E., Lt. (jg), USCGR, West Valley, Mich.: First lieutenant and loading officer of a ship during assaults on Pacific beaches.

* Haebecker, Frank H., Lt. (jg), USNR, Opa-Locka, Fla.: Aircraft maintenance officer, Liberatar photographic reconnaissance squadron, 1 Feb-15 Nov. 1944.


* Herrick, Hiram H., BM2c, USNR, Des Moines, Iowa: Aircraft ship, Philippine Islands, 24 Oct. 1944.


* Hill, Kenneth P., Lt., USN, Portland, Oreg.: Division commander of a boat pool, Solomon Islands area, 30 June-5 Aug. 1943.

* Holder, Diller T., Pfc., USMC, Goshen, Ind.: Action on Guadalcanal, Tarawa, Saipan.

* Howard, Sam F., BM2c, USCGR, Seattle, Wash.: Vella Lavella, 29 Sept. 1943.


* Hutchinson, Leslie L., Lt., USNR, Lawrence, Kan.: First lieutenant, destroyer escort, Algerian coast.

* Jensen, Paul A., Jr., Lt. (jg), USNR, Chicago, III.: Mine disposal officer, invasion of southern France.

* Jeter, Max A., Lt., USNR, Springdale, Ariz.: Division commander of a destroyer unit, invasion of southern France.

* Johnston, Paul F., Comdr., USNR, Creston, Iowa: Gunner officer, battleship, South and Central Pacific waters, October 1942-September 1944.

* Kellam, John H., Ens., USCGR, Johnstown, Va.: CO, Coast Guard cutter, Normandy invasion.

* Kistner, Donald F., Lt., USN, Hudson, Mass.: Beachmaster, Pacific area.

* Kiesel, Harold M., Lt., USNR, Vevay, Ind.: OIC of the Ohio Shuttle Control, Normandy invasion.

* King, Wilber W., Pharmacist, USN, Yakima, Wash.: Assistant to the chief surgeon, Guam.

* Kohls, Abraham, S2e, USCGR, Los Angeles, Calif.: Crew member of an Army tug, 5-6 Dec. 1944.

* Larsen, Eugene G., Pfc., USMC, Kenosha, Wis.: Marine artillery battalion, Saipan, 7 July 1944.
Most Retired Enlisted Men to Be Released: Vacancies to Be Filled by Younger Men

Substantially all retired enlisted men now on active duty will be returned to their retired status by 1 Jan. 1946, under provisions of BuPers Cdr. Ltr. 113-45 (NDB, 30 April, 45-489). As of 30 April 1945, there were 6,105 men in this category, of whom 5,423 have CPO ratings.

Announcement of the plan for release of retired enlisted men on active duty follows closely after the directive of 30 March 1945 which established procedure for the release of retired enlisted personnel serving as officers (ALL HANDS, May 1945, p. 75). Early in the war emergency both groups were called back from retirement after long service to provide a nucleus of veterans for the fast-expanding Navy. Increased numbers of trained personnel now makes it possible for them to return to retirement.

Since COs are expected to fleet-up enlisted personnel within their commands to fill vacancies left by retired enlisted men, the measures will also provide opportunities for advancement in responsibility and rating for younger personnel in the service.

The only exception provided for by the directive is that retired enlisted men holding key positions, fit for active duty, and essential to the war effort may be recommended to BuPers for consideration. All others are to be released to inactive duty as their services can be spared, without further reference to BuPers. The total number of such personnel on duty as of 1 April 1945 in each administrative command is to be used to determine the rate of release, with 15% to go back on retirement in Nov. 1944 and 15% additional during each succeeding month through December 1945.

Retired enlisted men to be released are to be transferred to a receiving establishment personnel distribution center in the continental U. S. nearest their homes, where they will be informed as to their rights, benefits and privileges. In cases where relocations are deemed necessary, they will be provided by administrative commands responsible for the distribution of enlisted personnel.

However, administrative command to fleet-up enlisted personnel and to make sure that wherever possible personnel now under their commands are sufficiently trained to provide adequate relief.

New Rules to Speed Release Of Enlisted Personnel Found Fit Only for Limited Duty

Two measures to increase the fighting efficiency of the Navy by providing for the discharge or release to inactive duty of certain physically disabled enlisted personnel were recently announced jointly by BuPers and BuMed. Personnel covered by the directives are: (1) those who are considered to be not physically qualified for all duties of their rating and (2) those who have previously been classified by medical survey as fit for limited duty only.

Exceptions provided for are:

- Men whose disabilities are the result of wounds received in action or diseases incurred in, and peculiar to, combat areas (such as malaria and filariasis). They are to be given the choice of either staying on active duty and being assigned duty commensurate with their physical qualifications or, if they so request in writing, being discharged from the Navy. Fleet Reservists and retired enlisted men may similarly be released to inactive duty.
- Men with the disability of seasickness (motion sickness) are not to be discharged, but classified as physically qualified for duty ashore, including overseas, and are to be transferred to the nearest receiving station for further assignment.
- Men temporarily unfit for duty because of combat or operational fatigue are to be retained on either limited or unlimited duty, as circumstances permit, and may not be discharged from the service under such diagnosis. Those who are totally unfit for service are to be reexamined and a more exact diagnosis of the basic disability established.
- Men not physically qualified for general service but who meet the physical requirements for Special Assignment personnel, and who are otherwise qualified for retention in the service, may not be discharged. Their classification is to be changed by adding (SA) to their naval designation. The minimum physical qualifications for (SA) men differ from general-service standards as follows: color perception—color-blindness acceptable; vision—minimum 2/20 correctable to 10/20 each eye, with slight functional defects acceptable, and hearing—80% in each ear.

The partially disabled men included in the above categories, if retained in the service, are to be eligible for advancement in rating, and if retained fit for service standards as follows: color perception—color-blindness acceptable; vision—minimum 2/20 correctable to 10/20 each eye, with slight functional defects acceptable, and hearing—80% in each ear.

Enlisted Patients to Get Immediate Replacements Of Clothing Lost Overseas

Enlisted men of the Navy and Coast Guard returned from overseas as patients and who have lost their clothing through no fault of their own may now be given immediately an issue in kind, provided they have not already been released, according to a BuPers and BuS&A Joint Ltr., dated 1 March 1945 and addressed to medical officers in command of naval hospitals in the continental U. S. According to chief petty officers, cooks and stewards may not exceed $100 in value and to enlisted personnel in other ratings, $60 in value. If a claim is later filed for the lost clothing, the clothing issued will be deducted.

The new regulations are effective as of 1 Jan. 1945.
Enlisted Reservists and USN-Is Over 42
Eligible for Release upon Application

As a part of the Navy's policy of making most efficient use of all personnel within its approved legal limit, most enlisted men in the Naval Reserve and Fleet Reserve, enlisted Waves and USN-I inductees 42 years of age or over have been made eligible for discharge or release to inactive duty upon application.

Provisions for their release, approved by the Secretary of the Navy, were announced last month to all ships and stations by BuPers Circ. Ltr. 125-45 (NDB, 15 May, 45-500).

The Navy policy is similar to those recently announced by the Army and Coast Guard. No change in discharge policy has been made public by the Marine Corps since announcement in Marine Corps Hqtrs. Ltr. of Inst. 792, 29 June 1944, which provided for the discharge of any enlisted man over 38 years of age stationed within the continental limits of the U. S. by the Secretary of the Navy, 45 (NDB, 15 May, 45-500).

Personnel who applied for discharge under BuPers Circ. Ltr. 257-44 (NDB, July-Dec., 44-1064) but whose requests were disapproved because they held critical rates or their services were otherwise required, are again made eligible for discharge.

Approximately 16,000 men were released under the previous directive, details of which were published in the Oct. 1944 issue of ALL HANDS, p. 63. Eligible personnel who still desire to be discharged or released from the service may apply to their respective commanding officers.

Applications may be submitted only by personnel who have passed their 42d birthday, and will be considered only when initiated and officially submitted in writing by the individual concerned. COs are directed by the letter to approve requests and take steps to effect the discharge or re-lease to inactive duty of eligible personnel without reference to BuPers. Fleet reservists will be released to inactive duty; naval reservists and USN-I inductees will be discharged. As personnel in the eligible categories reach their 42d birthday, and request discharge or release, they will be considered eligible.

