FOR THOSE WHO FELL
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
JULY 1945 NAVPERS-0 NUMBER 340

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THIS MONTH'S COVERS

- FRONT COVER: A Navy Helldiver, winging home from
  a Pacific mission, banks sharply over its flattop home. Soon
  the SBZC will be nestling with the other planes
  spotted on the carrier's flight deck (Official U. S. Navy
  photograph).

- AT LEFT: Amid the ominous smoke of battle on Ie
  Shima off Okinawa, a priest says mass and Yank fighters
  offer prayers for fallen comrades (Official U. S. Coast
  Guard photograph).

- INSIDE BACK COVER: Off Okinawa an American bat-
  tleship takes on ammunition from an LST, getting ready
  to support ground troops with bombardments (Official
  U. S. Navy photograph).

- BACK COVER: Based on an official Navy war bond
  poster.

PASS THIS COPY ALONG
IT IS FOR 10 READERS
13 RUGGED OLD LADIES

By Tom Bernard, Sp(X)1c

OUT of the mud and degradation of Pearl Harbor has come a fleet of nautical ghosts which today hammers with unremitting fury the little men who devised and executed the opening attack of the Pacific war. From Normandy to Leyte, from Kiska to the Solomons, this fleet of shadows has returned to haunt the high command which believed it had murdered and buried forever the seapower of a mighty nation.

To the men of the old Navy the names of the ghost ships are synonymous with unglamorous cruises to places where there was war, but for them no fighting. To Vera Cruz, Scapa Flow, the North Atlantic, the Firth of Forth; dull years of battle stations without battle. Today's youngsters know a different life, one jammed with violent give-and-take combat in major sea actions like Surigao Strait, in vital amphibious landings like Normandy and Iwo Jima.

Of the 17 battleships that formed the backbone of our fleet on that dreadfyl morning in December 1941, 15 had been built or designed during World War I or before. And of those 15 old ladies, eight were anchored peacefully in Pearl Harbor. A few hours after the Japs attacked four were on the bottom, one was beached and three more were damaged—though six of the eight would fight again. Of the other seven, one was in a West Coast port, one in Iceland, the remaining five in East Coast ports or in the Atlantic.

By modern standards even the whole ones were hopelessly outmoded. The youngest of the 13—uss West Virginia—was 20 years old. And the oldest—uss Arkansas—was commissioned in 1911. Not a hopeful picture for a Navy faced with the task of first recovering the initiative, then reconquering lost islands and, finally, pushing back an enemy which had spread its empire over uncounted millions of miles of ocean.

The battleships had only their huge main batteries with which to fight. And there was a reluctance to use them after the fate of the British Prince of Wales and Repulse, sunk by Jap planes in the South China Sea, “Janes' Fighting Ships,” unofficial but accepted bible of the world's war vessels, stated in its 1942 edition that neither the New York nor the Texas, undamaged at Pearl, was “reckoned effective for war purposes.”

Most of the ships had been modernized during the dull days between wars. Their cage masts were replaced by tripods. Later, accurate, powerful five-inch dual purpose guns, twin and quad mounts of .40s and .20s gave them defense against air attack. Their fire-control systems were improved, their engine and boiler rooms refitted, their navigating and detecting devices brought up to modern-day efficiency.

There had to be a testing ground for these ships in this new kind of war. Never had any of their guns blazed in actual combat except during the brief, inglorious interlude at Pearl when the AA guns of some destroyed attacking Jap planes. The Aleutians were selected for the test.

The Test

New Mexico, Idaho, Nevada and Pennsylvania, the latter two damaged at Pearl, sailed forth on the softening-up job. Their 14-inch gun batteries alert, they poked through heavy weather into Hols and Massacre Bays off Attu. Before the doughboys went ashore the big guns opened up in a pulverizing bombardment on enemy gun and troop positions, effectively neutralizing them and easing the way for the
infantry to land. A month later the Pennsylvania, New Mexico and Idaho were joined by the Mississippi and Tennessee for the assault on Kiska. Although Jap opposition was negligible, the five old wagons laid shell after shell on their targets, eliminating whatever guns had been on the island.

In blasting the Japs, the old battle-wagons also blasted a theory which had been prevalent since the early part of the century in some naval and military circles. Before a House Naval Affairs Committee in 1916 an admiral testified:

"This war has conclusively demonstrated what every military strategist knew before—that it is impossible for sea craft to successfully attack land fortifications." Others echoed him later.

Although pro and con arguments were many since the admiral spoke, no one ever proved that he was wrong until Attu. No one, after the record established by these old battleships throughout the world since, will ever agree with him again.

The "old ladies" were definitely not the old-fashioned kind, as many people contended, who would lift their skirts and skitter away at the first sign of trouble. Rather, they liked it. For, old and lumbering as they were, they still packed dynamic punches in the barrels of their heavy guns, and never before had they had a chance to demonstrate to the world the strength that had been built into them so many years before.

Without a Shot

Back in 1914 when a war with Mexico seemed imminent, a fleet that even in these days could scare hell out of a sizable enemy force, steamed into Vera Cruz harbor to quell an uprising. Among the eight battleships anchored offshore were the New York, Wyoming and Arkansas, all young and innocent.

A few days later the Texas steamed full speed into the harbor after interrupting her shakedown.

"What's going on?" her crew asked sailors of other ships. "Are we gonna fight? How soon do we open fire?"

The answer was mighty discouraging.

"The Marines went ashore and mopped up in a couple of hours."

It seemed the first full-fledged battleships of the Navy were destined for a fate like that. They missed World War I's only hot naval battle, Jutland, because America had not yet entered the conflict. When they finally arrived in British waters their crews were immeasurably bored with a life of sitting and waiting for action that never came.

Utah, Oklahoma and Arizona joined the Royal Navy's English Channel fleet,

**Veteran U. S. Battleships Have Learned New Tricks To Become Potent Weapons of Modern Amphib War**
NEVADA was beached off Hospital Point when smoke cleared at Pearl Harbor, yet she fought at Normandy.

PENNSYLVANIA suffered relatively light damage at Pearl, escaping the fate of the DDs Downes and Cassin nearby.

helping to blockade the coast of the continent. New York, Texas, Arkansas and Wyoming became part of the British Home Fleet operating out of but mostly in Scapa Flow and the Firth of Forth. They participated in target shoots along with British battlewagons and scored impressive records. They put out to sea on reports that the German Grand Fleet was out and attempting to run the blockade. They dodged a few torpedoes from enemy submarines and watched their paravanes slash the waters of the North Sea in search of submerged mines.

But the destroyers dropped the depth charges and did whatever attacking was to be done. And the infantry, the artillery and the fledgling air forces got credit for winning the war. Only when the German Grand Fleet steamed ignominiously between their lines back to Scapa Flow and surrender did they realize that their tiresome, persistent presence had helped toward victory.

Despite their long years of world cruises and refitting between wars, the first battleground for three of the corseted old ladies was that same Atlantic in which they had sought action 25 years before. New York, Arkansas and Texas sailed from American East Coast ports in company with troopships, carriers, cruisers and destroyers. They were ready for the first major amphibious landing which would wrest back the first territory from the Axis.

North Africa was the objective. Moving in close with the USS Philadelphia, the New York lobbed her 14-inch projectiles into fire-control and rangefinder apparatus and heavy guns of the Batterie Rattellese protecting Safi harbor. The battery was put out of action.

Meanwhile, the Texas was shelling Mehdia, near Casablanca, disrupting transport and blasting an ammo dump. Arrangements had been secretly made with French garrisons beforehand so that the French put up only a token resistance in most places. But it gave the crews of the old battleships their first taste of war and prepared them for greater combat yet to come.

The true test of their ability to support amphibious operations came in June 1944 when Arkansas, Texas and Nevada, the latter damaged at Pearl Harbor, moved slowly up to the beaches of Normandy astern a line of DDs.

For many minutes after the cruisers and destroyers started dueling with heavy German shore batteries, the battleships' heavy guns were silent. Then they opened fire on prearranged targets, sending their shells shrieking...
IDAHO was among the BBs that softened Attu and Kiska, testing grounds for the old ladies in the new-type war.

MARYLAND, of youngest class of old ladies, is shown as she appears today. With her is sister ship Colorado.

on the immediate beach defenses retreated inland. Tactically they were defeated only momentarily. They still had artillery with which they could bludgeon the great mass of men and materiel concentrated on the shores. From the rear, columns of enemy tanks, self-propelled guns and mobile mortars moved toward the sea. They had a 50-50 chance to push back the invaders.

But they reckoned without something new in sea-borne artillery. From their experience, warships at sea could fire at and hit only targets of opportunity visible from fire-control towers.

Yankee ingenuity ended that idea. In the first few waves of assault infantrymen to hit the beach were Shore Fire Control Parties, composed of one naval officer, one Army officer and 12 Army enlisted men. Each of these parties was attached to an infantry regiment. All were skilled in radio communications, map reading, naval gunnery. Each party was equipped with maps duplicating those of gunnery officers on the ships.

As the assault troops advanced from the beach, running into opposition, the fire-control parties went ahead with them. From shore to ship the radio would signal:

"Dog Easy Queen . . . this is Roger Mike Jig . . . I have a message for you . . . target at (here map coordinates were given) . . . enemy pillbox . . . close supporting fire . . . commence fire immediately . . ."

The old battlewagons' guns would roar. The pillbox would crumble under direct hits. The infantry would advance again.

During the early days of the Normandy landings the Nevada knocked out nine enemy tanks in one engage-

NEW YORK lashed out at Iwo Jima with her big guns. Once Hirohito visited her. Now she may return the visit.

TENNESSEE, shown at Iwo, lost her cage masts in post-Pearl Harbor revamping and looks like a brand-new ship.
14-INCH GUNS of a veteran battleship, their linings worn out from firing, are replaced by guns with new linings at the Bremerton Navy Yard, Washington.

power of the Navy began to gain momentum. The pace was stepped up. American forces leaped thousands of miles nearer Japan with the invasion and conquest of the Marianas—Sai-pan, Guam, Tinian.

Two of the venerable battleships—Tennessee and Pennsylvania—added another valorous chapter to a tradition of gallant teamwork which started in the Aleutians. The Tenn-Penn combination previously had worked together in the Gilberts and the Marshalls. In the Marianas they labored like the old war horses they had now become.

Both the Tennessee and Pennsylvania shuttled back and forth between the three islands during the entire Marianas campaign. Sometimes they softened up islands not yet invaded. Then they would dash over to another island and pound stubborn Japs holding up a Marine advance.

On Guam alone Pennsylvania's guns destroyed 15 planes on the ground; six large guns; eight medium guns; three five-inch guns; a dozen machine guns; 19 dual-purpose guns; two coastal-defense guns; eight large antiaircraft guns; four twin mounts; nine heavy antiaircraft guns; a dozen three-inch guns; two anti-aircraft guns and numerous mortars and field artillery. During one period her guns fired at the Japs for 16 consecutive days.

After the Marianas campaign the Tenn-Penn team was assigned to a carrier task force which was to carry the war eventually even closer to the Japanese homeland. On 6 September they started pumping shells into the Palau while carrier planes tore at airstrips and guns and Japs. For nine days they worked the islands over. Then the troops went ashore. The Pennsylvania alone hurled 900 rounds of 14-inch projectiles from her blazing ride barrels on the two islands.

With landing going into their logs, the old but still mighty wagons were becoming as proficient with their guns as small boys with

Duel at Cherbourg

Infantry had broken through stubborn German defenses near St. Lo and swept to the right up the Cherbourg Peninsula. From the land it was a tough task. Cherbourg was one of the best-defended ports on the continent. Scores of big guns guarded the harbor approaches. Others had been turned inland facing advancing U. S. troops.

Steaming at high speed off Cherbourg behind a smokescreen, the Arkansas, Nevada and Texas began pounding away at the guns and the town. Their opponents turned out to be the most formidable yet. Only quick maneuvering saved the Nevada. She was straddled 27 times during five shooting missions. The Arkansas also escaped damage but only after she dropped several heavy shells near her. Texas was not so lucky. Her guns boomed in unison with Arkansas and Nevada but she was straddled by the third salvo from enemy guns. During the three-hour engagement she was hit twice by heavy shells and had to fight two fires.

After Normandy and Cherbourg the three old battleships sailed down to the Mediterranean and there assisted in the landings in southern France.

Field Marshal von Bundtseit, commander of German armies in the west at the time of Normandy, admitted, after his capture, that American naval gunfire had penetrated far inland and made it impossible to bring up reserves in time to repel invading forces.

In the Gilberts and the Marshalls the ships the Japs believed they had sunk sailed close off shore, pouring their high explosives on every enemy installation likely to oppose landing troops.

At Tarawa and Makin in November 1943 a mighty task force prepared the way for the Marines. In that force were seven of the old ladies—Tennessee, Colorado, Maryland, Pennsylvania, Mississippi, New Mexico and Idaho. Two months later the same fleet moved into the Marshalls, pummeling the islands before and during the first landing on Kwajalein, 31 Jan. 1944.

But the real job was yet to come. Advancing had been made, true, but American forces were still far from being within adequate striking distance of the Japanese homeland.

In the summer of 1944 the increased
slingshots. When the big show came along there were five of them on hand to lend support to the carriers, cruisers, destroyers and new battleships.

The Pennsylvania-Tennessee team was part of the fleet which steamed off the Philippines and, on 20 October, they struck. Typically, the Pennsylvania was the first battleship to enter Leyte Gulf. Others soon followed, belching their flaming broadsides in an announcement of the Navy's return to a land it had so often visited.

As the liberation of the Philippines progressed and more landings were made, the old ladies helped out with their 14-inchers. But greatest and most gratifying of all was the Surigao Strait action on 25 October when, at last, they actually engaged an enemy surface force and won.

Up from the south came a powerful Jap force, one of three bent on halting the Navy's Philippine action. Two Jap battleships, one heavy cruiser and four destroyers headed toward Surigao Strait. PT boats feinted first with torpedoes. The enemy came on. U.S. destroyers moved in to attack. The Japs kept coming at 20 knots. Then the cruisers and the battleships—West Virginia, Maryland, Tennessee, California and Pennsylvania—opened fire. The Jap fleet staggered, slowed to 12 knots under the massed American fire. It was too much for the Japs. Shell after shell scored direct hits on every unit. They tried to turn and run for it. Only one cruiser, later sunk by planes, and one destroyer made it. The rest went down.

During the Lingayen Gulf landings on Luzon, early this year, the old ladies again put in their heavy licks. It was there that a Jap bomb struck the port navigating bridge of the New Mexico, killing her skipper, Capt. Robert Fleming, USN, and 29 others. Still the valiant battleship fought on until the beaches were secured five days later.

Closing the Range

If the old ships never fired another shot or steamed another mile they had more than repaid the Navy for their initial cost and their upkeep during all the years of peace. But on they drove, closer and closer to Japan. On 19 February the Tennessee, New York, Texas, Nevada, Arkansas and Idaho—stood off Iwo Jima, 625 miles from Tokyo. For the entire 18 days that the Marines battled through the volcanic ash of the tiny island, they poured shells into the Jap defenders.

That they will go on until their guns can plaster the Japs in their own homes there is little doubt. Perhaps the New York should have the honor of firing first.

On 3 Nov. 1918 a famous, distinguished visitor boarded the New York in Scapa Flow. The visitor was accorded all the honors of royalty, for he was, after all, a royal prince—Hirohito, son of the Emperor of Japan. The inspection was brief but formal, more important diplomatically than for any other reason.

The New York would like to repay that visit. And her crew would like to make it a long one and no more formal than the Japs can manage with 14-inch shells dropping in their midst.
NERVE CENTER of today's assault on Japan is Guam. Little more than a year ago it was in Jap hands. The 206-square-mile dot in the Pacific was the first U.S. territory lost in the war. It was easy pickings for the Japs as they moved in on 10 Dec. 1941, following up their blow at Pearl Harbor. But the rising sun flew over the island only two and a half years. This month we mark the first anniversary of the Yanks' return on 20 July 1944 and their annihilation of the Jap garrison in a bloody 20-day campaign. In the course of the year, the once unfortified clipper stop has grown into a mighty base. Since 28 January Fleet Admiral Nimitz has directed operations in the Pacific from advance headquarters on Guam. And from there and neighboring Saipan and Tinian, also taken a year ago, B-29s have been striking at the heart of Japan. What all this has meant for 22,000 Guam natives is typified by the youngsters shown here playing baseball in the shadow of the flag.
OWL’S EYE VIEW of Guam looks for all the world like a community in California or Florida. Lights twinkle everywhere, a beacon pierces the darkness in upper left and ribbons of light mark the movement of traffic on the roads.

REBUILDING means many things on Guam. Milk helps rebuild health of wounded (above, left). For this, Guam’s livestock was replenished by herds from U. S. (above, right). Other rebuilding is native housing project (below).
HARBOR at Guam is crowded with ships. Once only a trans-Pacific clipper stop, island is now a mighty base, advance headquarters of Commander-in-Chief, Pacific Fleet and Pacific Ocean Areas, and hub of war against Japan.

MARIANAS BEACHES provide the chief recreation of service men and women on Guam, Saipan and Tinian. BANK OF GUAM, reestablished with assets of $1,500,000 by the Navy, has helped restore the island's economy.

ALL HANDS
JAPAN-BOUND B-29s take off from Guam as well as neighboring Mariana Islands, Saipan and Tinian. Tinian-based Superfortresses are shown getting a send-off from a Seabee bulldozer driver putting finishing touches on airstrip.

NOT FORGOTTEN are men who paid for Guam and other Marianas bases with their lives. Here at a Marianas cemetery, sailors salute marines who died a year ago so Guam, Saipan and Tinian might be the bases they are today.

JULY 1945
GOOD NEWS ON FILARIASIS

Navy Doctors Find the Disease No Cause for Alarm; Men Recover Unimpaired and Return to Combat Duty

AFTER many months of intensive medical research, the Navy has good news on filariasis, the tropical disease which may produce unsightly swellings, rashes, fever and pain. This affliction is on the way out as a menace to naval personnel.

All the research findings are optimistic and may be summed up simply: infected men are getting better without special treatment.

For months this disease, which frightened many but has yet to claim the life of a single Navy man, inspired dramatic newspaper and magazine articles. And it has been a fertile field for scuttlebutt, mainly because it has been confused with elephantiasis, a disease commonly found in natives who have spent a lifetime in infected areas.

In relation to the size of the entire naval establishment, only a comparative handful of men have been infected. Of these, nearly all are on the way back to complete health and will return to useful life—in active duty overseas and at home after the war.

In assessing the disease it is necessary to distinguish carefully between the things filariasis—prognosed: fil-uh-rye-uh-sis—will and will not do. It will impair a man's health for as much as a week at a time. It may recur. It may produce discomfort and a feeling of low spirits. On the other hand, it will not kill. It cannot be caught from another person. It will not pass from one member of a family to another.

Although the disease is on the way out, it is not to be denied that in the early days of the war in the Pacific it provided vivid causes for fright. When American personnel stationed in infected areas started to catch filariasis not much was known about it.

Lacking the medical knowledge—yet aware of the partial similarity of the symptoms—it was natural for a filariasis patient to take fright whenever he saw a native infected with elephantiasis. He then had no way of knowing that this dread disease could be developed only after years of re-infection, usually from infancy up to the age of about 30.

It is difficult to determine how many Navy men ever caught the disease. Estimates run from 1,000 to 2,000 or more for naval personnel, while Marine infections may have been as high as 10,000.

Mosquitoes Spread Disease

Nearly all of the infections were picked up in the Samoan islands. And all were contracted in the only possible way the disease can be caught: through mosquito bites. The insects would bite an infected native and then transmit the illness by biting the only insects which could transmit short-range flyers, and—unlike the anophelines, which transmits malaria—did most of their biting in daylight. A small number of cases turned up in the Philippines and the Solomons.

The mosquito which is the carrier of filariasis has a fancy name—"Wuchereria bancrofti." It is widely found throughout almost all tropical areas in both the eastern and western hemispheres and in many Pacific islands. Current estimates are that it can fly a distance of only about 300 yards. The time which elapses between the mosquito bite and the first outbreak of clinical symptoms varies. The average time is around nine months, although in one case it was as short as one month and in another as long as 20 months.

Symptoms include severe swelling under the arm glands, in the groin, testicles and legs. An average case would have an arm and a leg involved. If the arm were involved a red streak would develop, the colored area moving down from the shoulder. In addition, the patient usually had a low fever, headache and nausea, and chills. The usual treatment was bed rest and aspirin. The illness had all degrees of severity. Some men were completely knocked out. Others often avoided the binnacle list, particularly if their friends were being shipped out and they did not want to be left behind. The sickness lasted a week or so, although some patients were pretty well recovered in four or five days. Some men had one or two recurrences, others had as many as 15 or 20. The general pattern was that recurrent attacks came with less frequency and were successively less acute.

Differs From Elephantiasis

A brief survey of the conditions which produce elephantiasis will make clear the difference between this ailment and filariasis. The native who developed elephantiasis had a long history of infection. He was usually bitten by the carrier mosquito a few days after birth. Then, day after day—for a period of some 20 or 30 years—he continued to be bitten and was thus constantly reinfeeted. As a result he acquired a huge amount of infection. The infection produced a vast number of worms in the body. The worms then died and, interwining with one another like small tangled pieces of string, turned into hard masses of matter. The matter blocked the lymph glands (located in the arm, pit, groin, legs and neck). These masses of hardened matter do not block the circulation of the blood, but do result in the stagnation of fluid which causes the swellings.

The difference is that these natives in the areas of infection had piled up huge amounts of infection after a lifetime of exposure whereas our men had only a year or less of exposure and only comparatively light worm infections. It is also important to note that while the worms mated with one another and bred in the natives, thus further piling up the disease, the Navy has not found a single man with
enough infection to produce a second generation of worms in his own body.

Navy research has some very positive things to say on the improbability of the disease spreading in the United States. It is clearly known that there are available mosquito carriers in the United States, but only on a small scale. It has been learned that in order to carry the disease the Wuchereria bancrofti must have a mean temperature of 80°F and an average humidity of 60% or more in order to function. In the United States these conditions prevail only in a relatively small area in the states bordering on the Gulf of Mexico, and in Georgia and South Carolina. Many years ago filariasis did take hold here. Yet it did not spread and also failed to maintain itself. Another thing which militates against the spread of the affliction in the United States is the lightness of the infection in our men.

In spite of wide research and experimentation by Navy medical research staffs, no specific treatment for the disease has yet been found. This gives no cause for alarm, however, because all the clinical evidence to date is that patients have been getting better without any drugs or other special treatment.

Klamath Falls Barracks

To tackle the problem head-on BuMed and the Marine Corps set up a joint project at Klamath Falls, Ore. All the patients at this post were Marines, because they had been longer involved and infected in larger numbers than Navy personnel. The post, a Marine barracks, is not a hospital in the usual sense, although all possible hospital facilities and research laboratory resources are there.

Marine at Klamath Falls gets a physical checkup before going on furlough. Official U. S. Marine Corps photograph

The Navy called in one of the country's authorities on tropical medicine, L. T. Ceggeshall, of the School of Public Health at the University of Michigan. Capt. Ceggeshall, now senior medical officer of the post, has supervision of the system which is gradually restoring men to active duty.

Primarily, the post functions not as a convalescent or rehabilitation center, but as a duty station. All emphasis has been shifted from the illness aspect, and to all outward intents the barracks is like any other Marine establishment. Whenever a man has a recurrence of the illness he is of course put on the disability list, but only if he is not fit for duty. Even while under treatment, particularly if his outbreak is light, he is kept at some form of light duty, and his confinement to sick bay is kept as short as possible.

Under the program each man finds himself getting graded physical and military training, lectures, and courses in typing, languages, and manual arts. When not busy with these routines, the patients put in much time fishing, camping, riding, and taking part in organized athletics.

On reporting for duty at this post, each man is given a "screening examination." He gives a full history of his illness and close study is given his itinerary with particular attention to dates of arrival and departure at duty stations. At this point the operation of the post is explained to him and he is given full chance to discuss his ailment, after which he is assured that he will get well and told that he will suffer no permanent defects and that his wife and children will not catch the disease from him. Each man is graded in the light of his condition and is then fitted into the post program. Everyone able gets duty even though it be sedentary. The program is set up on a three-month basis; experience has shown that at the end of that time the average man should be up to almost anything, even combat training if such should be assigned.

The physical activities at the camp give some idea of the extent to which men overcome the ailment. A footnote to this is the fact that the camp football team—made up of "patients"—was one of the best service teams on the West Coast last season. Toward the end of the training period these patients who have made sufficient recovery are sent off on hikes lasting from 10 to 12 days. Those who stand up to this are then given stiff manual-of-arms drills, topped off with half a day on one end of a double-handed crosscut saw. After this the behavior of their hearts is studied. A recent specially controlled group was put through this routine and 62% were found to be physically fit to carry on with any duty.

Not to overemphasize the favorable aspects of the course of the disease, it must be admitted that a handful of patients have had recurrent symptoms as much as two years after the start of the illness. Even in these cases, it has been reported that the symptoms have been dying down and recurring at less frequent intervals.

To any who might still have exaggerated fears about the disease, the Navy has a basic answer: up to June 1945, a total of 2,219 of the 62% filariasis patients passed through Klamath Falls, of whom 92% have now been returned to full active duty.

WHAT'S IN A NAME?

Chaplain

Although the office of chaplain is one of the most ancient in the world's navies, the word itself does not have a nautical beginning. Saint Martin, French Bishop of Tours in the 4th century, unknowingly started it all when he shared his cloak with a naked beggar who was perishishing with cold at the gate of Amiens. His cloak was miraculously preserved and the French carried it to war as a sacred banner. The cloak or cape, as the French called it, was kept in an oratory that became known as the chapel, while the man charged with its care was called the chaplain. The English monarch Charles I (1625-49) was one of the first to send the clergy to sea. He appointed a chaplain to each ship in the fleet. In our own history chaplains served aboard ships of the Continental Navy during the Revolutionary War. In 1778 the Reverend Benjamin Balch served as chaplain of the frigate "Boston," and in 1780 he served on the "Alliance." His fourth son, William Balch, was the first commissioned chaplain. President John Adams commissioned him in 1799, and in 1800 he was assigned to the frigate "Congress." Later he was transferred to the frigate "Columbia."
IN THE PACIFIC these Seabees get news via CBMU 550's Newspaper. Here circulation manager distributes it.

THE NAVY GOES TO PRESS

Unit Papers, Produced by and for Sailors, Rate Next to Mail and Movies as Morale Builders on Ships and Stations Around the World

ROM Kodiak to Kaneohe Bay, from Norfolk to Namur, ship and station newspapers are Navy men's No. 1 answer to "Whaddya read?"

Ranging from many-paged editions printed on newspaper presses to single-sheet mimeographed issues richer in enthusiasm than appearance, ship and station papers are published on land and sea all over the world, at commands ranging in type from battleships to advance bases, training centers to ATBs, clothing depots to communication offices, convalescent hospitals to cargo ships.

Wherever men of the Navy work and fight, commanding officers find their morale problems lightened by editors or would-be editors who willingly translate to the printed page the humor, the common experiences, the news releases radioed or airmailed to Americans hungry for some word from home.