Where reliefs are required, they will be furnished. However, the directive states, it is not desired that personnel be retained until a relief arrives, unless the war effort would otherwise be seriously hampered.

Eligible personnel stationed within the continental limits of the U. S. are to be released within three months after receipt of the letter. Eligible personnel afloat or stationed overseas are to be discharged within six months.

COs are instructed not to approve requests from personnel who are hospitalized, or those awaiting trial by court-martial, undergoing punishment as a result of a sentence of court-martial or otherwise involved in disciplinary action. However, when such personnel are fully restored to duty, or when no longer in a disciplinary or probationary status, their discharge or release may be effected.

The letter does not apply to enlisted personnel in the regular Navy, nor to those regular Navy men who requested transfer to the Fleet Reserve following receipt of BuPers Circ. Ltr. 257-44 (NDB, July-Dec., 44-1064), which provided for the release or discharge of certain specialized enlisted persons of the regular Navy (see ALL HANDS, Oct. 1944, p. 63-64).

Although applications which have been forwarded to BuPers under the above circular letter will be processed, the directive states that no further applications should be submitted under this reference.

Personnel may not be discharged outside the continental limits of the U. S. except in accordance with Navy Regs, Art. 1689 and BuPers Manual, Art. 70-901 (1), under which persons who request discharge outside the continental limits of the U. S. are required to waive in writing all claims to consul aid and all transportation in kind and to all travel allowances involved from the place of discharge to the place of acceptance of their enlistment.

Those naval reservists and USN-I inductees requesting release will be given an honorable discharge, provided their records and marks meet the requirements. They may not have been convicted by general court-martial nor have received more than one summary court-martial, and their minimum final average marks must be 3.0 in proficiency and 3.25 in conduct.

Discharges for naval reservists and USN-I inductees effected under provisions of the directive are to be considered as for the convenience of the Government, and in accordance with Navy Travel Instr., 260-10(f) (3) such personnel are eligible.
for travel allowance, even though the discharge is at their own request. Although "convenience of the Government" is not stated in BuPers Manual, Art. D-9103(1) as a reason for entitling a man to an honorable discharge, the directive modifies the manual so that an honorable discharge may be given to those personnel whose records so warrant. Those who do not meet the requirements for an honorable discharge are, however, to be discharged under honorable conditions for the convenience of the Government.

What Enlisted Marks Mean Noted in Urging COS To Evaluate Men Carefully

The importance of proficiency and conduct marks of enlisted personnel, both to the individuals and to the Navy, has been emphasized by BuPers in its directives inviting the attention of COS to instructions on the assignment of those marks. The instructions, Art D-8019, BuPers Manual, point out that a man's marks have a direct bearing on his eligibility for promotion and on the character of discharge awarded if he is separated from the service. Laxity on the part of officers charged with the duty of assigning marks has resulted, in many cases, in an injustice to the enlisted person concerned and, conversely, has given others certain benefits and privileges to which they are not entitled.

Factors to weigh and other instructions concerning assignment of marks are contained in Articles D-8018, D-8019 and D-8020, BuPers Manual; BuPers Circ. Ltrs. 9-43 (NDB, cum. ed., 43-275) and BuPers Circ. Ltr. 336-44 (NDB, July-Dec., 44-1276).

Small-Arms Marksmanship Regulations Are Changed

The following changes in regulations governing small-arms marksmanship for the remainder of gunnery year (1 July-30 June) 1944-45 and gunnery year 1945-46 are contained in a Cominch letter to all ships and stations (NDB, 80 April, 45-419):

- Revision of the standard training allowance of ammunition for course C from 210 to 200 rounds; course K from 40 to 150, and course L from 20 to 60;
- Acceptance of the qualifications for expert as set by the Marine Corps as basis for issuance of the Navy expert medal to Navy personnel serving with the Marine Corps where no Navy rifle range is convenient;
- Adoption, 1 July 1945, of a score of 180 for qualification as expert with the .30-caliber carbine; 165 for sharpshooter, and 140 for marksman (now 175, 160 and 135 respectively).

Rules Revised for Issuing Honorable Service Buttons

Honorable service lapel buttons are issued by district civil readjustment offices as well as by naval shore establishments discharging or releasing naval personnel, under regulations in the recently approved revision of Art. A-4010, BuPers Manual (BuPers Circ. Ltr. 133-45: NDB, 15 May, 45-509).

The buttons or, in the case of Waves and Navy Nurses, the pins, are issued to officers and enlisted personnel upon discharge and those officers and enlisted personnel previously discharged who served on active duty on or after 9 Sept. 1939.

Included are officers who are honorably discharged; whose resignations are accepted under honorable conditions, and who are released from active duty under honorable conditions (including officers on the retired list and members of the Fleet Reserve who are placed on inactive duty); and enlisted personnel who are honorably discharged; who are discharged under honorable or satisfactory conditions, and who are released from active service under honorable conditions (including enlisted men of the Fleet Reserve and those on the retired list).

Personnel entitled to the button who did not receive it at the time of discharge or release may apply in writing to BuPers, enclosing their original discharge or release papers as identification and evidence of their service, or they may apply in writing to BuPers, enclosing their original discharge or release papers.

The buttons are not issued to enlisted personnel discharged during the present war for purposes of immediate reenlistment.
Written Request Required For Mailing Publications
To Personnel Overseas

No new subscriptions or renewals to magazines or newspapers for mailing to Navy, Marine Corps or Coast Guard personnel overseas may be accepted after 31 May 1945, under an order recently issued by the Postmaster General at the request of the Navy Department, unless the periodicals are requested in writing by the servicemen himself. This measure, similar to one which has been in effect for Army personnel for more than a year, has been adopted to help conserve vital shipping space and to prevent nonessential mailing.

After 1 July publishers will be required to present the requests from servicemen in order to mail magazines and newspapers overseas. However, they may continue mailing copies without a request in fulfillment of subscriptions already in effect, for newspapers, and copies sent under any kind of an arrangement whereby the request of the serviceman has initiated the request for the publications.

Complimentary copies sent by publishers, copies paid for by advertisers, and copies sent under any kind of an arrangement whereby the request of the serviceman has been solicited, may not be accepted for mailing.

As a further means of eliminating nonessential mailing, public libraries are being encouraged to include clippings from hometown newspapers in letters rather than mailing complete issues of the publications.

Space saved by these means will allow first class mail service to be improved and will also speed shipment of materiel.

Censorship Rules Modified For Some Personal Messages

Messages concerning death outside the immediate family and serious illness or accidents, birth notices and other matters of great personal importance may now be forwarded to fleet personnel via Navy communication facilities, providing commercial facilities are not available.

Only messages concerning deaths in the immediate family could be forwarded prior to a recent modification of U. S. Navy censorship regulations (NDB, 30 April, 45-122).

Messages, together with the correct address of the addressee, should be filed with or transmitted to the commander of the naval district nearest to the location of the addressee, or to BuPers, Washington 25, D. C., for transmission at the discretion of the forwarding authority via the Navy communication system.

The modification also provides that personnel may send replies to such personal messages via the Navy communication system where no commercial service is available. Replies, however, are sent only at the discretion of the CO when security conditions permit.

Families May Now Join Men On Permanent Duty At Some Western Hemisphere Points

Navy officers and enlisted men (P02c and above) who are on permanent duty at certain overseas stations in the western hemisphere may now have their families join them under provisions set forth in a letter from CNO dated 23 April 1945.

On 2 Nov. 1942 the transportation of dependents to arrive at Continental limits, including Alaska and the Canal Zone, was suspended by Alnav 235-42 (NDN, cum. ed. 1945, 42-61). The first broad relaxation of this rule was effected by SecNav in Oct. and Nov. 1943 when transportation was authorized, for cases specifically approved by the VCNO (as well as Com4thFleet in the case of Brazil), for dependents of officers and men serving with U. S. embassies, legations and naval missions in Central America (except Panama), South America; Havana, Cuba; the Dominican Republic, and Haiti.

The most recent modification now makes it possible for P02c and above (P02c and above) to apply for transportation of their dependents at Government expense to stations within the Gulf, Caribbean, Central American, Mexican, Brazilian, and Panama Canal areas, and at Government expense, under the following conditions: (1) that no Government transportation is furnished except as may be available as surplus; (2) that travel is for the purpose of establishing residence with (not of visiting) the officer or man concerned; (3) that no household effects or personal automobiles are transported via Government transportation or at Government expense.

The naval commander in each area determines the local policy to govern the handling of such applications with the appropriate local Army commander on the basis of availability of transportation and the need to maintain an efficient station. Acess and determines the order in which applications are approved.

Personnel concerned (not their dependents) may apply for approval to the Chief of Naval Personnel, via official channels including the naval commanders of the area concerned. Reimbursement for transportation is to be effected in accordance with existing laws.

Two Commands Now Authorized To Give Commendation Ribbon

Authority to award the Commendation Ribbon has been delegated to the Commanding General, Fleet Marine Force, Pacific, and the Commander, Amphibious Forces, Pacific Fleet. The authority, however, is not retroactive and men who have been awarded letters of commendation prior to 16 May 1945 by CG,FMF,Pac and ComPhilPac, are not entitled to wear the Ribbon. Authority to make the award previously was restricted to SecNav, Cominch, CincPac, CincLant and all fleet commanders of the rank of vice admiral and above.

THE BULLETIN BOARD

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ALL HANDS
MONTH'S ALNAVS IN BRIEF

No. 75—Calls for applications before 1 September from reserve and temporary officers with background in mathematics and under 27 years old. Also seeks regular Navy, reserve Navy, and reserve women's reserve officers, classes 1942 through 1944, for two-year postgraduate course in naval engineering (design) to convene in January 1946.

No. 77—States that issue and use of stock number S1-3531 plasma normal human dried 500 CC package manufactured by Sharp & Dohme, lot number 29-20, expiration date March 1947, shall be discontinued immediately pending investigation and instructions (see Alnavs 86 and 100).

No. 78—Redefines "flying officer" (see p. 79).

No. 79—Delegates authority for award of Purple Heart (see p. 70).

No. 80—Announces appointment to next higher grade, to rank from 1 May 1945, of regular and reserve Navy Nurse Corps lieutenants (junior grade) whose present rank occurred 1 Aug. 1944 or earlier and who reported for continuous active duty as ensigns 1-31 Oct. 1942, and those ensigns who reported for continuous active duty as ensigns 1 Jan. 1944.

No. 81—States that claims for reimbursement for transportation of Navy, Marine Corps and Coast Guard dependents shall carry following statement signed by claimant: "I certify except as noted herein that no prior claim has been presented by me or by any member of my family for the reimbursement for transportation of dependents as claimed herein and that no transportation in kind has been furnished therefore."

No. 82—States that, because of disease among food animals in foreign countries, fresh or frozen meats procured in foreign ports may not be landed in U. S. either as meat or garbage. Regulations for COs to follow if temporary storage of such meats in U. S. is necessary.

No. 83—Revises regulations on submission of CO reports.

No. 84—Announces appointment to next higher rank, to rank from 1 May 1945, of those lieutenants (junior grade) and ensigns, line and staff corps, on active list of regular Navy whose date of rank is 1 Jan. 1944, and those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women's Reserve whose date of commencement of continuous active duty in their respective ranks is 1 Jan. 1944.

No. 85—Calls for destruction of entire amount of S1-3531 plasma normal human dried, lot number 288395, expiration dated March 1947 and manufactured by Sharp & Dohme (but see Alnav 100, below).

No. 87—Deals with preparation and submission of report on money value of materials on hand as of 30 June.

No. 88—Concerns reenlistment allowance (see p. 76).

No. 89—Revises Alnav 48-44 (NDB, Jan.-June, 44-272) to permit CinPac and ComThFleet to clear books, articles, press interviews, communiques and broadcast scripts dealing with submarine operations and adventures.

No. 90—Deals with submission of quarterly muster rolls.

No. 91—Announces President Truman's proclamation of the unconditional surrender of Germany and calls for resolution and fortitude to speed victory in Pacific (see p. 2).

No. 92—Invites applications from regular Navy Supply Corps officers, not over 40 years of age, of ranks of lieutenant commander and commander for year's postgraduate course in Navy industrial accounting; applications via official channels to reach BuPers prior to 1 July 1945; officers who applied since 1 March 1945 need not reapply.

No. 93—Modifies travel instructions to allow Navy, Marine Corps and Coast Guard officers traveling on per diem orders reimbursement while traveling and for not more than 90 days (instead of 60) at any one temporary duty station.

No. 94—Sets termination of mourning.

No. 95—Directs destruction of all sun glasses, N-1, type I, procured under contract NXSX-64558, 73386, 73837, 48017, 38944, 37895, 35720, 34944 and sun glasses, N-2, type I, procured under contracts 66844, 99880, 99950 and 99134 with brown amber frames and smoky-black-colored lenses in one piece and complete; lenses shall be free from defects and suitable for use.

No. 96—Deals with precautionary measures for life preservers (see next column).

No. 97—Calls attention to fact that Public Health Service officers serving with Coast Guard are naval personnel and entitled to naval privileges and subject to naval discipline.

No. 98—Announces transfer of Personal Effects Distribution Center from Clearfield, Utah, to Farragut, Idaho, and establishes procedure for routing and receiving personal effects of deceased and missing personnel.

No. 99—States that enlisted men may not be arbitrarily or permanently deprived of personally owned mat- tresses, and deals with those provided by BuShips.

No. 100—Corrects number in Alnav 86 (above) to read 228395.

Precautions Issued on Inflatable-Type Preservers

Inflatable-type life preservers are perishable items which, unless taken care of, may be damaged with a resultant risk of life, cautions Alnav 96-45 (NDB, 15 May, 45-482). When worn by personnel who jump into the water from heights greater than 10 feet, inflatable-type jackets may either burst or be pulled from the body. For greatest safety, men should lower themselves into the water feet first, which is the normal procedure in ships' libraries.

As tests have shown that a large percentage of carbon-dioxide cylinders procured under contract NXSX-39393 have leaked in storage, these cylinders should be scrapped immediately. In view of possible leakage of cylinders procured under other contracts, and until an improved welded-type cylinder is available, life preservers should be inflated before entering the water, whenever possible.

Requests Not Needed For Fundamental Books

In Ships' Libraries

To reduce the volume of correspondence between the Libraries Section and requested COs and prospective COs not to request the following books as part of the ship's publication allowance since they are included automatically in the ship's commissioning library:

These books are purchased and issued by the Bureau as part of the ship's library, and are not on the allowance list since they are all publications of privately owned companies whose publications should not be confused with official government documents. (This includes the Naval Institute because it is not an activity of the Navy Department.)

A library for each ship is usually forwarded to the outfitting yard approximately two weeks prior to commissioning. If not on grade, that fact should be reported to the Bureau. Duplicate copies of books issued to ships' libraries are not properly chargeable either to BuShips, allotments, and if they are desired, the expense must be borne by the individual ship.
Qualifications

Generally speaking, applicants for original permanent appointments must have the same qualifications as those which are expected of civilian applicants except that credit is given for their records of naval service. The qualifications for original temporary appointments, on the other hand, are based on the applicant’s naval record. While qualifications are raised or lowered from time to time as the services develop, the following general table, used as a guide and indicates the normal minimum qualifications required for appointment:

<table>
<thead>
<tr>
<th>PERMANENT APPOINTMENT</th>
<th>TEMPORARY APPOINTMENT</th>
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</thead>
<tbody>
<tr>
<td><strong>Age:</strong></td>
<td></td>
</tr>
<tr>
<td>19-50</td>
<td>20-60</td>
</tr>
<tr>
<td><strong>Education:</strong></td>
<td></td>
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<tr>
<td>A degree from an accredited college with good ground work in mathematics, or two successful years at an accredited college plus one year of wartime service at sea.</td>
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<tr>
<td><strong>Length of service:</strong></td>
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<tr>
<td>Six months service (if not recommended while in recruit training).</td>
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<tr>
<td><strong>Service record:</strong></td>
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<tr>
<td>Clear record for five years or for entire service if less than five years. No offenses showing weak character, such as theft, falseness, nonpayment of debts, moral turpitude; and no offense such as asleep on parade or being drunk. No civilian police record (except minor traffic violations). Exception: Applicants for warrant must have clear record for at least two years.</td>
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<tr>
<td><strong>Rate or rank of applicant:</strong></td>
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<tr>
<td>Apprentice seaman up to and including chief petty officer may apply.</td>
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<tr>
<td><strong>Rank in which appointment may be made:</strong></td>
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<tr>
<td>Only first class and chief petty officers, warrant or commissioned warrant officers are eligible (by Public Law 188, 77th Congress).</td>
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</tr>
<tr>
<td><strong>Physical qualifications:</strong></td>
<td></td>
</tr>
<tr>
<td>Physically qualified to perform all duties of recommended grade at sea or on shore duty which are of an organic or comprehensive nature. 15/20 eyes for general line, 12/20 for staff corps and at least 8/20 for artificer warrant appointment. Normal color perception or be able to pass the Edgewise Green Lamp Test. U. S. Navy personnel on the retired list must meet these physical standards, since, if selected, they are appointed for active duty in the U. S. Navy. When requested, BuPers will consider granting waivers for minor defects which BuMed finds are not organic in nature, are not likely to interfere with the performance of duties in the recommended grade and which are neither recurrent nor progressive in nature.</td>
<td></td>
</tr>
</tbody>
</table>