Next only to mail call and movies in popularity, a Navy man's paper is his most acceptable source of news information, his opportunity for "sounding off," his wartime miniature of the sports page and the funnies to which he was addicted as a civilian.

These papers come out daily, weekly, "irregularly" (like the special Okinawa issue of Oak Chips aboard a destroyer) and sometimes only by the grace of God. Close cousins to many a high school or college paper, they range from fledglings nursed by a single yeoman off-duty (but cherished nonetheless by its readers) to large papers managing not only to accomplish their primary purpose, which is to service their readers, but indirectly to attract the best kind of attention to the activities which they serve.

There are "foxhole size" editions, like the Muzzle Blast (Naval Air Gunner's School, Miami), the Mighty "G" (USS Guam), the Descending Line (NTS (Salvage), New York) and the Turtle (USS Bushnell). There are big sheets like the Bulletin (NTC Great Lakes), the Hoist (NTC, San Diego), and the Mainsheet (NTC, Bainbridge), whose combined circulations equal the population of cities like Sacramento, Calif., or Mobile, Ala., or Phoenix, Ariz.

And there are hundreds of "in betweens," the edited radio digests with a cartoon or joke dropped in to fill up a column, the big ship dailies that serve up the news in time for the early mess-line trade.

From two sources recently has come recognition of the important part played by ship and station newspapers...
in the welfare program of the Navy. Last month a directive from the Secretary of the Navy called them “a positive factor in promoting the efficiency, welfare and contentment of personnel.” Simplifying the rules governing their establishment, it incorporates a statement of policy for their regulation and delegates to commanding officers authority to publish under that regulation. (A summary of this directive appears on p. 78.)

To help these ship and station newspapers do a better job of serving their readers, BuPers recently established the S.E.A., or Ships’ Editorial Association (ALL HANDS, April 1945, p. 78). S.E.A. will soon be providing three aids to improve the content and appearance of ship and station newspapers, and to lend a hand to time-short Navy editors who are further handicapped by distance or staff limitations from serving up the kind of news and popular features their readers want. The new services:

- the S.E.A. Clipper, a weekly clip-sheet containing Navy news, columns, cartoons and feature spots for reprint by Navy editors. Mats, precut stencils and glossy prints of Clipper copy will also be available upon request.
- the S.E.A. Watch, a shop-talking technical monthly devoted to methods of improving editorial content and production techniques.
- the Navy Editors’ Manual, a reference book designed to aid editors supervising Navy editorial work, and to help staffs master the basic rules of editing and publishing ship and station newspapers.

Hundreds of commanding officers have already called for the services available through S.E.A. To those editors currently receiving news from press associations, Armed Forces Radio Digests, or the widely used Army Camp Newspaper Service (whose “Male Call” and “Wolf” are familiar to servicemen everywhere), the Navy slant to S.E.A. copy is intended to save rewrites and provide immediate appeal. To them, and to other editors who have never had such a service on tap, S.E.A. will be a regular source of ideas which will help staffs to meet the everlasting demands for new and different newspaper features, to save man hours and personnel and to free the staffs of routine so they can devote more time to getting local news.

**News By Men Who Make It**

The editing, production and distribution of Navy newspapers is largely the work of enlisted men—a devoted and ink-stained group—who either voluntarily or on part-time or full-time assignment gather the news, write it in a style mainly dependent upon their previous journalistic experience if any, find a way to have it duplicated, and then see that it reaches all hands. This process usually results in nervous prostration, deadline neurosis and mimeograph fatigue, as well as some intriguing journalism from the typewriters of men who themselves are helping to make headlines around the world.

Behind the pencil pushers—the boys who dream up and edit the stories—are the photographers, artists, circulation men and printers. They are not the glamorous boys and they don’t rate by-lines, but without them Navy newspapers would be a sad affair.

Following the trend of metropolitan dailies to use more and still more pictures, ship and station editors know the value of a good picture and again know the value of a good photographer. Some large papers have full-time staff photographers, while others use part-time snappers borrowed from some other department.

At sea, the ship’s photographer usually lends valuable assistance to the staffs of offset papers, not only for pictures but also in various phases of production. Editors without the bene-

**USS SHANGRI-LA** is one of the Navy’s carriers that print news as well as make news. This is the ship’s print shop where newspaper Horizon is printed.

**LOCK-UP** is more than just another name for the brig at NTC, Bainbridge. Printers lock up page forms of the station paper, Mainsheet, for the press.

**JULY 1945**
ft of a photographer try to find and utilize the talents of crew members handy with a pen. Some editors are their own pressmen and compositors, but more often printing specialists do the inky work. Editors who use native linotypists and pressmen have had their share of headaches.

Aware of the esteem in which both the Navy Department and the men hold these ship and station papers, most commanding officers impose little censorship, seldom find cause for disagreement with the editors' choice of content. Some papers are copyread or checked by the chaplain, the public relations officer or—more and more—the welfare and recreation officer. Other larger sheets include officers in various capacities on the staffs. But in most cases the paper is an enlisted man's "baby"—and, in the opinion of many commanding officers, the job of "bringing up baby" deserves appreciation for its contribution to the enjoyment of naval personnel.

Sweating It Out

For hundreds of papers like the Crew's News (USS Cumberland Sound) and the Nob Hill News (NOB, Guam), the process of publishing is known not as "getting it out" but as "sweating it out." It means largely volunteer off-duty work, and (because of lack of equipment) often long nights of hand operations which in commercial publishing would ordinarily be performed mechanically. Not even the staff of the impressive, magazine-type Petcoen (Naval Repair Base, Algiers, New Orleans), which enjoys the convenience of a station photo lab and multilith shop, manages to escape minor presswork like assembling and folding and hand-stapling copies for several thousand readers.

The variation in appearance, formality and downright writing style of

the papers is endless, and often amusing. The Marine Corps Chevron (San Diego) and the Sea Bee (Honolulu), whose editorial opinion aims at "the guy in the double-decker bunk," have all the punch of the metropolitan tabloids, and their staffs boast newspaper talent that would put a gleam in any editor's eye. The Blair Blaze (SS John Blair) is the official organ of 20 members of an Armed Guard unit, and manages to solve its production problem by typing off carbon copies of each issue.

ONE OF THE BIGGEST printing plants used for ship and station papers is this which turns out X-Isle. It is operated by native printers of Island X.

The names, too, run the gamut of inventiveness. There's the Purple Salvo (NROTC, Northwestern University), the Daily Depth Charge (USS Nelson), the Black Stock (NAS, Brunswick, Maine), Tongue Tides (NAS, Astoria, Ore.), the Gyroscope (Naval Torpedo Station, Newport, R.I.), Aek Aek (AA TC, Pt. Mugu, Calif.), the Bean Pot (USS Boston), Hoodwink (USS John Hood), Hospital Gazette (USNH, Norman, Okla.), Cat Tales (USS Catasha), Irish Penman (NRO TC, U. of Notre Dame), the Weight-Off (Blimp Squadron 12), the Wasp-Dir (USS Wasp), the Big Shot (USS Chicago), the Sky-Writer (NAS, Pasco, Wash.), the Ballonet (NAS, Santa Ana, Calif.), Blue Goose Weekly Egg (USS Honolulu), the Powder Keg (Naval Ammunition Depot, Hastings, Neb.), Bolts and Bullets (101st CB) and Tender Topknot (USS Chandelier).

Slogans are sometimes the capsule statements of policy for an entire staff. Some, like "Published by characters— for characters" (The Character—USS Clinton) and "Plain Shooting for Plane Shooters" (The Plane Shooter—Armed Guard School, Shettle, Va.) need no explanation, nor does the claim of the photo department of the Blues (NAS, St. Louis) that it "accepts the positive, spurns the negative." But the editors of Now Hear This at the office of the Captain of the Port, Cape Cod Canal, Sandwich, Mass., felt their byword "Everything Disrespectful the Captain Will Let Us Print" needed some modification. So at the bottom of page 1 they appended: "The stuff the Captain would not let us print is available at $2.98 per copy." The next issue announced that 118 requests for the $2.98 volume had been received.

Since the chances of turning up trained journalists among any group of technical ratings are slim indeed,
the job of assembling a newspaper staff is sometimes a needle-in-a-haystack affair. Few staffs can match that of the Great Lakes Bulletin, with its circulation of 75,000. All the staff members are ex-newspapermen, none with less than eight years' paid experience. But out on the lonely island in the Pacific where nine enlisted men of CBMU 559 got out The X-Isle, only one had even a nodding acquaintance with a by-line. And even if a paper manages to get off to a good start, there is always the classic example of the staff that nearly went nuts last fall when orders kept coming in snatching their editors away. The editorship changed hands three times in one month.

Cherchez la Staff

One way of making newspapermen grow where none existed before has been used by many papers in their infancy. Take the case of the Cebugle (USS Cebu). Most of the men aboard the Cebu, an ARG, were technical ratings—machinist's mates, motor machinist's mates, electrician's mates, shipfitters, carpenter's mates and metalsmiths. But not a newspaperman in the crew. However, it was found that assigning one man to a regular feature for the paper soon brought out latent writing talents, and a genuine enthusiasm for the paper trickled out to every member of the crew.

An electrician's mate second class who was a good mixer pulled the assignment as the Cebugle's "Inquiring Reporter," and has made it one of the livelier features of the paper. Each week he taps the Cebu crew's opinion on such questions as "What do you think we ought to do with Germany and Japan after the war?" "Do you think it's wise for servicemen to marry in time of war?" or "Do you think the Navy pay system is equitable?"

The inquiring reporter created a mild sensation recently with a copy of a letter from one crew member's wife asking a divorce so she could better pursue her career. All names were deleted and the crew was asked "What would you do if you received such a letter?" The Cebu crew was in a generous and broadminded mood that day; most of the printable answers favored giving the woman her freedom.

Sure-fire System

The Cebugle, incidentally, subscribes to an almost infallible system for distributing its copies to all hands. They hand it out on the mess line. "The only guys we miss," they say, "are those who don't like to eat." This is sure-fire, but not necessarily the only way—another school of thought on the subject includes staffs like that of the Horizon (USS Shangri La) which distributes on the pay line.

Another way of solving the newspaperman shortage is gaining in popularity wherever it can be tried. That is to use newspaperwomen or, in the Navy's general terminology, Waves. Not only the Women's Reserve newspapers but a surprising number of station papers are staffed in part by enlisted Waves, or advised by Wave officers. Memfile (NAS, Memphis) has an enlisted Wave as managing
editor; others, like Skylcrapers (NAS, Brooklyn) and Depotscope (US Naval Mine Depot, Yorktown, Va.), include Waves on their staffs.

The Navy encourages the mailing home of ship and station papers—whenever possible their copy is cleared by the censor with that purpose in mind. Many a family has received as brief a message as this: “Dear Mom: I’m fine and there’s nothing new with me. You can read it all in this copy of the...” In addition, copies are sent to former crewmates, to friends from other units and, as exchanges, to editors of other Navy papers. The practice is growing, especially among overseas papers, of printing a box for a mailing address on the back page so that, when folded and stapled, the paper can be mailed without an envelope.

Pin-ups from the NATS Pocket picture magazine of NATS’ Pacific Wing, can be found dotting barrack bulkheads at every stop along NATS’ 34,000 statute route miles of Pacific airways, from Point Barrow, Alaska, to Brisbane, Australia, and the Philippines.

The Armed Guard Pointer, published at the Brooklyn center, reaches 50,000 Navy men on merchant ships throughout the world, getting itself read in such widely separated places as Murmansk and Archangel and Molotov; in London, Liverpool, Cardiff and Glasgow; in Casablanca, Oran and Bizerte; in Palermo, Bari, Anzio and Naples; in Cherbourg and Antwerp; in Manila and Guam.

Jax Air News (NAS, Jacksonville), which recently celebrated its second anniversary, goes to at least 154 other enterprises besides its own, including units in the Pacific and afloat. Some months ago, in mid-Pacific, a Lieutenant commander aboard a carrier reported that a plane from another carrier had come down on their deck and no sooner had the arresting gear brought it to a stop than the pilot leaned out and asked if anyone on the flat-top had seen some issues of Jax Air News. The lieutenant commander hastily gathered all the copies he’d been saving and turned them over to be flown back to the other carrier.

In addition to all the local news they can pack in, and the names of as many men as possible, ship and station papers generally contain a wide range of features of interest to their readers, including comic strips, inquiring reporter columns, book reviews, war summaries, puzzles, pin-ups, exchanges from other papers, and home-town items.

On the subject of pin-ups, perhaps the simplest justification for this surefire feature was the statement which appeared in an issue of Ahoy (NY, Charleston) under a luscious picture of Kay Williams of the films. The editor wrote: “Our only excuse for running her picture is that it seemed mighty well worth the space.”

Which of the ship and station papers that come in to BuPers is the oldest, ALL HANDS does not profess to know—but is willing to listen to any substantial claims. One source has suggested the long-familiar Host (NYC, San Diego) whose cartoons, incidentally, are usually among the best and are widely reprinted. Hospital Hi-Lites (Naval Hospital, Anacostia Heights, T.H.) reports that it is the first overseas hospital to publish a newspaper, and the Morning Press (NAS, Kodiak) makes what is apparently the safe claim that it is “the only daily on Kodiak.”

Whatever their age, origin or difficulties of publication, ship and station newspapers do a job which rates a “well done” from both the Navy Department and the men they serve.

Satisfaction in doing that job is recompense enough for the ex-newsman fortunate enough to be assigned to newspaper duty, or working with the willing volunteers throughout the Navy who help make hundreds of smaller papers possible. But still there must be some curious appeal in that frenzied and desperate air of intensity which sooner or later overcomes every paper’s office. As one motor mac said, after watching the editorial staff of his ARG’s paper argue for a half hour or so over the dummy layout, “I never saw grown men argue so much over a piece of plain blank paper.”