Recommendation: Must receive favorable recommendation from his CO

Rules Issued on Original Advancement to Warrant And Commissioned Ranks

To clarify the requirements, policies and procedures governing application from enlisted men of the Navy and Naval Reserve for original appointment to warrant and commissioned ranks, BuPers has consolidated all information previously contained in circular letters and Alnavs into one circular letter, No. 126-46 (NDB, 15 May, 45-50).

The new directive points out that there are two types of original appointments—permanent and temporary.

An original permanent appointment, for which any enlisted man who meets the qualifications may apply, is an advancement from enlisted status to warrant or commissioned rank, USNR, which appointment severs the appointee from his enlisted status.

An original temporary appointment, for which any CO is authorized to recommend any enlisted man who meets the qualifications, is an advancement from PO1c or CPO to warrant or commissioned rank, USNR, or an appointment from warrant or commissioned warrant to the rank of ensign or above, USN or USNR. An original temporary appointment does not completely sever the appointee from his enlisted status but creates a dual status with provisions for reverting at a later date from the officer standing to which temporarily appointed.

An applicant for original permanent appointment should initiate action by submitting to his CO a completed Standard Application Questionnaire (NavPers 953-A). When a CO intends to recommend a man for original permanent appointment, he will request the man to complete the questionnaire. A CO intending to recommend a man for either type of appointment will request the man to submit to a physical examination by a medical officer and the results will be reported on NAVMed Form X, attached in duplicate to the questionnaire. If the applicant meets the physical qualifications, the CO will forward the application to BuPers via BuMed, with his recommendation.

When an application arrives in BuPers it is considered for every classification to which appointments are authorized. Applicants may not do meet the standards for the type of appointment, classification or rank for which they have applied are considered for other types of appointment, ranks or classifications, and appointments are issued as appropriate.

Minimum qualifications (see adjoining column) have been developed through actual practice and wide experience in the review of the performance of persons appointed. Strict
Enlisted Men in Reserve Midshipman Schools Keep Ratings and Allowances

Enlisted men selected for reserve midshipman training now retain their ratings throughout the entire training period under a ruling announced last month in BuPers Circ. Ltr. 131-45 (NDB, 15 May, 45-507).

The ruling, which was effective 7 May, does not apply to men transferred to reserve midshipman training following completion of the allowed number of terms in V-12.

In the past, men were reduced to AS upon entering reserve midshipman training and, after the first month, became reserve midshipmen (temporary), thereby losing all rights to family allowance (or MAQ) and receiving only base pay of $65 a month.

Men rated below Sic or its equivalent are advanced to Sic upon successful completion of the first month's training at reserve midshipman school.

Approximately 300 men enter reserve midshipman training each month from the enlisted ranks of the Navy and Naval Reserves inclusive of those transferred from V-12.

If the records of candidates for reserve midshipman training indicate a need for academic instruction, the men are ordered to prior training at a Navy Academic Refresher Unit for a period not to exceed 16 weeks depending upon individual need.

Trainees found deficient academically, physically or in officerlike qualities at any time during training are returned to general enlisted duty in the rating in which they entered reserve midshipman training.

Candidates who successfully complete all training are qualified for appointments as ensign, USNR, and are so appointed provided vacancies exist in the classifications for which they are qualified. The majority of successful candidates are commissioned in class D(L), formerly D-V(G), USNR, for general line duty. From time to time, however, limited numbers are selected to fill quotas for SO or CEC training and for certain specialized billets; applicants may express a preference.

Qualifications for reserve midshipman training:

Male; U. S. citizens; at least 19 and not less than 30 on date application is submitted; meet physical requirements for appointment. D(L) prescribed in Manual of the Medical Department, Chap. 11 (waivers of minor physical defects, non-organic in nature, are considered); possess a baccalaureate degree from an accredited university or college; or have completed successfully three full years in an accredited university or college and have been on active duty four months; or have successfully completed two full years and have been on active duty for eight months (no waivers; educational requirement are granted);

Must have completed successfully two one-semester courses in mathematics of college level or be considered to possess sufficient mathematical aptitude to complete reserve midshipman training satisfactorily;

Must be recommended by COs as possessing outstanding leadership and officerlike qualities (recommendations to be individually prepared and sufficiently complete to recommend assistance to BuPers in selecting applicants).

Applications are made on BuPers Form 903-A (see BuPers Circ. Ltr. 126-45; NDB, 15 May, 45-504).

Quiz for All Hands: WHAT'S YOUR NAVAL I. Q.?

Subj: Naval History

1. What was the only instance in U. S. naval history in which the victor lost his ship and was forced to return to port in the vessel he captured?

2. If Lt. Comdr. A. C. Reed is a familiar name to you, it is because he (a) was CO of the Ranger, (b) supervised training of the Normandie, (c) made a pioneer flight across the Atlantic in an NC-4 in May, 1919.

3. Here are some well-known phrases from naval history. Who said which?

(a) "We have met the (1) Capt. Jones enemy and they are ours.
(b) "I have not yet begun to fight." (2) Admiral Farragut
(c) "Don't give up the ship." (3) Commodore Perry
(d) "Damn the torpedoes, go ahead!" (4) Capt. Lawrence
(e) "Esek Hopkins' present-day Navy equivalent would be (a) Admiral E. J. King, (b) James Forrestal, (c) Vice Admial Randall Jacobs.

4. A naval officer named Admiral Jellico rates a place in history books because (a) he sent the message, "Sighted sub sank same"; (b) was the naval aide to President Wilson during the Geneva peace conference; (c) commanded the Grand Fleet at Jutland.

5. The picture below is of the battleship Monitor and Merrimac. (a) Which is which? (b) Which won?

6. One of these battles is in the wrong war: (a) The Battle of Lake Champlain—The Civil War; (b) The Constitution and the Guerriere—The War of 1812; (c) The Battle of Jutland—World War I. Which is wrong?

7. The next time a shipmate mentions the Bonhomme Richard you may keep the conversation going by saying: (a) "She's a fairly new aircraft carrier. (b) "She was a beautiful Continental frigate." (c) "She was sunk in a terrific battle with the Sarapis."

8. The first Secretary of the Navy was (a) Robert Morris, (b) Ho- ratio Hornblower, (c) Benjamin Stoddert.

9. The Battle of Mobile Bay was fought during the (a) War of 1812, (b) the Civil War, (c) the Spanish-American War, (d) World War I. (Answers on page 74)
Wave Redistribution Program Doesn’t Guarantee Sending to Area of Choice

The redistribution program for enlisted Waves who have served two years or more within a naval district, river, or air training command now operates to transfer personnel out of the area in which they have served; not necessarily to transfer them to a location of their choice, as was the original purpose (ALL HANDS, Jan. 1945, p. 78).

The modification was made because it was found that only 8% of the applicants could be transferred if they were sent only to areas of their choice, whereas 72% could have been transferred if the transfers were not restricted to the areas of their choice.

All transfers still must be requested by personnel concerned, who may designate choices if they desire. Their choices will be given consideration insofar as possible.

Waves Transferred to New Station Must Resubmit Overseas Requests

Enlisted Waves who have been transferred from one district, river or naval air functional training command to another, after requesting overseas assignment to another, after requesting overseas assignment from one district, river or air training command, are to be referred to BuPers, accompanied by a written consent from the individual concerned.

(For further details on procedure and requirements, see Nov. 1944 ALL HANDS, p. 60.)

Waves

The Battle of Lake Champlain was fought in 1776, in the Revolutionary War.

1. It was after the battle between the Bonhomme Richard and the Serapis; as the Bonhomme Richard was sinking, John Paul Jones transferred his prisoners and crew to the Serapis and returned to France in her.

2. (c).

3. The Monitor is on the right; (b) the Monitor.

4. The Battle of Lake Champlain was fought in 1776, in the Revolutionary War.

5. (a) and 2; (b) and 5; (c) and 1 or 4; (d) and 2; (e) and 1 or 4.

6. You are perfectly safe with any of these.

7. (c).

8. (b).

9. Congratulations wire ban relaxed for servicemen.

The Board of War Communications recently announced that it had relaxed its prohibition on congratulatory telegrams of congratulation and felicitation to permit the sending of such messages to or by members of the armed forces stationed in the United States. (There has never been any prohibition against the sending of such messages internationally.)

There is a special need for this type of service for hospitalized and returning veterans. Relaxation of the rule was made possible by a decrease in the general volume of telegraph traffic and a progressive improvement in service which will enable Western Union to meet the increased demand. As soon as speed and service improve sufficiently, the Board will drop the ban on greeting messages by the public generally.

NEW V-DISC RELEASES

Following is the list of V-Discs contained in the June kit, Navy Release L, to be mailed the middle of the month to ships and naval activities outside continental limits and hospitals in the U. S. treating battle casualties. Two Christmas records are included so that units overseas will be assured of receiving them before Christmas. For information on how to get the discs, recorded exclusively for the armed forces, see table in the April 1946 issue, pp. 70-71.

221. Silent Night; Abide With Me; White Christmas; I'm Lonely for Christmas—Bing Crosby.

222. Ave Maria; O Holy Night—Eileen Farrell; Angel Dei—Jan Peerce.


226. Medley—Just One of Those Things: Rachelle's Gaiety; Happy Girl; Happy Heart—Happy Rhythm—Coleman Hawkins; Happy Heart—Lester Young; Happy Heart—Rosie Clooney.


228. Penthouse Serenade—Charlie Spivak; Slow Frostbite; Fish Fry—Benny Carter.

229. Blue Christmas; Stranger in Town—Martha Tilton; Nora Consedine—Andy Russell; Stiff Like That—Betty Hutton—Betty Hutton.


234. Sugar; Sensation Rag—Tad Lincoln: All of My Life: I Don't Care Who Knows It—Buddy James.

235. Auld Lang Syne; Will You Drink?—King Cole Trio: Good News—Artie Shaw.

236. Cocktails for Two—Lisa—Art Tatum; Sweet Lorraine—Hallelujah—Peggy Wilson.

237. Rob's at Trails; The Same Old Shillelagh—Morton Downey: Grandfather's Clock: The Lash with the Delicate Air—Evelyn Knight.


Distinguishing Mark for Expert Lookouts Announced

The distinguishing mark illustrated here has been approved for enlisted men designated as expert lookouts (ALL HANDS, May 1945, p. 76). The insignia, as announced by BuPers Cir. Ltr. 123-45 (NDB, 15 May, 45-501), is to be worn midway between the shoulder and elbow of the left sleeve for men in the seaman branch and on the right sleeve for all others, with the objective lenses of the binoculars pointing downward, as shown in the illustration.

SK (T) Ratings Not Assigned Duty Afloat Except on YFs

Although numerous requests have been received from ships and stations requesting the inclusion of Storekeeper T ratings in their complement, BuPers has announced that it will continue of assigning technical storekeepers only to large spare parts distribution centers, advance base construction depots and aboard spare parts issue barges (YFs).

On board other ships, according to BuPers Cir. Ltr. 139-45 (NDB, 31 May), men of other ratings are to be Other when the storekeeper needs assistance in identifying technical items.
Tobacco Now Rationed to Service Personnel in U.S.

A ration plan for cigarettes, cigars and smoking tobacco sold in military and naval activities within the U.S. is effective beginning 3 June. The plan will be supervised and coordinated by BuPers for all Navy, Marine Corps and Coast Guard activities concerned. The Army is adopting similar measures.

The weekly tobacco ration has been initially established at two ration points, each of which is good for three packages of cigarettes, or 12 cigars, or one package of smoking tobacco of approximately two ounces.

Only one week's ration may be purchased at one time, except that when smoking tobacco is sold in larger than two-ounce units, the purchaser's ration card will be punched ahead. The ration point allowance for any one week is canceled if not used during that week.

Those eligible for ration cards (see below) include Navy, Marine Corps and Coast Guard personnel, adult civilians authorized to purchase at Navy resale activities, and Allied military personnel stationed at a naval activity.

Personnel departing from the U.S. will, just before leaving, surrender their ration cards to be destroyed by the CO at their last U.S. duty station (includes temporary duty awaiting transportation at ports of embarkation). Navy, Marine Corps and Coast Guard personnel bearing competent travel orders or leave papers may purchase, prior to their departure, up to four weeks' ration in advance, depending upon the period of leave or official travel.

Uniformed personnel who are patients in naval hospitals or assigned to rest or recuperation centers as the result of duty afloat or overseas, or who are in redistribution centers after return from such duty, may purchase five packages of cigarettes or 16 cigars or approximately four ounces of tobacco for each ration point.

Personnel attached to ships temporarily in U.S. ports will not participate in the ration plan. If in port for extended periods, they will be issued temporary ration cards covering the period during which the ship's store or ship's service will not be in operation.

Ration cards will be honored interchangeably at Army, Navy, Marine Corps and Coast Guard activities.

No rationing system is being put into effect overseas or afloat. Procurement for naval activities afloat or abroad is based on a total of approximately 114 packages per day.
RULES ISSUED ON MUSTERING-OUT PAY

Regulations Published For the Naval Service

One of the most widely discussed of the many veterans’ benefits provided for by Congress is the mustering-out pay. This pays for a part of the many questions which men and women in the naval service have asked, ALL HANDS has prepared the following questions and answers, based on the Navy Department’s “Mustering-Out Payment Regulations,” recently approved by SecNavy.

Who is eligible for mustering-out pay?

All men and women of the regular and reserve components of the Navy, Marine Corps and Coast Guard who are discharged or released from active service under honorable conditions on or after 7 Dec. 1941, except certain personnel mentioned in this article or after who are specifically exempted under provisions of the law. (Army provisions, while generally similar, are not covered by this specifically.—En.)

Who is NOT eligible for it?

(1) Those who, at the time of discharge or release, are receiving base pay (not counting foggies) of more than $200 a month.
(2) Those who are not discharged under honorable conditions.
(3) Those who, at the time of discharge or release from active duty are transferred or returned to the retired list, with retired pay, or to a status in which they receive retirement pay.
(4) Those discharged or released from active duty on their own request to accept employment who have not served outside the continental limits of the U. S. or in Alaska.
(5) Those whose only service has been as a student detailed for training under certain specialized or college training programs (such as V-12 Naval Reserve and Class III(d) V-12 Marine Corps Reserve) and personnel in V-5 Naval Reserve whose only service has been in flight preparatory school or temporary duty with Tarmac instruction.
(6) Those whose only service has been as a midshipman at the U. S. Naval Academy or as a cadet at the U. S. Coast Guard Academy, or in a preparatory school after nomination as a principal, alternate or candidate for admission to those academies. (However, reserve midshipmen or cadets are not held ineligible for mustering-out pay merely because they received their training at one of the academies.)
(7) Those whose enlistment contract was terminated by cancellation or discharge because of being underage. (The Navy is currently sponsoring legislation to remove this barrier.)
(8) Those discharged for purpose of entering the Naval, Coast Guard or Marine Corps Reserve.
(9) Those commissioned officers who are discharged or released from active service later than three years after termination of the present war as proclaimed by the President.

Are members of the merchant marine, the Coast Guard Reserve and Coast Guard Auxiliary eligible for mustering-out pay?

Personnel in the maritime service are not eligible. Men and women in the Coast Guard Reserve and Coast Guard Auxiliary are eligible, provided they performed full-time active duty with naval pay and allowances. Will an enlisted man in the regular Navy or Naval Reserve get mustering-out pay if he stays in the service after the present emergency?