IN PALERMO, Sicily, a jeep circulates 2,500 copies of Pal-NOB-News around Naval Operating Base and to other activities and ships in the area.

PRESSMEN check page alignment as they start to run off back-up sheet of the Gator, the publication of the Amphibious Training Base, Little Creek, Va.
U-BOAT HUNTERS

Only CVE Lost in Atlantic
Led Hard-Fighting Team

All her action-packed life the escort carrier USS Block Island lived precariously in the midst of battle. And in battle she died, her freighter hull holed by three torpedoes from an enemy U-boat. Her grave was the Atlantic where, for 14 months, she led a diminutive task force in scourging the sea of German underwater raiders.

The Block Island was the only American carrier lost in the Battle of the Atlantic. In announcing her loss on 29 May—a year to the day after she was sunk—the Navy also disclosed the dramatic story of her career.

The Block Island first went to sea in March 1943 under command of Capt. Logan C. Ramsey, USN. Except for about 50 survivors of the old USS Lexington, most of her crew had never seen a carrier before they were assigned to her. A few days after she started out on her first sub hunt, the baby flat-top flushed several U-boats during the night. Crewmen lined her flight deck to watch star shells and gunfire and an escort rushing in for the kill.

War was almost always like that on the Block Island—close, personal, thrilling. With her DEs she staggered it out in close surface actions and depth-charge attacks by sea and air, even witnessing a hand-to-hand scrap between crews of a damaged U-boat and the DE USS Buckley.

A plane from the carrier spotted that German submarine at 0300 on a bright moonlit night. The Buckley, directed to the spot, opened fire with three-inch guns and scored a direct hit on the conning tower. The submarine, electing to fight it out on the surface, returned fire with her deck gun and semi-automatic weapons while swerving sharply to get out of the moon track. Torpedoes from the U-boat's tubes swished through the water but missed. Tracers flashed across the Buckley's superstructure but only one hit—in the stack. Lt. Comdr. Brent M. Abel, USNR, the DE's skipper, decided to ram. A hard right rudder drove the Buckley up on the sub's forecastle.

The submarine's crew swarmed out of the conning tower and up on the DE's forecastle. The Buckley's crew used anything handy for weapons. Two Germans were felled by heavy coffee mugs, others by empty shell cases and by small-arms fire.

Finally, to avoid too many boarders, the Buckley backed off and resumed fire. As the DE closed in again the submarine swerved suddenly against her side and remained pinned beneath the Buckley's hull. Rolling to 60 degrees, the submarine gave men on the Buckley a full view of the flaming shambles that was the interior of the conning tower. Torpedomen on the DE tossed grenades into the open hatch. Slowly the sub drew away again; but one three-inch gun on the Buckley scored three direct hits, and the U-boat plunged beneath the surface with her diesels still running at full speed. Both the con hatch, spouting flames, and the forward deck hatch were open as the submarine dived.

Heavy underwater explosions followed.

The Buckley captured five German boarders and picked up 31 other submarine crewmen from the water. The entire action lasted only 16 minutes.

In March 1944 Capt. F. Massie Hughes, USN, took over command of the Block Island and with it the luck of the task force in tracking down and destroying the enemy. Four days later the Block Island was at it again.

Patrolling planes detected another U-boat and tracked it along with the escorts. Two of the DEs closed in as the sub surfaced and began pounding it with their guns. The sub's crew abandoned ship without a fight.

Two days later one of the carrier's Grumman torpedo planes found a submarine lying dead in the water, with her crew enjoying a swim. The pilot, Lt. (jg) Mark E. Fitzgerald, USNR, cut loose with a determined depth-charge and strafing attack before the Jerrys could scramble aboard. One of the depth charges cracked the sub in two.

His plane damaged by AA fire from the U-boat, Lt. Fitzgerald was forced to land in the water nearby. As he drifted in his rubber boat he saw a man swimming toward him. Hauled aboard and treated by the flyer for severe head injuries, the swimmer turned out to be the 23-year-old captain of the submarine. Later Lt. Fitzgerald rescued and captured eight other Germans before being picked up by a destroyer.

The final battle of the fighting carrier was yet to come. Six planes were out on patrol when the Block Island shuddered as two violent explosions rocked her beneath the waterline. Capt. Hughes, realizing that his ship was hopelessly damaged, gave the order, "Prepare to abandon ship!"

All hands mustered on the flight deck. Shortly thereafter a third explosion shook the ship. "Abandon ship," ordered the captain. Most of the officers and men, including 18 wounded, went over the side and climbed aboard rafts.

Last off the stricken carrier, Capt. Hughes had been picked up by a whaleboat and was only a few hundred yards from her when she suddenly went down by the stern.

As the Ahrens proceeded to the rescue of survivors she positively located the enemy submarine which, after torpedoing the carrier, had sent another tin fish at the uss Barr, another escort, hitting near the stern and crippling her.

Exactly one hour after the first attack the Eugene E. Elmore delivered her assault on the submarine. A tremendous explosion indicated that the U-boat had been destroyed.

Casualties for the entire action totaled six killed on the Block Island, five killed, 12 missing and 16 injured on the Barr and four aviators from the Block Island missing. The other two pilots who were in the air at the time of the attack were rescued.
Sighted Tubs, Sank Same

It isn't often a U.S. sub in need of help can get it. But during one of the milk runs over Japan, Army P-51s escorting Superforts picked up a radio message from a sub which said that a bit of assistance in a jiffy would be welcome. Three picket boats, it seems, were attacking the sub, and would the Army Mustangs drop down, please, and give a fellow a hand?

Three Mustangs, led by 1st Lt. John F. Galbraith, peeled off to take a peek and a poke at the pickets.

"The first sweep," reported Lt. Galbraith, "cleaned the decks. We saw the crews run toward the deckhouses. . . . After the first couple of passes, the boat on the left turned to one side. It stopped. So did the middle one. A lot of smoke shot up. We made six or seven passes, getting in long bursts. . . . The boats had guns on the fore-decks, long-barreled and swivel-mounted. After the first pass, the guns just swung around unmanned."

A little later, the sub complained that the Jap boats was still coming. So the three Mustangs ganged up on it, made six passes and "the deckhouse lit up." As the Mustangs, their extra-curricular activities completed, headed back to their Iwo Jima base, the sub's radio chirped: "Boys, we love you. Good work and good luck."

Home in the Range

The warships swung around, their broadsides bristling at the island. The big guns leveled . . . and blasted. Huge black-white plumes of explosions, like some strange foliage blooming with mystic speed and splendor, piled up from the island to the blue sky. The guns hammered away.

On a battleship bridge stood Jesus Perez, StM2c, USN. Field glasses, dimmed and damp with tears, were pressed against his drawn, brown cheeks. As he frowned through the glasses, Perez could see neat little white houses on the island's hillside crumble like so many soda crackers being crunched under sledge hammers. One by one, two by two, six by six, row by row, the houses vanished in the dust . . . and into dust.

It was the pre-invasion bombardment last summer of Guam—Perez's homeland. And one of the neat little white houses that he saw blasted to bits was his own home . . . wherein he had dwelt with his mother and 12 brothers and sisters.

Before the bombardment, the Navy had authoritatively determined that friendly natives were not in the range of the ships' gunfire, but, even so, when the ships ceased fire and steamed away, the little Guamanian, who is personal steward to an admiral, must have wondered about the safety of his beloved ones who were somewhere on the island. Months later, he obtained a leave and hurried anxiously to Guam where he found all members of his family safe . . . including two brothers who had been tortured by the Japs for refusing to divulge the whereabouts of George Tweed, the Navy warrant officer who eluded the Nippos for three years on Guam.

Lost—No Reward

It was the first carrier raid on Tokyo, and a busy, exciting, gladdening day it must have been for Air Group 80. Naturally, in the swirling duels above the clouds, some of the boys got lost in their work, and were separated from the group.

Two such wandering lads were Ens. Frederick C. Steputis, USNR, of Glassport, Pa., and Lt. Robert H. Anderson, USNR, of Eau Claire, Wis. Shopping around in the sky for "50," they saw a group that looked familiar and joined up with it, only to learn it was a different carrier outfit. So they peeled off and resumed the search.

Soon they sighted another cluster of planes that sorta looked like "50." It was made up of all fighters. There were about the right number—50. And they were flying in the right location. As the two Yanks flew toward the group, they glimpsed the sky in all directions for any approaching Jap fighters. About 150 feet from the group, they ceased their search and concentrated upon taking position in the formation. As they inspected the group more closely, their eyes popped out of their sockets and bounced around the cockpits like hopped-up pinballs . . . the planes were so blithely joining were Japs!

Fortunately, by a strange and happy coincidence, the Japs have made the same mistake and thought the Yanks were Nips. Before the Japs could get any other ideas, Steputis and Anderson let up on the gas, fell astern of the group quietly, then quickly turned tail and, in their ineloquent but highly eloquent words, "got the hell out of there!"

One in a Million

Next to a chap who just got a one-way ticket to the States, Francis O. Keenan, Sr., of Melford, Mass., is about the luckiest bluejacket out in the Pacific.

Back from a raid on the Japanese homeland, Keenan's carrier anchored at one of the little islands. Keenan was among the liberty party that swarmed ashore. As he stepped off of the liberty boat onto the pier, he could have knocked him over with a drugstore serving of butter, so startled was he by the reception he received. He was greeted by Lt. Comdr. Charles M. Speidel, USNR, island recreation officer, as if he were chairman of a demobilization board. While the rest of
the liberty party was left to trudge in the coral dust, he was whisked in folding money.

Then the bewildered seaman was presented with a case of beer, a case of Coca-Cola, a box of cigars, and $50 in folding money.

The reason: Keenan was the 1,000th man to visit the island in the six months it has been a fleet recreation base.

Down — But Not Out!

Heading into Okinawa, a landing craft support ship was hit by three suicidal attacks. Worst damage was an eight-foot hole gashed in her side, partly below the waterline. The LC's lower compartments were flooded. Her living quarters weren't fit for Japs. Some of her guns were out of action. Her water system was washed out. Her galley was a cooked goose. She was really in a sorry state—and, to make matters no brighter, it was Friday the 13th, a dark day, ominous and luckless.

But did the crippled ship's crew sit idly by, wringing their hands and bewailing their misfortune? They did not. They proceeded to shoot down a Jap plane and quite coolly nosed the LC to her appointed anchorage under her own power.

When Silence Isn't Golden

Umtold thousands of American fighting men have been saved by naval guns shattering enemy strong points before an invasion. But Lt. Frederick M. Fox, USNR, is the first we've heard of who owes his life to the sound of naval guns shattering the silence.

Yep, that's right . . . the thunder of the opening salvo in the pre-invasion bombardment of Okinawa helped the Hellcat pilot escape from the Japs.

Because of a midair collision during a strafing mission about six days before L Day, Lt. Fox had to crash-land his F6F on the Jap-held island. Certain that the crash would attract Japs, Lt. Fox dragged himself away from the wrecked plane and hid in a wheat field. There he rested a bit, pulled himself together, then stumbled into a sugar cane field. Almost immediately four Jap soldiers appeared.

Three moved on, but the fourth came over to the cane field and virtually straddled Lt. Fox before noticing him. As the startled Nippo opened his mouth to signal his comrades, the Navy flyer shot him through the stomach with his .45.

At precisely the same moment, the big American naval guns opened their bombardment. The bark of the automatic was as smothered as a pebble's splash at Niagara Falls.

As the three remaining Japs went unmindful of their buddy's fate, Lt. Fox crept off, made his way to shore and was eventually rescued.

A Thad Thorpy

Say, Mac, if you happen to see a rat . . . the four-footed variety . . . with false teeth on one of the South Pacific islands, get in touch right away with Seabee Franzell H. Boardman, SP2c, USN.

You see, Boardman, who hails from Dark Harbor, Maine, has been out in the islands with the Seabees for a couple of years. Every night, come rain or shine, a rat crept off, made his way to shore and was eventually rescued.

his upper and lower plates in a cardboard box for safekeeping before retiring. It was a happy arrangement . . . and a secure one, Boardman thought.

But one morning he awakened to find that a rat had gnawed a hole in the box and scurried off with the lower plate. The Dick Tracys and the Nick Carters of the jungle established, upon fine-tooth investigation, that the culprit had also tried to make away with the upper plate, but couldn't get it out of the box.

This was no consolation to Boardman, however.

"Tho what!" he ejaculated, as well as a man without lowers can ejaculate.

"Tho what if he did leave me my upperth? What good are upperth without lowerth?"

Nor was Boardman forgiving.

"I wouldn't mind," he said, "if the rat needed the lowerth more than I need them. But without my lowerth I can't munch my way out of a paper bag, but look at him . . . Hith teeth were good enough for him to chew through a cardboard boxth!"

No Rest for the Weary

The log of the USS Phelps reads like a chronology of the first three years of the Pacific war. Name a campaign, and she was there . . . Midway, the Coral Sea, Guadalcanal, Salamaua, Atu, Kiska, Borgenau, the Gilberts, Kwajalein, Eniwetok, Saipan, the Palaus. She rode proudly through all of them.

From 7 Dec., 1941 until last Fall, the destroyer cruised more than 203,000 miles—a record few ships in the fleet can equal. At one time, she steamed 63 days without stopping. Bullets and shells have hit her, torpedoes have narrowly missed her, bombs have sprayed around her . . . and yet only one member of her crew has been killed.

The Phelps' most exciting time was spent off Salipan. There she had to battle the Japs by land, by sea and by air. She duelled Jap barges trying to land troops behind our lines. She knocked out Nip shore guns that were counterattacking our beachhead. She battled armed Jap barges trying to land troops behind our lines. She knocked out Nip shore guns that were raking our landing craft. And she fought off enemy plane attacks.