Yes, if otherwise entitled to mustering-out pay, he will be eligible to receive it when ultimately discharged from effecting a permanent separation from the service. The fact that a man may voluntarily reenlist immediately following his discharge will have no bearing on his right to receive mustering-out pay.

How much mustering-out pay do eligible personnel get and how is it paid?

(1) $300 for those with active service of 60 days or more and with service outside U. S. continental limits or in Alaska.
(2) $200 for those with active service of 60 days or more, but with no service outside U. S. continental limits or in Alaska.
(3) $100 for those with less than 60 days of active service.

The first $100 is paid at time of discharge or relief from active service; subsequent $100 payments, if any, at monthly intervals thereafter.

Are payments now in effect?

Yes, since 16 Feb. 1944. Personnel who were discharged or released from active duty under honorable conditions prior to 15 Feb. 1944 have until 3 Feb. 1946 to make application for their mustering-out pay. Applications by men and women in the Navy and Coast Guard may be sent to the Field Branch, Bu&SA, Mustering-Out Payment Division, Cleveland 15, Ohio; officers apply to BuPers or Headquarters, Coast Guard, as appropriate. Applications by Marine Corps officers and enlisted personnel should be sent to the Director of Personnel, Marine Corps, Washington 25, D. C.

Applications, accompanied by the original discharge certificate or orders of release from active service, must be made on the form prescribed by the Navy Department or any facsimile thereof, or by letter containing the following information:

1. The veteran’s name, address, file or service number; (2) statement that he was not discharged or released from active employment or, if so discharged, had served outside U. S. continental limits or in Alaska on or after 7 Dec. 1941; (3) statement that he has or had U. S. continental limits or in Alaska on or after 7 Dec. 1941; (4) that he is not now serving on active duty, and (5) that he has not and will not make any other application for mustering-out payment.

The same procedure may be followed by personnel whose discharges are changed to “under honorable conditions,” except that they have until two years after the date of the change in which to make application for mustering-out pay. For personnel discharged prior to 15 Feb. 1944, monthly payments are made. The first payment is made within one month after receipt and approval of application. Subsequent $100 payments, if any, are made at monthly intervals thereafter.

Who makes payments to personnel discharged on or after 15 Feb. 1944?

The first payment is made at the time of release or discharge by the disbursing officer closing the pay account. Those who served on ships outside U. S. limits are paid by personnel whose discharges are changed to “under honorable conditions,” except that they have until two years after the date of the change in which to make application for mustering-out pay. For personnel discharged prior to 15 Feb. 1944, monthly payments are made. The first payment is made within one month after receipt and approval of application. Subsequent $100 payments, if any, are made at monthly intervals thereafter.

Is mustering-out pay taxable?

No income tax need be paid on mustering-out pay, nor is it subject to claims of creditors or to attachment, levy or seizure by or under any legal or equitable process either before or after receipt of such payments.

What constitutes “overseas service”?

1. Service afloat or in the air beyond the three-mile limit, including time spent in a travel status; (2) service in a U. S. territory or foreign country, including Canada and Mexico, and including service performed while in a travel status. However, service performed beyond the three-mile limit while in a travel status when traveling from one part of a state to another part of a state for service therein is not considered as active service outside the continental limits of the U. S. for purposes of computing mustering-out pay.

My time spent overseas prior to 7 Dec. 1941 be counted toward overseas requirement?

No, overseas time is computed from
7 Dec. 1941 to date of termination of the present war, as proclaimed by the President or by Congress, both dates inclusive.

May time spent in an inactive duty status prior to call to active duty be counted in computing length of active service?

No.

Is time lost while in an active duty status deducted?

No.

May time required for a physical examination and for necessary compliance with orders in reporting to active duty be counted?

Yes, if the individual concerned has subsequently reported for active duty as ordered; otherwise, no.

What constitutes "discharge under honorable conditions" for officers?

For officers all separations are considered as being under honorable conditions except: (1) dismissal by general court-martial, and (2) resignation for the good of the service and to be tried by general court-martial. However, separations resulting from resignations for the good of the service but not to escape trial by general court-martial are deemed to be "under honorable conditions."

What constitutes "discharge under honorable conditions" for enlisted personnel?

All separations from the Navy, Marine Corps and Coast Guard are considered as having been under honorable conditions except: (1) undesirable discharges, given for unfitness, desertion, or for the trial, fraudulent enlistment and trial and conviction by civil authorities; (2) bad conduct discharges given by reason of sentence of G. C. M. or S. C. M.; (5) dishonorable discharges given by reason of sentence of G. C. M.

Are there other types of discharges which disqualify personnel for mustering-out pay?

Yes, all those which follow: (1) Discharges to accept a commission, warrant or enlistment in any other branch of the armed services of the United States. (However, this does not disbar the man from receiving mustering-out pay at the time of ultimate discharge if eligible at that time.) (2) Discharges for the purpose of entering the armed forces of Allied nations, except where such personnel have served outside U. S. continental limits or in Alaska; (3) discharges for the purpose of entering the maritime service or accepting employment with the War Shipping Administration (U. S. Merchant Marine Service), except where such personnel have served outside U. S. continental limits or in Alaska; and (4) discharges or releases which are requested by personnel for the purpose of accepting employment, unless such personnel have served outside the continental limits of the U. S. or in Alaska.

Does a request for discharge or release to accept employment forfeit mustering-out pay?

In order to deny entitlement on the basis of this provision of the act, the primary consideration influencing the granting of the request must be the element of employment.

The fact that a request states that an individual has been offered specific employment or that he will return to a business or profession in the event such separation is granted, does not in itself make him ineligible for mustering-out pay. For instance, a man who requests discharge or release to accept employment due to dependency is not ineligible for mustering-out pay, unless it is decided that the matter of dependency is secondary to the acceptance of such employment. Nor is discharge or separation for the convenience of the Government considered as one for the acceptance of employment in those cases where the discharge or release is granted in accordance with a specific or general plan of demobilization. A "plan of demobilization" is considered to be any policy under which separations are granted to members of a class or group who have been specifically or inferentially invited to submit requests for separations.

Are Naval Reserve aviation officers, Class A-V(N), who are eligible for lump-sum payments upon release from active duty, also eligible to receive mustering-out pay?

The fact that they are eligible for the lump-sum payment does not make them ineligible for mustering-out pay, unless otherwise disqualified under the provisions stated in this article.

Are personnel who receive disability benefits from the Veterans' Administration disqualified for mustering-out pay?

No, personnel who receive or who are entitled to receive disability benefits for service-connected disabilities under the law administered by the Veterans' Administration are not declared ineligible for mustering-out pay, if they are otherwise eligible for it. Disability benefits awarded to help compensate the veteran for specific disabilities are to be distinguished from retirement pay which personnel may receive due to retirement for physical disability.

May personnel who serve in more than one branch of the armed forces collect mustering-out pay for each period of service?

No, but they are entitled to the maximum mustering-out pay for which their total service makes them eligible. For instance, if they received mustering-out pay of less than $300 for their period of service, and later complete sufficient additional service in the same or a different branch of the services, their new entitlement may make them eligible for additional mustering-out pay. In no case, however, may they receive more than a total of $300.

May next-of-kim collect a deceased veteran's mustering-out pay?

Yes, if the individual dies after discharge or release from active service and before receiving any or all of his mustering-out pay. In such case a lump-sum payment may be made to the following persons: (1) to the surviving wife or husband of the deceased veteran; (2) to the surviving child, if the veteran shall not have been survived by a wife or husband, or (3) to the surviving parents in equal shares, including father and mother, stepfather and stepmother, and father and mother by adoption, if the veteran shall not have been survived by a wife or husband or child.

Do next-of-kim receive payments automatically?

No, eligible surviving relatives must make written application to the appropriate branch of the service in which the deceased was served: BuPers, Navy Department, Washington 25, D. C.; Director of Personnel, Marine Corps, Washington 25, D. C., or Headquarters, Coast Guard, Washington 25, D. C.

Who makes payments to next-of-kim?

Lump-sum payments are paid to next-of-kim for Navy and Coast Guard deceased veterans by the Field Branch, BuS&A, Mustering-Out Payment Division, Cleveland 15, Ohio, and for Marine Corps personnel by the Paymaster General of the Marine Corps, Washington 25, D. C.

May payments be made to the executor, administrator or other person representing the veteran or any survivor?

Payments may never be made to an executor or administrator of a decedent. In cases of incompetency of a veteran or eligible survivor, payment may be made to the legal guardian or committee or to an appropriate person selected by the branch of the armed service concerned to receive payment on behalf of the veteran or survivor.

Black Shoes OK'd for Aviation Green Uniforms

Brown or black shoes may be worn with aviation winter working uniforms (aviation greens) as authorized by BuPers Cir. Ltr. 126-40 (NDB, 15 Nov. 40-40). This change in Uniform Regulations was necessitated by scarcity of brown shoes. Socks are to match the color of shoes worn.
Vet’s Right to His Old Job
Or Similar One Underlined
By Selective Service HQ

Just what is a veteran’s right to re-employment if he wants to go back to his old job? Does he get the actual job back, or does he just get some sort of seniority status or preference for such a job when, as and if it becomes available?

The national headquarters of the Selective Service System, responsible for aiding veterans to avail themselves of their lawful reemployment rights, recently buttoned the matter down with this clarifying statement:

The returning veteran who meets all the requirements of the Selective Training and Service Act has an absolute right of reinstatement in his former position or in a substantially similar position.

National headquarters thus interprets the act as restoring the veteran to his old job and not merely restoring his "seniority status" in accordance with some system of relative employee status existing in his employer’s business.

In other words, affecting his right to reinstatement are those specifically enumerated in the Selective Training and Service Act:

(1) He must have received a certificate of satisfactory service in the armed forces.

(2) He must still be qualified to perform the duties of his position.

(3) He must make timely application for reinstatement (i.e., within 90 days of his discharge or release from the armed forces).

(4) His restoration to his job must not be unreasonable or impossible because of the employer’s changed circumstances.

(Note: If several men in succession have held the same job before leaving to serve in the armed forces, that job is called a “job” and the employer is obligated to re-hire only the first one to leave, not all those who followed him during the war.)

To the argument that the veteran is entitled only to some form of seniority status, with credit given for his time spent in the service, Selective Service answers: this was not the intent of the Congress in passing the law.

"The proponents of seniority as a requirement for reinstatement ask that the veteran be returned to the same rights (be given the same ‘position’) he would have had if he had not entered the armed forces.

"The contradiction which this suggestion overlooks is that the only reason the veteran is entitled to any rights is because he did enter the armed forces.

"To say that he has no greater rights than if he had never left to serve in the armed forces is to nullify the effect of the statute and disregard its express terms."

In other words: P.S., he gets the job.

Incidentally, although any veteran who encountered trouble in getting his old job back would be entitled to help from his Selective Service Board and, if necessary, the free help of the U.S. district attorney, the odds are overwhelmingly against his needing it.

Selective Service reports that there have been “very few cases at all” where veterans have reported difficulty.

Deaths from Wood Alcohol
Bring Warning by BuMed

A sharp increase in the number of deaths, blindness and other disabilities has occurred during 1944 as a result of Navy and Marine Corps personnel drinking methyl (wood) alcohol. In view of the extremely poisonous character of methyl alcohol and the tendency for personnel to confuse it with ethyl (grain) alcohol, BuMed has directed that a vigorous effort be made to prevent wood alcohol poisonings.

Deaths have been reported from the Pacific, where personnel have drunk Japanese wood alcohol, the containers for which either were labeled only in Japanese or may have been deliberately mislabeled in English in an effort to kill servicemen. Personnel are cautioned that under no circumstances should such material be taken internally.

Wood alcohol (commonly used as a duplicator fluid, “canned heat,” paint thinner, cleaner and anti-freeze) has a color, odor and taste similar to grain alcohol and is so poisonous that from one to five ounces, if taken internally, can cause death, and one-half to two ounces can cause permanent blindness.

In addition to being swallowed, wood alcohol may also enter the body by inhalation of the vapor and by absorption through the skin. Personnel are cautioned that in handling wood alcohol they should avoid breathing heavy concentrations of the vapor and permitting contact with the skin.

For details see BuMed letter dated 19 April 1945 (NDB, 30 April, 45-430).

Reserve Radio Technicians
Going into Regular Navy to Get Reenlistment Allowance

Radio technician and aviation radio technician ratings in the Naval Reserve for whom discharge was recently authorized to permit immediate four-year reenlistment in the regular Navy (see April 1945 issue, p. 75), are entitled for reenlistment allowance, as pointed out by Alnav 88-45 (NDB, 15 May, 45-474).

Under provisions contained in BuS&A manual, Art. 2143-3(e) (1) (b), men in the first three pay grades (CPO, PO1c and PO2c) are entitled to $50 for each full year of continuous active service in the Naval Reserve served during the reserve enlistment immediately prior to discharge. The reenlistment allowance is not permitted for any period of continuous active service of less than one year.

Other enlisted personnel (fourth through seventh pay grades) are entitled to $25 reenlistment allowance under the same conditions.

The permanent grade a man held at time of discharge, and not a temporary grade which he held and to which he is restored immediately after reenlistment, determines whether the allowance will be at the rate of $50 or $25 for each full year of service. Alnav 49-45 (NDB, 16 March, 45-227) which provided for the discharge of RT and ART reservists, states that reenlistments in the regular Navy are to be in the permanent rate held at the time of discharge, with authority granted for immediate advancement to the temporary rate held at the time when the discharge was granted.

This would mean, for instance, that a man who held a permanent rate of RT2c, but who was an RT1c (temporary) at the time of discharge, would draw only $25 for each full year of service, since his permanent rank is within the fourth pay grade.

COs to Hold Up Promotions Of Officers Not Qualified

Because instances have been noted where commanding officers under authority of Alnavs or Circular Letters have promoted officers for whom they have submitted unfavorable fitness reports covering the period just prior to promotion or where other evidence clearly indicates the officers' unfitness for promotion, BuPers has informed COs that promotions should be held up for officers whom they do not believe are fully qualified for an increase in rank.

Promotions by Alnavs are not to be considered as automatic, states BuPers CirC Ltr. 114-45 (NDB, 30 April, 45440). And the degree to which the Navy promotional system functions best depends largely on the knowledge which a CO has of officers under his command. Where promotions are held up, BuPers must be promptly notified.
Eligibility for Flight Pay Broadened by Redefinition Of Term ‘Flying Officer’

All officers who hold a designation as naval aviation observer and who are on duty involving flying, including Naval 800 Naval Aviation Observers (Navigation) are made eligible to receive flight pay—an additional amount of 50% of base pay—under a redefinition of "flying officer" as approved by a recent decision of the Comptroller General (B-13727 dated 28 Feb. 1945) and announced to the naval service by Alnav 78-45 (NDB, 50 April, 45-414).

Following is the revised definition: "A flying officer is an officer or warrant officer who has received a designation as naval aviator or student naval aviator. In time of war the term flying officer shall also include an officer or warrant officer who has received an aeronautical designation as aviation observer. During the present war and for six months following the termination thereof the term flying officer shall also include flight surgeons."

Officers designated as aviation observers, however, are not entitled to pay as flying officers unless they receive and enter upon duty under their modified orders, which are to be issued in accordance with Alnav No. 78. Such modified orders will be issued only where the officer concerned is required to participate regularly and frequently in aerial flight.

Officers who remain under orders involving flying as technical observers are non-flying officers, as previously, and therefore not eligible to receive flight pay.

The rules under which aviation observers are eligible for flight pay, as stated in Executive Order 9186 (pars. 3 and 10), are: that such officers in one calendar month make at least 10 or more flights totaling at least three hours, or in two consecutive months they make 20 or more flights totaling at least six hours; that during two consecutive months they make 20 or more flights totaling at least six hours, or be in the air at least eight hours; or in three consecutive months make 50 or more flights totaling at least nine hours, or be in the air for at least 12 hours.

The directive does not affect enlisted personnel, since those with flight orders are already eligible to receive the 50% flight pay.

Ceiling Price Set for Officer And CPO Twill Uniforms

Because of the scarcity of 8.2-oz. chino cloth, a 7.7 cotton twill has been approved for use in the manufacture of officer and CPO gray summer uniforms. This is the same type of twill cloth used in making enlisted mens' white uniforms. The ceiling price, as established by OPA on 7 May 1945, is $15.68 (blouse, $10.91 and trousers, $4.77). The ceiling price in effect since 10 May 1943 for chino uniforms is $15.38 (blouse, $10.50 and trousers, $4.88).