Before they were silenced, the Nip shore guns managed to fire numerous 37-mm. and two 6-in. shell hits. The second 6-in. shell damaged a boiler, and the Phelps lay almost dead in the water. She limped over and tied up to the USS Phaon, an ABB, for repairs. But, even then, she refused to be counted out. She asked for and received permission to stay in the battle and yet only one member of her crew has been killed.

And thus, as metalsmiths, mechanics and carpenters from the Phaon swarmed over her, repairing the damaged hull, the sturdy little lady, still very much in the fight, blasted away at enemy troops and pillboxes.

After two days, the repair job was finished and the Phelps rejoined the fleet.
Nazi submariners lammed two torpedoes into the USS Menges, a Coast Guard-manned destroyer escort. The after third of the ship was blasted away and the Nazis chalked her up as a sure kill. And it certainly looked for a while as if they were right. Today, however, the Menges is back fighting with the fleet—a tribute to the guts of her rugged crew and the surgical skill of U.S. ship-repair men.

It happened back in May 1944, but the full story could not be told until now, when it no longer matters if the Germans know they figured wrong.

It was a bright night and the Menges was on convoy duty in the Mediterranean when the German torpedoes caught up with her. They thundered into her stern and popped open the hull like a pea pod. Jagged deck plates on the fantail curled skyward. All the ship's depth charges were tossed into the sea. A washing machine was lobbed from below decks 150 feet into an antiaircraft gun position on the upper deck. Dead were 29 men and two officers; wounded were 20 others.

The remaining able-bodied men had their hands full in the next minutes. The explosion had knocked the Menges' torpedoes from their tubes and started their motors, threatening further havoc. Crewmen jumped astride the torpedoes and rendered them harmless. Gaylen E. Doak, FIC, USCG, of Tecumseh, Nebr., and John D. Lawless, WT2c, USCG, of Chicago, hacked their way into a wrecked compartment to rescue two trapped shipmates. Stanley G. Putze, RM1c, USCG, Humboldt, S. D., lowered a small boat in the dark and retrieved two men blown over the side. In the absence of a ship's doctor, Harold Levy, CPhM, USCG, Washington, D. C., labored in the sick bay single handed.

The rest of the crew was busy with damage control. The Menges, taking on water, listed badly to port, but her skipper, Lt. Comdr. Frank M. McCabe, USCG, of Brooklyn, would not give the order to abandon ship. A party led by Lt. (jg) James A. Mackay, USCG, Atlanta, risked death in partly flooded and oil-soaked compartments to secure broken water lines and shut off electricity. Finally, watertight security was restored and a British tug towed the ship to port, while the Coast Guard-manned DE Pride, the Navy-sponsored DE Joseph E. Campbell and the French DE Senegalais finished off the Nazi U-boat.

Later, the bobbed-tail Menges was towed from Africa to New York Navy Yard. Another DE, the USS Holder, was towed in from Africa shortly afterward and berthed alongside the Menges. The Holder had two engine rooms completely wrecked by an airplane torpedo. The Navy's Bureau of Ships, according to Rear Admiral E. L. Cochrane, USN, Chief of the Bureau, decided that rather than have two ships out of action for a prolonged period it would be better to get one ship back in service quickly by making one complete ship of the wreckage of the two. The two ships were lined up side by side in drydock and a 94-foot section of the Holder was cut off and moved 15 yards on specially built greased runways to the Menges. Huge cranes, synchronized by intercom phones, and hydraulic jacks did the job.

And so today the new Menges, made of two thirds old Menges and one third Holder, is back in action, continuing a distinguished career. Before she was torpedoed, the Menges had picked up more than 100 survivors of the DD Lansdale and shot down one of 15 German planes that sank the Lansdale.

**All Hands**

SPEAKING OF OPERATIONS!

Coast Guard-Manned DE the Nazis Thought Sunk Is Sent Back into Action by Shipyard Surgery

BEFORE AND AFTER views of the Menges, target of two torpedoes. Photo at left was made two weeks before attack.
THE OPERATION was performed in New York Navy Yard drydock. The Manges (left, above) and the Holder were berthed side by side. Then the Holder's stern was cut off and moved on skids (below) to the Menges for grafting.
How New Procedure Will Provide Faster, Fuller Information To Next of Kin of Navy, Marine and Coast Guard Casualties

Comprehensive and detailed procedures for the reporting of Navy, Marine Corps and Coast Guard casualties are set forth in Alnav 120-45, released 2 June 1945. This Alnav is based upon the experience of these services since Pearl Harbor, upon the changing conditions of warfare throughout the Pacific; and upon the paramount interest families rightfully have in obtaining the fullest details concerning their loved ones who become casualties.

Certain new and important ideas are introduced to accomplish objectives long recognized as desirable by the Navy Department, but upon which action has had to be deferred until the present time. In the main, however, the Alnav contains simple and detailed instructions which are to be followed in reporting of casualties, and which are essential to successful operation. The Alnav sets forth the exact information needed and how it should be processed.

Several factors have made it possible for the Navy Department to issue these new and revised instructions. Greater use may now be made of the Navy's vast communication facilities. Bitter and costly battles have provided many additional land bases closer to the scenes of naval action. And our Navy has become the mightiest in the world has ever known. Much can now be accomplished that was formerly impossible.

Since Pearl Harbor, when our fleet was battling for existence, casualties instructions have been kept at a bare minimum. The various commands were relieved of all possible detail and paper work, Alnavs 15-42, 162-42, 238-42, and 106-43 were brief casualty directives, requesting from the fleet only the most essential information. Alnav 48-45 was issued 10 March 1945, pending Alnav 120-45, to expedite wherever possible the receipt of casualty reports in the Department.

Changing conditions have now made it possible for the Navy Department to perfect its system of casualty reporting without jeopardizing the attainment of victory.

Underlying the new casualty directive are two prime objectives. The first is to obtain more information for the next of kin of those who become casualties, and to obtain this information as quickly as the exigencies of war permit. This is a moral factor of the greatest importance. Families are entitled to know the fate of their loved ones on the fighting fronts, and must be saved wherever possible the mental anguish which lack of information and uncertainty entail.

Cases unfortunately will continue to arise where due to the circumstances little or no information will ever be available. No casualty procedures can ever cover such cases. The new Alnav, however, will, in the great majority of situations, produce the details and the facts which the Navy Department long has recognized next of kin are entitled to receive. Commanding officers and others in authority are urged to remember how much next of kin cherish such information; what a large part its reception means in the maintenance of morale on the home front.

The second objective of the new casualty directive is to obtain the information which the Navy Department must have to carry out fairly and swiftly the responsibilities imposed upon it by various statutes, particularly, The Missing Persons Act as amended.

Casualty Report Officer

To help accomplish these objectives the new Alnav introduces an important innovation. Every ship and station outside U. S. continental limits is directed to designate a Casualty Report Officer. This officer is made specifically responsible for preparing all initial and amplifying reports concerning "dead," "missing," "wounded" and "injured" personnel under that command and concerning personnel from other commands who may be rescued or picked up.

This in no way detracts from the CO's authority. It merely requires that an officer be designated, the choice resting entirely with the CO, who will be responsible under his command for casualty reporting.

Initial Reports

Detailed instructions are provided concerning the initial casualty reports as "dead" and "missing" personnel. These reports are to furnish the following information: full name; rank or rating; service or file number; casualty status as well as the cause if immediately available; whether the casualty was due to enemy action or not; and the date the casualty occurred using the local zone time. Correct terms must be used in reporting the initial status of "dead" and "missing" personnel. Such report must place the officer or man in one of the following appropriate categories: "killed in action"; "killed not enemy action"; "died of wounds (with date wounded if known)"; "died of in-
When a destroyer recently sank in the Pacific, all records were lost. But a casualty list had to be sent. What was to be done? The skipper, who survived, knew his total officer and enlisted complement; he could not, however, name all the members of his crew.

The first step was to question all the surviving officers. They pieced together, as best they could, the names of the men in their divisions. Next, individual enlisted men were asked the names of their friends. These procedures accounted for the entire complement with the exception of two or three men. The questioning, therefore, had to be resumed, directed this time at those who, when the ship was sunk, were near the battle stations of the men still unaccounted for.

The list finally was complete; other blank spots, however, developed. Some knew the last names of their friends but not their initials. Others knew only their first names. Men did not know the service numbers of their shipmates, nor the names and addresses of their next of kin. The complexity of the problem becomes clear in view of the fact that the Navy now has more than 32,000 Smiths, more than 21,000 Johnsons and more than 15,000 Joneses. A mistaken set of initials or a wrong first name might possibly cause some family to receive an erroneous casualty report.

As often happens, this destroyer's casualty report was further complicated by the fact that survivors were picked up by different ships. This ship went down in calm sea and on a clear day, but it is easy to see how bad weather and darkness and continuing action with the enemy can enhance the difficulties.

In the past, certain ships have distributed copies of the muster roll among various officers and enlisted men. When such ships have suffered casualties, their reports have invariably been accurate and complete. The importance of this practice cannot be overemphasized—it makes prompt and correct reporting possible. Wherever practicable, commands are urged to adopt this practice.

Amplifying Reports

The need for amplifying reports concerning "dead" and "missing" personnel is great. To date, amplifying data in these cases have been extremely meager; very generally none has been received; and those which have been forthcoming have provided little to pass on to the next of kin. While the urgent need for such information has long been recognized, conditions have not made requests therefor feasible. Alnav 48-45 made a start in this regard by pointing out that amplifying details were imperative.

The Casualty Report Officer is now directed to prepare such reports for submission by the CO within one week after the initial report. The amplifying report (in duplicate if possible) is to be sent by air mail to BuPers. Air mailgram is not to be used. The information to be contained in the amplifying report is listed in detail, and is as follows: full name; rank or rating; service or file number; casualty status; whether or not misconduct where no enemy action was involved; reference being made to Alnav 105-48; name and address of designated next of kin; available details in explanation of the casualty such as location and exact cause; details as to where and when last seen, the weather conditions, and the chance of survival if "missing," or the disposition of remains in case of death. Whenever any of the foregoing items is identical in more than one case, the amplifying reports may be consolidated as appropriate. These reports are to be clearly marked "amplifying reports reference Alnav 120." They are in lieu of those hitherto required by BuPers Manual, Art. D-9601.

The provisions just outlined in regard to amplifying data on our "dead" and "missing" personnel are extremely
important, and it is imperative that all the information which will not endanger security be made available for next of kin. The degree of security classification of the amplifying report is dependent upon the information contained therein; this information will be cleared for security by BuPers before it is forwarded to next of kin. Whether or not death—where no enemy action was involved—resulted from the misconduct of the deceased is very important. Alnav 105-43 provided: "In order to expedite payment death gratuity in making dispatch reports of death resulting from aircraft accidents wherever occurring, accidents occurring on board ship or accidents occurring afloat beyond continental limits United States where no evidence or suspicion of misconduct exists include statement 'not result own misconduct.'" In such cases the prompt settlement of the six months' death gratuity is contingent upon the receipt of this statement.

**Missing Persons Act**

From another standpoint the information requested in the amplifying report is absolutely essential. This is in regard to "missing" personnel under The Missing Persons Act, as amended. In the administration of this Act important responsibilities are placed on BuPers' Dependents Welfare Division. These responsibilities relate to the length of time an officer or man will be continued in a "missing" status. In the absence of a report that he is a survivor or a prisoner of war, or of clear evidence that he is dead, he will be carried in such status for at least 12 months. During the year all available evidence concerning his status will be considered to determine whether such evidence should be construed as an official report of death, in which case his status will be changed from "missing" to "dead." An officer or man will be continued in the status of "missing" beyond the year where the circumstances indicate that he may be an unreported prisoner of war, or alive in some isolated community. Such a decision means that at the end of a year, when the available evidence concerning the Navy still has some doubt as to his status, the decision that naval personnel be continued in "missing" after twelve months has frequently been based simply on the possibility that they may not be unreported prisoners of war of the Japanese, whose belated tactics in the reporting of prisoners of war have become notorious.

**Presumptive Death**

A finding of presumptive death is made where a survey of all the available sources indicates beyond doubt that the presumption of continuance of life has been overcome. There is no chance of the officer or man being an unreported prisoner of war or of being alive in some isolated place. If a finding of presumptive death is made, his pay accounts are closed as of the date of the presumptive death, that is, the day following the expiration of months' absence and the various benefits, such as the six months' death gratuity, are payable. A finding of presumptive death concerning an officer or man of the Navy means that as of that date he is fit for the purpose of naval administration no longer alive. It does not mean that death occurred on that or on any other certain date. For purposes other than naval administration, the law does not make these findings binding nor conclusive. The state laws in connection with civil matters are not affected. BuPers' Dependent Welfare Division has almost without exception, accepted these findings as evidence of the fact of death, and have paid insurance claims on that basis.

Findings of presumptive death are never made when the "missing" status has continued for at least 12 months. If a person's "missing" status is changed from "missing" to "dead" prior to the expiration of 12 months, it is only on the basis of clear and unmistakable evidence of death which is construed as an official report of death. Whenever, subsequent to the expiration of the 12 months cumulative or other evidence establishes beyond doubt that a "missing" person is no longer alive, a prompt finding of presumptive death will be made. Also, there will be such a finding subsequent to 12 months whenever justified by lapse of time without specific information being received.

**Dependency Support**

During this period of uncertainty provision must be made for the support of dependents of "missing" naval personnel. The various benefits contingent on death, such as pensions, insurance, and the death gratuity, cannot be paid during the "missing" status. The law, however, provides that the total pay and allowances of the "missing" person will be credited to his estate. The estate of a "missing" person will continue to be paid the various benefits of such status. The law further provides that allotments from his pay made by the "missing" person will continue to be paid the various benefits of such status. The estate. All allotments may be increased or new ones registered upon proof of the need. Also, family allowance benefits are available for the eligible dependent of "missing" enlisted personnel.

**Letters of Condolence**

The letters of condolence required by Alnav 120, concerning "dead" and "missing" personnel, are not intended to replace letters of condolence from the CO or chaplain. Pursuant to Alnav 12-42 and Alnav 48-45, these letters, where written from outside U. S. continental limits, are to be addressed and mailed in bulk in duplicate to BuPers. They are then forwarded to the next of kin after a careful check of the casualty status has been made. The letters should contain available personal and intimate details not compromising security. Such letters are highly valued by the next of kin, and should be prepared at the earliest possible moment.

**Reporting Wounds**

This is a matter which has caused the Navy serious concern since the very early days of the war. Steps have been taken in the current Alnav 44 to face this problem realistically.

In the first place, an initial report on all naval personnel suffering wounds or injuries expected to require medical care of more than seven days is to be submitted to BuPers. Where radio cannot be used for this purpose, such reports are to be transmitted by air mail, but never by airmailgram. This initial report must contain the following data: the cause; the date; whether the wounds or injuries are critical, serious or not serious; the prognosis; and the place hospitalized.
PRISONERS OF WAR present complications in casualty reporting, because the Japs are notoriously slow in reporting names of men they have captured.

Personnel suffering wounds or injuries not expected to require more than seven days of medical care are not to be reported to BuPers. A "wound" is defined to mean a disability resulting from action with the enemy, while an "injury" denotes a disability resulting from other cause than action with the enemy.

Compliance with Alnav 190 in regard to the initial reports on "wounded" and "injured" naval personnel will do a great deal for the morale of next of kin, eliminating the anguish and anxiety produced by uncertainty. BuPers will be able to provide next of kin with a prompt and accurate picture of the case, thus materially strengthening what has heretofore been the weakest link in the Navy's casualty reporting procedures.

Amplifying Reports

There remains the all-important problem of amplifying reports in regard to "wounded" and "injured" personnel, another problem which has caused the Navy great concern. Invariably next of kin have wanted to know the condition of their loved ones and where they were, information which has in most cases not been available. To remedy this, two important measures have been adopted:

1. *NavMed Form F*. All appropriate commands are directed to take positive action to expedite the submission of NavMed Form F to BuMed by air mail. Compliance with this directive is imperative; it will enable BuMed to maintain complete and current records as to "wounded" and "injured" personnel, both in regard to their condition and as to their whereabouts. The information in this file of BuMed will be of great value to BuPers. Next of kin are particularly interested in knowing where to write their "wounded" or "injured" relatives.

2. *Letters of Progress*. All commands having the medical custody of "wounded" and "injured" personnel are directed to send letters of progress directly to the next of kin. These letters are to be sent in the name of the CO by air mail on the first and 15th of each month, but only in regard to "wounded" and "injured" personnel requiring over seven days of medical care. Where such personnel are under the medical care of one command for longer than one month, the advisability of additional letters of progress is left to the discretion of that command.

This measure recognizes that next of kin desire and must have direct word concerning those who are "wounded" and "injured." It recognizes further that there will be cases in which the letter of progress will be received before BuPers has an initial report. This cannot be avoided. It is better to get all available information to next of kin at the earliest moment.

In connection with "wounded" and "injured" naval personnel, only those requiring more than seven days of medical care are to be reported. The only previous directive on this point was issued in the very early days of the war, Circ. Ltr. 158-41, 15 Dec. 1941, and provided for notification in case of "serious wounding" meaning "to such a degree as to require hospitalization." The seven-day rule set forth in Alnav 190 gives the field a working rule of thumb. It was evolved after full discussion with BuMed.

**Armed Guard**

Alnav 120-45 deals with one other important point, namely, casualty reports concerning Armed Guard personnel on merchant ships. Casualty reports concerning such personnel are to be made to the War Shipping Administration representative at the first port of arrival by the Armed Guard commanding officer in conjunction with the master of the ship. This will remedy many difficulties which have arisen in the past, due in part to the fact that Armed Guard personnel are in reality on detached duty.

Henceforth consolidated casualty reports concerning Armed Guard and merchant personnel will be made. The attention of all Armed Guard COs is invited to the fact that they are directed to leave a muster roll with the port director at each port of call. The new Alnav tells the service not only what is needed for efficient casualty reporting but also how such reports are to be transmitted. The success of the new instructions is dependent upon whole-hearted cooperation in the field.

Beyond all else the Alnav stresses the highly important morale value of accurate and detailed casualty reporting. No effort is too great to inform the families promptly, accurately and as fully as security will permit concerning the fate of those who are making victory possible.

**Identification** is another of the headaches of casualty reporting. Identifying the right Smith from 32,000 dogtags with that name is a big job.
Navy’s Role in Preventing Future Wars Stressed
By Secretary in Address to Annapolis Graduates

The largest class in the history of the Naval Academy—1,040 midshipmen—was graduated at Annapolis on 6 June with Secretary of the Navy Forrestal as principal speaker at the traditional ceremonies in Dahlgren Hall. The following is the text of his address, reprinted here because of its clear definition of the responsibility of the entire naval service toward both the present and future well-being of the Nation.

This is the season of the year when young men and women on occasions known as graduations or commencements, become exposed to the desire of their elders to induce that greatest of all human propensities—giving advice to others.

This is a season which is made conspicuous not only by those June days, the rarity of which was sung by one of our gentlest American poets, but is also marked by the felicitous bromides and the happy cliches of innumerable speakers of varying ages and pomposity.

Like all men, I hold myself not to be old; as to pomposity I shall have to leave you to judge.

When the gigantic task of winning the war is finished the nations that have been faced with the equally difficult task of creating a mechanism to reduce the risk of future wars, I resist the temptation here to use such phrases as “guaranteeing future peace” or “insuring against war,” because in my view there is no automatic way of insuring against war or of guaranteeing peace, and I think it is unwise to encourage the accumulation of such expressions. They tend to diminish the very watchfulness, care and prudent statesmanship which are the real guarantors of peace.

Constant vigilance is the price not merely of liberty of an individual nation but of the security and peace of the world.

It is obvious that, if we are to have peace in the world, the United States must be one of the architects of any international organization designed for that purpose. But having said that, I would like to add that the most dangerous thing for the United States to do, next to a decision to abstain from such a world organization, would be to assume that simply because a document has been written or a plan drawn for international organization the evolution of the plan into a living and viable instrument will be automatic.

The writing of the document and the construction of the plan are only first steps in the long journey to world security. Many bricks have to go into that structure; bricks of economic stability and balance, of social and political justice and, possibly the most important of all, of mutual education in confidence, courtesy and trust among the victors, so that the nations we have defeated will not be able, by sowing the seeds of suspicion and fear among us, to prepare the way for that fatal lack of understanding and concurrence of action which made it possible for Hitler, Mussolini and the Japanese to prepare for this war.

One of the bricks in the international structure will be the realization by this country as well as by the world that availability of armed force to prevent aggression is fundamental in any plan for peace. We must constantly remind ourselves that there is no hope of peace unless the nations desiring a world built upon law, not upon force, are willing to fight for that choice. Peace without the power to enforce it must remain an empty dream.

I start with the assumption that this country, as one of the great powers which have lifted the terrible shadow thrown across the world in the last five years, must retain its armed force and its willingness and ability to make swift use of it whenever nations such as Japan, Italy and Germany get into the hands of outlaws. I assume that the United States Navy will be one of the great elements of that power, and I am speaking to you as a group of men who will be officers in the naval service.

I want to remind you that, having chosen the profession into the active practice of which you are now being graduated, there devolves upon you a great responsibility to maintain its high traditions. At the same time I want to remind the nation of the debt that it owes to the numbers of devoted naval officers who have gone before you.

I say nothing new when I remark here that there is occasional criticism both in print and in conversation of what is called the “Annapolis Club.” Public reference is sometimes made to the thesis that Annapolis graduates regard themselves as a select and snobbish group of men sharply set off from the vulgar mass of the rest of the nation.

This I have found to be untrue. The men like yourselves who attend the Naval Academy come from all sectors and conditions of the American scene. The father of Fleet Admiral King was a railroad employee in Lorain, Ohio. Fleet Admiral Nimitz came from a small town in Texas where his grandfather ran a small hotel. Admiral Jonas Howard Ingram was born in a small Indiana town of Jeffersonville, on the Ohio River; his father, W. T. Ingram, was a real estate man and owner of a sand and gravel pit. Admiral Halsey was born in Elizabeth, N. J., the son of a naval family. Admiral Spruance is the son of an Indianapolis business man. Admiral Mitscher’s father was one of the first settlers of Oklahoma and Admiral Kelly

DIPLOMAS were presented to 1,040 members of the Class of ’46, largest in the U. S. Naval Academy’s history, by Secretary of the Navy Forrestal.
The United States Navy.

These and others like them are the leaders of our Navy. They are not extraordinarily different from other Americans. It is not from such backgrounds as these that there comes a Junker class or the legend of a master race. As a matter of fact there is no group in America within the scope of my own acquaintance or knowledge who have a clearer understanding of the great principles upon which the American way of life is established or who would more tenaciously resist any attempt to change our fundamental forms of government.

If it seems desirable to call this group of men a club I have no quarrel with the appellation but I want to say here that I thank God that the Naval Academy produced men of patriotism, talent and discipline to provide an officer corps, capable in a great crisis of building, equipping and training the greatest naval force the world has ever seen.

I am thankful that this group of men had the inner discipline and devotion to duty to continue in their profession during years when the country seemed at times to be unaware of their existence and certainly quite unaware of the need for military power. The highest tribute to the Academy, as it completes 100 years of service to the nation, is the record of its graduates’ achievements.

You and those who have gone before you are custodians of the honor of our flag and our country; you have become symbols of national service and patriotism by the dedication of yourselves to your country’s service.

The burden you will carry is very great in time of war and it may sometimes seem unrewarded in time of peace, but that is a part of the self-dedication that is implied by the acceptance of your commissions today in the United States Navy.

There is another responsibility which goes along with the somewhat simpler, more direct responsibility of living up to the traditions and the honor of this Academy. I refer to the necessity of the members of the regular Navy to see to it that in peace time the general public is understood by the Navy and that the public in turn understands the Navy.

Among other things that you will have to keep in mind is the realization that the professional naval officer’s knowledge of sea power and what it means to the security of this nation is not shared by the average American citizen. Very few have read Mahan thoroughly. I doubt if even all of you have, and I shouldn’t like to have to take an examination myself on his writings.

That being so, it should be part of your mission to enlighten the people on all appropriate occasions of these primary truths about the sea and air power of our Navy.

First: That possession of sea power, giving us control of the great reaches of sea in both oceans, means that our citizens cannot bring attacks to our home shores.

Second: That the corollary of the above statement is that the places where we fight any nation with which we go to war will be of our choosing and not theirs.

Third: That possession of sea power multiplies the effectiveness of land forces, and may give us what Mahan said British sea power gave Wellington, the multiple use of the limited forces at his disposal—they were available to fight Napoleon in Spain and they could be shifted by water to fight in the low countries.

Fourth: That however powerful our land armies may be, it is command of the sea that enables their power to be applied, whether it is on the coast of North Africa, the beaches of Normandy or in the jungles of Luzon.

To you these are all self-evident truths, but they are not to the average citizen or even everyone within government. If they were we would have no difficulty in peace time in getting our necessary appropriations. We would not have had to spend over a hundred billion dollars for our Navy in this war. So I ask each of you, in short, to consider yourself a purveyor of information about the Navy and about our national need for its continuance. Never get tired of the repetition of this story nor take for granted that it is already known to your listeners.

There are many barriers to easy communication between the officers of the service and the public but those barriers must be leveled if we are not to return to the inertia of the 20 years before the war on national defense.

I shall reaffirm as often as I get appropriate opportunity what I have said here today about the character and quality of the graduates of the Naval Academy. However, I am also constrained to remind you and your older associates of the Navy that while the trained Annapolis graduates are essential to our ability to conduct naval warfare the support of the nation is essential to the existence of the Navy, and that the Navy which is successfully fighting this war is a
Its strength. Of that number 400,000 are officers, and only 11,350 of them have grown more than 30-fold in its enlisted personnel. There were about 100,000 enlisted personnel in 1940 against the 3,500,000 who now man the Navy on land and sea. The Naval Academy is a necessary part of our national defense. But Navy men must never forget that they need the support of the people in peace time and their comradeship in war time.

For that reason the Navy must make it its business to maintain adequate channels of contact with the public, which means with public opinion. It must take firm grasp of the fact that in time of war the Navy will have to be manned by your fellow citizens, a great percentage of whom have never before seen the sea. It must face the fact that its officers will have to come from these same civilian sources. Right now it has to face the fact that in order to obtain the officers needed to man the Navy which we must keep when this war is over we shall have to get large numbers from the ranks of reserves who are serving and fighting in the Navy, now chiefly in the Pacific.

My own estimate is that beyond the regular line of the Navy plus those graduating this year and next from the Naval Academy this number will approximate 30,000. To get these men the Navy will have to face the competition of the opportunities of civilian life. To get them—and we shall not get them unless we do this—the officers of the regular Navy in all commands must realize and accept the responsibility of convincing young men of promise that they have the same opportunities and the same chances for advancement that are available to Annapolis graduates. In other words that the criteria of promotion in the Navy are character, competence, and capacity for leadership.

It may be appropriate at this point to say that the Department is now examining the curriculum of instruction at the Naval Academy with a view to bringing it into closer alignment with the needs of the service as demonstrated by our experience in war time.