VOTING INFORMATION

Under recently enacted legislation, servicemen from Georgia (18 years of age or over, as of 7 Aug. 1945) may vote by a special absentee military ballot. Absentee civilians may vote only through regular absentee voting procedure. Postcard applications for ballot, USWBC Form No. 1, will be accepted at any time. Ballots on the proposed state constitution will be mailed as soon as they become available to be elected by election officials by 7 Aug. 1945.

GEORGIA

A general statewide election to ratify or reject a proposed new state constitution will be held on 2 Aug. 1945. Eligible servicemen (18 years of age or over, as of 7 Aug. 1945) may vote by a special absentee military ballot. Absentee civilians may vote only through regular absentee voting procedure. Postcard applications for ballot, USWBC Form No. 1, will be accepted at any time. Ballots on the proposed state constitution will be mailed as soon as they become available to be elected by election officials by 7 Aug. 1945.

MICHIGAN

A municipal primary election will be held in the city of Detroit on 7 Aug. 1945. Candidates to be chosen at this election will be: Mayor, City Clerk, City Treasurer, Councilmen, and Constables. Eligible servicemen, merchant marine, and certain attaching civilians may vote in this primary election. Postcard applications for ballots (USWBC Form No. 1) will be accepted at any time. Ballots will be mailed by local election officials about 29 May 1945. In order to be counted, executed ballots must be received by local election officials by 7 Aug. 1945. Inasmuch as the primary election is a nonpartisan election, it will not be necessary for servicemen to fill in Item 6 (choice of party) on USWBC Form No. 1.

NEW JERSEY

A state primary election will be held on 12 June 1945. State officers, including members of the General Assembly in all counties, state officials, and certain county officials will be selected. All servicemen, members of the merchant marine and certain attached civilians, other than the above, are also eligible to vote in the above named election. Postcard applications for absentee ballots will be accepted at any time. Executed ballots must be in the hands of appropriate officials by election date to be counted. IN APPLING FOR A PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on postcard).

OHIO

A primary election will be held in most cities throughout the state on 31 July 1945. Candidates to be chosen at this election will be municipal officers for cities and villages. Eligible servicemen, members of the merchant marine and certain attached civilians may vote in this primary election. Postcard applications for ballots will be accepted from servicemen and from members of the merchant marine and certain attached civilians. Relatives may also apply for ballots to be mailed to servicemen. Applications for ballots will be accepted at any time and will be mailed to servicemen by 1 Aug. 1945. Executed ballots must be received by local election officials by 1 August in order to be counted. IN APPLING FOR ANY PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on postcard).

OREGON

A special statewide referendum will be held throughout the state of Oregon on 23 June 1945 on the two tax measures:

1. Authorization for a five-mill property tax for the next two years to be used for the construction of buildings for state institutions of higher learning, and state institutional buildings and the authorization of the use of surplus income tax revenue to offset this property tax.

2. Authorization to levy a two-cent-per-package tax on cigarettes received from this tax to be used for elementary schools.

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 specially adopted state procedure. The postcard application (USWBC Form No. 1) will be accepted by state officials as an application for a ballot and may be mailed at any time. Ballots on the tax measures will be mailed to prospective voters on 28 April 1945, and the executed ballot must be received by 16 June in order to be counted. Prospective voters should indicate on postcard application their desire for a ballot in the special election.

VIRGINIA

A Democratic primary election will be held throughout the state on 7 Aug. 1945. Candidates to be chosen at this primary will be: Governor, Lt. Governor, Attorney General, Members of the House of Delegates, and certain local officials. Eligible servicemen may vote in this Democratic primary election. Merchant marine and attached civilians serving with the armed forces will not be permitted to vote in the primary. Members of the armed forces serving in the state will be permitted to vote. Eligible servicemen may vote. Postcard applications for ballots (USWBC Form No. 1) will be accepted from servicemen and from certain attached civilians. Postcard applications for ballots (USWBC Form No. 1) will be accepted by election officials by 1 August in order to be counted. IN APPLING FOR A PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on postcard).
FANTAIL FORUM

QUESTION: If you had it to do over again, what rate would you strike for?

WILLIAM N. DARR, BM1c, Waynesville, N. C.: "I've been both a quartermaster and a boatswain's mate and I wouldn't be anything else but one of them. And if I had to choose between 'em, I think I'd take quartermaster. It's more interesting, I think. You see, as a quartermaster you've got to know just about as much seamanship as a boatswain and you combine most of a boatswain's duties with your quartermaster duties."

MAXIE E. CUNNINGHAM, RT1c, Paragould, Ark.: "I'd still be what I am—a radio technician. I've been a radioman most of the time. I've been in the Navy—haven't had this particular rate very long. But I've had it long enough to know that it's the one for me. I like the work because the work you do is pretty important, for one thing, and, for another, it's mighty interesting. It doesn't ever get monotonous, what with new problems coming up all the time and new equipment being turned out almost daily."

CHARLES W. O'NEILL, AMM3c, Youngstown, Ohio: "The life of a yeoman, that's for me. Why? Well, you get more liberty; you're in on all the deals that come off; you're always in on the know about what's going on and what's coming up; there's quicker advancement, and, boy, you only work eight hours a day—and all of it sitting down!"

ROBERT L. GAMBRE, CMC, Washington, D. C.: "I think I'd do best as a storekeeper. It's the type of work I did on the outside before I came into the Navy. I used to audit for warehouses. I'm sure I would be much better off in the Navy if I could have been a storekeeper rather than a carpenter's mate. Why? That's simple: because I'm not a carpenter."

JOSEPH J. RIESELMAN, SK1c, Baltimore, Md.: "Perfectly satisfied with my rating. I couldn't have hit a more suitable one. The only thing I'd change it for is: civilian, first class. Storekeeping fits in with my civilian experience. I've been in business for myself for almost 20 years before I came into the Navy and I'm going to continue. So storekeeping comes natural."

RAINES C. HAYES, FCSc, Muleshoe, Tex.: "I'd do it all over again—strike for the same rate I've got. I like the kind of work it calls for. You see, I like to tinker around with equipment—and as fire control man you've got plenty to tinker with. You never really get caught up on your work. Because there's so much equipment, and it's so delicate."

HOWARD W. EDWARDS, PhM1c, Cleveland, Ohio: "I'd go for the same one I've got. It's good duty. You have clean surroundings and you get good chow—unless, of course, you get thrown in with some Marine landing party. Then it's pretty tough. I like the work a lot and it's definitely important. You really feel like you're doing something worthwhile when you're in the Hospital Corps."

R. V. MURRAY, BSc, Louisville, Ky.: "That's a good question... and I'm the guy to answer it. I'm way out of my line. Boilermaker... What am I doing being a boilermaker?... What I'd like to be doing is welfare and recreation work. That's my field. I don't know what the rate would be, but I suppose it would be one of the specialists' rates, like 'A' or 'X'. My interest in life has been the theatrical and entertainment business; I'd like to make it my full-time work."

FRONT COVER (above): Stars and Stripes fly over the Third Reich's swastika flag, on the captured Nazi U-boat 505, symbolic of the Navy's triumph over German submarine offensive in the Atlantic, a large contributing factor to final victory in Europe. Captain Daniel V. Gallery, USN, commander of the task group that made the capture (see picture story on pages 12 to 15) on 4 June 1944, looks down from the conning tower of his prize, the first taken by a Navy boarding party since 1815 (Official U. S. Navy photograph).

INSIDE FRONT COVER: Navy landing craft planner Tarakan Island, off Borneo, with rockets, preparing the way for landings by Australian troops (Official U. S. Navy photograph).

OPPOSITE PAGE: A Coast Guard helicopter lands on a frozen Labrador lake, bringing in a plane crash victim from the wilds 32 miles away. The crash marooned 11 Royal Canadian Air Force flyers. The helicopter flew them out one at a time. For the rescue mission the helicopter was dismantled in New York and flown to Goose Bay, Labrador, by an Army transport plane (Official U. S. Coast Guard photograph).
WINDMILL RESCUE
... and now

3rd base and home!