The Naval Academy from time to time has been referred to as a trade school and it has been criticized for the lack of classical background provided in other colleges. This may be a fair criticism but it may be equally fair to remark that the criticism can be made reciprocally—that is to say, the liberal arts colleges have something to learn from West Point and Annapolis just as those institutions can learn from them. One university that I know of has already undertaken to profit by the experience of the war to the extent of limiting the scope of the elective system of study and making obligatory instruction in those basic courses, such as mathematics and science, which have been found so indispensable in war time.

We hope in the Navy to be able to devise a system of education which will insure that every officer who serves in the United States Navy, regular or reserves, will have received approximately the same basic beginning training so that there cannot again be even the friendly debate as to the merits of the trade school versus the university country club. The details of this have not yet been worked out but I regard it as one of the most important tasks that face us in making our plans for the post-war Navy.

I have said many times what I believe with all my heart, that this sea and air Navy of ours which has been built to the point of great power and high efficiency must be one of the means to uphold the democratic experiment and the operations for a world of justice, of law and of decency. To you I endeavor to say today that you have a double obligation—the obligation to return to the Navy in terms of honorable service what the Navy has given you and will give you, and secondly to constitute one means of keeping the American public informed of what the Navy is and what its needs are, that it is founded in democracy and belief in our republican institutions, and that it must have the support of the Congress and the people if we are to keep it what it is today, the greatest and finest Navy in the world.

You leave Annapolis to become a part of that great aggregation of ships and fighting men. Some of you will go fairly swiftly to duty in destroyers and submarines, in the carriers and on the battleships, and in the Marine Corps. You will have the privilege of taking part in the liquidation of our eastern enemy, Japan.

You go to join a company of magnetic young men fighting men. I will read you a paragraph from the letter written by Admiral Turner from Okinawa:

"All hands are having a tough time here at Okinawa, but we are winning, no matter how slowly it seems. . . . You may have heard these Navy boys of ours at Iwo, but you simply can't imagine the eruption of courage and determination and skill that they have displayed here at Okinawa. It's a case where the people at the top try to give a little guidance, and then let these grand young fellows we have in the Navy just take charge and do things. Frankly, Mr. Secretary, it's the most thrilling experience anyone could have and I've looked at young naval officers and young naval enlisted men for a good many years. These young fellows are like a pair of runaway horses who have jerked the reins out of your hands!"

Nevertheless, disposing of Japan will not be an easy task. I should like to believe that there is in the Japanese people that "cracking point" which we so often see discussed. I hope there is; but I am mindful of the remark of a correspondent who has been in the Pacific War at Guadalcanal, through Tarawa, Iwo Jima and Okinawa, that for 39 months he had been watching for signs of what is called the "cracking point" in the Japanese and that he hasn't seen it yet.

I expect that the Japanese will fight with increasing tenacity and fury as our power begins to concentrate on their homeland. We have seen evidences of that fury at Iwo Jima and on Okinawa. It will take the full power of the tremendous war potential that we have mustered in the past four years if we are to secure what I take to be the will of this country: the complete, unequivocal and unconditional surrender of Japanese militarism.
NEW BOOKS IN SHIPS' LIBRARIES

Sports Reports

New books from the world of sports cover a lot of ground this month. Hunting, fishing, tennis, football, baseball, skiing, racing—name your game, right down to chess, and there's something new on the bookshelves for you. Here are some of the headlines:

"Esquire's First Sports Reader" is edited in collaboration by Herb Graffis, sports editor of Esquire magazine. Graffis tells his readers frankly that the book was written for two reasons: first, to avoid work, because the editors of Esquire are tired of scrambling through their files every time a request for one of these stories comes in; second, and more important, the publishers think they're going to make money on it.

The list of contributing authors is a little Who's Who in sports writing. Westbrook Pegler is represented by his vivid famous "Are Wrestlers People?" Ernest Hemingway writes of the fishing and hunting world. As he says, "When you think back, you can remember shooting." And "when you think back, you remember more fishing and shooting and reading than anything else that is a pleasure." Perhaps before the war you were a ski enthusiast, with an anxious eye cocked to the weather, worrying about vital ski bindings, wax, slalom racing, telemarks and christies, and which was better: parallel or stem skiing. Otto Lang and Frederick Loossi continue that famous argument in "Down the Stretch." Perhaps the war has made you a trainee, maintaining the luck of the brains, Irving Chernew and Kenneth Harkness have written "An Invitation to Chess." The authors are, respectively, the associate and managing editors of Chess Review, and have a truck with the popular belief that chess is too deep for the average person. They say: "There are millions of chess players in the world and most of them are just ordinary people of average intelligence." Their book doesn't pretend that it can turn beginners into experts, but it is designed, as the jacket blurb points out, for persons who don't know one chess piece from another.

For Laughing Purposes

Why anyone would take a book to a desert island while Dorothy Lamour was still available is not exactly clear, but H. Allen Smith has decided that there are lots of people like that so he has compiled his own anthology of humor called "Desert Island Decameron." This is as funny in its own way as those crack-pot best-sellers that Smith wrote himself: "Lost in the Life Latitude," "Life in a Putty Knife Factory" and "Low Man on a Totem Pole." Almost every author included is a humorist with an established reputation: P. A. Mark Twain, Herbert Ashbury, Robert Benchley, Ring Lardner and Thorne Smith. In "G. I. Joe," Lt. Dave Breger has brought together the best cartoons of his hero, Pvt. Breger. The cartoons were formerly published in "Stars and Stripe" and the setting is Army.... The Navy has its cartoonists, too, one of the best being Alex Gard. In "Sick Bay," a book of entertaining drawings, he shows what goes on among patients, doctors, nurses and corpsmen in a Navy dispensary.

Ralph Temple's "Cuckoo Time" takes place at Greenways Manse where Oscar Strudelpump is shooting a new film epic on the life of Queen Elizabeth, with an ex-bubble dancer playing the lead. Tom Powers' "Virgin With Butterflies" is about a blonde who gets butterflies in her stomach when she is excited. "The Half-Haunted Saloon" is described by its author, Richard Shattuck, as a "very light novel" about a respectable family who inherit a saloon from their Uncle Irving, who thinks they need loosening up.... And "Footloose Fiddler," by Harry Miller and Page Cooper, traces the former as he fiddles his way through the hotels, ranch dances and honky-tongs of America's Southwest.

And a Yo-Ho-Ho

Sea stories still remain tops with men who like their reading packed with lusty adventure and romance. And there are few more expert packers than C. S. Forester, the sea-specializing novelist who has won a sizable following for his stories of the adventures of Capt. Horatio Hornblower.

If you've followed some of the earlier adventures of Capt. Hornblower—"Beat to Quarters," "Ship of the Line," "Plymouth Court"—you need no introduction to the latest Forester novel, "Commodore Hornblower." Highlighted when orders from the British Admiralty send him to sea again, Horatio Hornblower, with the rank of commodore, leads a squadron into the Baltic. It is 1812 and Napoleon Bonaparte is on the move again. Against him Hornblower maneuvers his roving squadron, consisting of one ship of the line, two sloops, two bomb ketches and a cutter.

Action, adventure, attempted assassination, political intrigue and diplomatic upsurge follow swiftly as the sea-faring Hornblower proves to be a salty thorn in Bonaparte's side.

"Commodore Hornblower" recently appeared as an eighteenth special in The Saturday Evening Post, and has also been chosen as the June Book of the Month Club selection. For Navy readers, it's a 4.0 "natural."

Navy and Army Artists Look at Military Medicine

The books reviewed here are among those distributed by BuPers to ship and shore station libraries. A complete list of titles available will appear regularly in a new journal of Welfare activities, scheduled to appear shortly.

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LAST FALL a new system for the classification of reserve officers was provided for in BuPers Circl. Ltr. 294-44 (NDB, July-Dec., 44-1146), and reported in detail in the Nov. 1944 issue of BuPers. p. 14.

The tremendous task of assigning every reserve officer to a new classification is about complete.

In the following letter carefully described the method for putting into effect these new classifications, made careful distinctions between general service and special service classifications, and considered in detail the new designations which were to replace the old, there was, of course, considerable latitude for interpretation as to what qualifications would qualify an officer for a given classification. Many reporting seniors would put a wide variety of interpretations on the same qualification since a specific definition was not given for each.

In order that all officers of the Navy may know the basis upon which BuPers made the new classifications, the Bureau's classification policies are outlined below, along with definitions of the various classifications.

**Physical Qualifications**

The physical requirements necessary to qualify for general service classifications have been modified by Alnav 206-44. As new interpretations of these requirements are made, possible by the new system of classification, the Bureau's policy will be to make these changes.

In making promotions, the Bureau reserves the right to make promotions to the next higher rank when it determines that such promotion is in the interest of the service. This is done in the same manner as the Bureau has done in the past.

Many general service officers of the line, formerly classified C-V(G), D-V(G), E-V(G), D-E-V(G), etc., are performing service outside the service line even though they do not meet these physical requirements. The Bureau's policy in these cases has been to retain such officers in a general service classification, the new system of classification. These officers, however, carrying general service classifications, will be assigned to the line after they have completed the reclassification process.

The physical requirements specified in Alnav 206-44 apply only to officers of the line, and not to aviators or staff corps reserve officers. In many cases, staff corps reserve officers were recommended for a special service classification because they did not meet the physical qualifications as modified by the new system of classification. Those officers, however, carrying general service classifications, will be assigned to the line after they have completed the reclassification process.

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non-flying aviation officers who have qualified for the (A) classification, and including those assigned to the Deck Underway, may be classified (AD).

The records of the Aviation Officer of the Bureau of Naval Affairs show that hundreds of officers other than staff corps officers have been assigned to the Deck Underway. In the majority of cases these officers have been assigned to the Deck Underway because of the short period of time in such service, but in a few cases the officer, because of the physical qualifications, has been assigned to the Deck Underway for the duration of the assignment or until the physical qualifications are more accurately described by the (AD) classification.

2. Officers who are physically qualified for the (A) classification and have received training and duties have been given the classification (A). Any officer who is not physically qualified for the (A) classification, including those assigned to the Deck Underway, may be classified (AB).

The following paragraphs give the general service communication classification (C). But it is not likely they will be assigned to sea duty on naval ships and whose billet ashore is not likely to qualify them for the (CD) classification, it is the practice of the Bureau to assign officers in this classification to the Deck Underway.

1. Those officers who formerly had been classified as (DE), and whose rank and age (over 35) make assignments to the Deck Underway impossible, may be assigned the (DE) classification.

2. Those officers who have served as Postal Officers who are serving as Deck Watch Officers, or who have been assigned to sea duty on naval ships and whose billet ashore is not likely to qualify them for the (CD) classification, and who have been assigned to the Deck Underway, the commanding officer recommends a change of classification until he can be given a general service classification (C) if physically qualified.

If not physically qualified, the (S) classification is assigned.

3. Those officers who have received training and duties have been given the classification (S). But it is not likely they will be assigned to sea duty on naval ships and whose billet ashore is not likely to qualify them for the (CD) classification, and who have been assigned to the Deck Underway, the commanding officer recommends a change of classification until he has qualified by practical experience for Engineering Officer of the Watch. It is recommended that officers who qualifies for the (DE) classification shall not be recommended for (S) classification if physically qualified to perform all the duties of their rank at sea, which means, specifically,
that the officer must be qualified as Engi-
neering Officer of the Watch at sea and meet the physical requirements for gen-
eral service officers.

(E)-This classification is assigned
those officers whose training, experience,
and naval duty has been in electrical,
but who lack the required experience
for the E classification.

The (E) classification will be as-
signed, if physical requirements are met,
to those officers who have had specialized training, such as
Electronics, and also to those officers who have been in-service
for general service engineering courses.

(E)L-This classification is assigned
those officers whose training experi-
cence, and naval duty has been in
engineering but who, because of lack of sea duty
0;
their class.

To be eligible for the (E)L classification, officers must meet all the
physical requirements for sea duty and
be over 35. Whenever the officer
has had the necessary experience to be-
come qualified for the (E) classification,
the "L" may be dropped.

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signed, if physical requirements are met,
to those officers who have had specialized training, such as
Electronics, and also to those officers who have been in-service
for general service engineering courses.

(E)M)-For two groups of officers of
the merchant marine branch of the Naval Reserve:
1. Those newly commissioned and serv-
ing on merchant vessels with no previous
experience as officers.
2. Those officers of the merchant
marine branch of the Naval Reserve who
have recently been assigned to the Watch.

S(E)M)-For two groups of officers of
the merchant marine branch of the Naval Reserve:
1. Those former (EM who have been physically disqualified for further
sea duty by medical survey and are re-
tained on active duty in a special service billet.
2. Those over 35 who have had sea
duty on naval ships and whose billets are of
such a nature that they will be assigned to sea duty.

Radio Maintenance is normally assigned to the following groups:
1. Those special service officers whose training and experience has been so
highly restricted that their services are of
value primarily to the engineering or-
ganization of the Navy, and whose train-
ing has been limited to the extent that it is
considered suitable to assign them to
special service, unlimited, or (S) clas-
sification.
2. Those officers of the engineering or-
ganization who have been physically disqualified for
sea duty in an engineering billet improbable.
3. Those officers of the engineering or-
ganization who are assigned for sea duty
in a general service classification.

A special service classification does not
preclude an officer from duty aboard ship in a general service billet;
it does not limit his performing all of the duties of a general service officer aboard ship.

In Group 1 above are officers engaged in research and development, design,
construction, and maintenance of ordnance equipment, and should be
assigned to the following groups:

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organization who have been physically disqualified for
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sification.
2. Those officers of the engineering or-
ganization who have been physically disqualified for
sea duty in an engineering billet improbable.
When used with an engineering classification, the officer is trained in the technical and material aspects of airborne electronic equipment. The "T" indicates an officer who is trained in the technical and material aspects of shipborne electronic equipment. It should be noted that when used solely with the "T" symbol, the officer is qualified to stand engine-room watches. The CE classification indicates that the officer is additionally qualified to stand engine-room watches and is assigned the classification "DE" as indicated in paragraph 1 below.

The suffix "L" and the prefix "S," when used as a part of the classification to which an officer is assigned, indicates the officer's qualifications for sea duty. The suffix "L" indicates the officer is additionally qualified for sea duty by reason of physical condition, age and rank, or who have a scientific education, but who are not qualified professionally. In case of doubt, it may be assumed that any officer bearing the suffix "L" is not qualified for sea duty by reason of physical condition, age, rank, or lack of previous sea duty make assignment to sea duty improbable. These officers, according to the needs of the service, however, may be assigned sea billets.

CAPTAIN'S Classifications

The officer is only "T" classifications currently being assigned:

1. (E)T—General service officer trained in technical and material aspects of shipborne electronic equipment.
2. (E)S(T)—Special service officer trained in technical and material aspects of airborne electronic equipment.
3. (E)S(T)—Special service officer trained in technical and material aspects of shipborne electronic equipment.
4. (E)S(T)—Special service officer trained in technical and material aspects of airborne electronic equipment.

The qualifications for the basic designator (H), is qualified in aircraft control except as flight and instrument operation. The "H" is the CIC designator and indicates that the officer is additionally qualified in the technical and material aspects of airborne electronic equipment.

CIVIL ENGINEER CORPS

Originally Circ. Ltr. 298-44 provided for four basic designations to be classified, CEC, and four groups of special service officers, CEC(S), CEC(S1), CEC(S2) and CEC(S3). However, all officers are classified in the classification. CEC(S) classification is for Medical Corps officers:

1. (H)—Most reserve officers of the Medical Corps will be assigned to the Medical Corps classification MC. They are classified in the classification.
2. (H)—This special service classification is for Medical Corps officers:
   a. Who are so specialized that they do not qualify for general duty.
3. 40 years of age or older:

SUPPLY CORPS

This general service classification for reserve Supply Corps officers is given to:

1. Those who have had supply and disbursing background by reason of training and experience:
2. Those who are:
   a. Have had independent duty over overseas in the continental limits of the U.S.
   b. Have been the Supply Officer of an active or reserve Engineer Detachment or similar activity within the continental limits of the U.S.
   c. Are designated for special service duties under cognizance of BuMed, such as Medical Corps officers.

Staff Corps Classifications

The following designators are appended to the classification of officers qualified for assignment in CIC:

1. The only "H" classification is for the basic designator (H), is qualified in aircraft control except as flight and instrument operation. The "H" is the CIC designator and indicates that the officer is additionally qualified in the technical and material aspects of airborne electronic equipment. He should in addition be qualified as a Deck Watch Officer if practicable.

2. The suffix "L" and the prefix "S," when used as a part of the classification to which an officer is assigned, indicates the officer's qualifications for sea duty. The suffix "L" indicates the officer is additionally qualified for sea duty by reason of physical condition, age, rank, or who have a scientific education, but who are not qualified professionally. In case of doubt, it may be assumed that any officer bearing the suffix "L" is not qualified for sea duty by reason of physical condition, age, rank, or lack of previous sea duty make assignment to sea duty improbable. These officers, according to the needs of the service, however, may be assigned sea billets.

3. Those engaged in administrative duties only in various activities of the Corps, with exception to the continental limits of the U.S. Most of these qualified to be classified in CEC(S) classification. They are classified in the classification.

4. Those in training for general service duties, when given the CEC(S) classification, the (S) in this case indicates an officer in training for general service duties, the (S) in this case indicates an officer in training for general service duties.

CHAPLAIN CORPS

ChC—Almost all reserve officers of the Chaplain Corps are given the general as active service only. The (S) is added hereafter:

5. Those in training for general service duties, when given the CEC(S) classification, the (S) in this case indicates an officer in training for general service duties.

DENTAL CORPS

DC—General service officers of the Dental Corps are assigned a classification of DC. Most of the reserve officers of the Dental Corps are assigned the classification, and are regarded as eligible for duty aboard hospital ships.

DC(S)—This special service classification is for:

6. Those not physically qualified for sea duty as determined by BuMed. The (S) indicates that the officer, in addition to having the qualifications for the designators "R" and "X," is qualified in aircraft control except as flight and instrument operation. Where such limitation results from active service in the United States, these officers are classified ChC(S).

JULY 1945
Excerpts from current articles of interest to naval personnel

**Etiquette of Surrender**

It would have been common sense for the Japanese to surrender unconditionally after the wholesale destruction of their fleet and the recapture of Manila. It would be common sense for them to surrender this instant.

But the issue of war and peace involves more to the Japanese than common sense. There is involved the whole question of Japanese society, highly dissimilar to our own, and of the Japanese mind that holds the society together. Unlike the Germans, who understand surrender and abdication—which were the refuge of the Kaiser and the conscious abomination of Hitler—the Japanese do not understand them at all. What Japan needs is a formula, a ready formula. He cannot act because of getting one. The Emperor offers no help. Perhaps they will find some other formula, surrender buyable in their own minds. Perhaps they can capitalize on the collapse of Germany; perhaps the militarists and militarists are their own suicides. Perhaps the Emperor's advisers will tell him to invite Allied protection on the pretext of protecting him from themselves: no one can tell what the Japanese may come up with.

The Japanese predicament, therefore, seems to pivot on a triviality of form, a point of etiquette. But what the Japanese scarcity are actually concerned with is the survival of the Japanese mind with all its paradoxes of exaggerated restraint and extreme excess, all the other dreams of a men's moment of blood and glory. If Japan's rulers choose to surrender to preserve the Japanese way of life, they may act in a way that will jar and disrupt what they seek to preserve. If, fearful of such consequence, they choose not to surrender, they will subject the way of life to such strains that it may explode of itself.

Prediction as to the decision is impossible in view of the tensions and paradoxes of Japanese society. The final charges may go on, even though they are a way not of killing the enemy but Japanese. In any event America and her allies have no alternative but to keep up the pressure—From "The Job Before Us: The Defeat of Japan," editorial in Fortune for June.

**Blitzfishing**

The sporting way to catch fish is to troll for them with a spoon, spinner, or feather lure. Of course if the fellows want a fish feed, that's another matter. No method is frowned on here [in the Southwest Pacific]. Any means of getting an army feed is a credit to the fisherman.

One day, we went loaded down with dynamite, fuses, and several hundred feet of field wire. We worked the vegetables, corned beef, hash, and sausage were opened and emptied in 5 feet of water near the shore. The dynamite was set in with the chum, and the wire led to shore where we could set off the charge with flashlight batteries. Meanwhile a lookout climbed a tree to keep watch for the schools of fish that would be attracted by the bait.

We could see the surface rippling and breaking. "OK," said the lookout. Off went the charge, sending up a gyser. We washed out and those with diving masks ducked under to retrieve the fish... Our catch was about 20 scaly pounds of assorted fish...

The Aussies are great for using hand-made dynamite. I've had people I have seen them climb a tree, where they can see the fish in the water below, and plant the lethal pinapples. They don't have the song to wait for the blast to go off. This is the most dangerous method as fragments might hit some one if the grenade should land in shallow water...

A group of Seabees used to catch fish regularly for their outfit by dynamiting from the lowered ramp of an LCVP. The fellows would wait for a school to pass and bam! Off would go a powerful charge. They caught barracuda and sharks along with mullet and yellowtails. Of course, they have that song to wait for the blast to go off. This is the most dangerous method as fragments might hit some one if the grenade should land in shallow water...

A group of Seabees used to catch fish regularly for their outfit by dynamiting from the lowered ramp of an LCVP. The fellows would wait for a school to pass and bam! Off would go a powerful charge. They caught barracuda and sharks along with mullet and yellowtails. Of course, the trick is to catch the big ones before they come to—From "Blitzfishing," by a GI correspondent, in Newsweek for 11 June.

**Rank Confusion**

Let's clean up this matter of titles! Navy, Coast Guard, Marines— all officers wear the same bars, leaves, eagles or stars to show their rank. They all receive the same basic pay, have the same authority. Why not designate their ranks by the same titles?

Take "ensign" for the first commissioned rank, "lieutenant" for the second. For the third... "brigadier"... For the next grade choose "major"... See what we've done so far? Eliminated all the parentheses, hypens and numerals—we've dropped "2nd," "1st," "(i.g.)" and "lieutenant dash commander." At the same time, no one gets a new title which formerly designated a lower rank—there's no come-down.

On the same principles, for the next grade of seniority, "commander" is a more apt term than "lieutenant junior grade." Neyland rather than "captain" for the reasons we've already mentioned [Army-Navy-Marine-
pilots while the Special Attack Corps embraces all types of Jap do-and-die fighters on land, sea and in the air.

A Jap who volunteered to be a Kamikaze did so because he was told that only by exploding himself to kill the enemy could he exemplify to the highest degree the spirit of Shintoism and prove to his ancestors how willing he was to give up his life for his emperor god. The Kamikaze is the most highly revered of the Jap warrior classes, and when the corps was originally organized, there was considerable rivalry among the younger and more daring pilots for the honor of being tapped for membership.

A pilot became a Kamikaze after impressive rites at a battalion shrine. There he worshipped the emperor god and then made a solemn pledge before the Kamikazes that he was willing and anxious to die for Hirohito. This was followed by lectures on the importance of cleansing the soul of sin and defilement by purifying himself before the emperor's all-seeing eyes. Then came a bit of practical instruction on how to crash-dive a ship's deck or a building, and the Kamikaze was sent to his post to await his first and last mission.—From "Flying Coffee Corps," by Frank D. Neely and Jack Turcotte, in Collier's for 9 June.

Opportunity Ahead

The last half of this century can and should be the most resplendent economic era in human history—the era of the industrialization and modernization of backward peoples.

More than half of the world's population—more than 1,000,000,000 human beings—live in a state of miserable industrial backwardness and poverty. That is an immense challenging new frontier for modern economic audacity and development.

For instance, if people everywhere used as much cotton per person as we use in the United States, the world's production of cotton would have to be trebled. If people everywhere used as much soap per person as we use, production would have to be quadrupled.

One of America's greatest opportunities for its own pocketbook lies in the world-wide wealth and welfare. There is no doubt that almost all backward peoples are mentally and physically capable of doing higher work and more remunerative work than they are doing now. What they need first is capital. They all have some, but not enough. And where is capital most plentiful? In the United States.

One of the basic criticisms of our economic situation during the last two decades has been that we have surplus cotton and surplus idle. The backward countries are calling for it.

At the outbreak of the war we Americans had almost $10,000,000,000 in such direct investment abroad. This sum could be multiplied advantageously many times in the near future.

This can happen only on one condition. No longer can surplus-cotton countries as Britain, France or Belgium, the Netherlands, Sweden or the United States, invest in undeveloped countries and then suck out all the dividends. That kind of economic "imperialism" is everywhere either dying or dead. The industrially backward countries resent it and will no longer tolerate it. What they want now—and what they should have—is a partnership of their local capital with foreign capital in the risks and profits of new enterprises on their soils.

The change thus indicated is one of the most momentous in all the world's long political and economic history. The age of the mere "exploitation" of backward countries is closed. We move into the age of cooperative effort by advanced countries and undeveloped countries together for mutual profit.

In world development for human happiness let us operate not as nations or nationals of this or that country but as human beings.—From "America's World Chance," by Eric Johnston, in Reader's Digest for June.

Who Can Rule Germany?

The identification and selection of reliable German officials is a problem which will plague the Allies for months. We are, as a primary objective, out to rid Germany of the remnants of the Nazi Government. Yet virtually everyone with administrative experience is a Nazi. Among the whole population, somewhat fewer were active members of the party when the war started. But added millions were members of affiliated organizations, like the Hitler Youth.

Excluded the aged, the women, and the children, and it becomes apparent that to find men of administrative experience who are actually anti-Nazi is likely to be almost impossible. They were long ago convinced or silenced by the Gestapo. And the few non-Nazis not serving in the German armed forces who might be used are usually found to have benefited from war contracts, to have a brother who is a Party official, or to be associated in one way or another with the Party.

There is praktically no one in Germany today who can be looked to for unprejudiced advice on this question.

Find a business man who passes Army investigations and he will be immediately denounced by the Socialists as a Nazi. Find a Socialist whose record is clear and the business men complain loudly that he is a Nazi. The truth seems to be that Nazi association can be proved against virtually everyone in Germany.

To use Allied Army officers in German administrative posts is impossible. As a pure matter of arithmetic, there are far more positions to be filled than there are officers to spare. And should we use our own officers on force distribution or control it would appear that the Allies assume some responsibility for the prompt solution of these problems in chaotic Germany. We do not feel it prudent to ask properly qualified questions for the Germans themselves to work out.

To clean up rubble, bury the dead, get essential services going, is first for common labor in great numbers. But people in most cities of Germany today don't want to work. Their instinct is toward self-preservation. That means uprooting their own homes, foraging for food, and looting scattered belongings and relatives. No German wants to go far from what is left of his house, fearing that while he is away his neighbors will loot his remaining effects.—From "Americans Help Liberated Europe Liberate Us!" by Lt. Col. Frederick Stimpich, Jr., in National Geographic for June.

Miracle Medicine

It sounds like quack-medicine ballyhoo when a pharmaceutical salesman boasts of a single biological preparation that is highly effective in the prevention of measles, whooping cough; is also used in the healing of stubborn ulcers, as an astrigent for the gums, as a glue for skin grafting; is equally effective as a temporary brain covering; a vehicle for removing kidney stones, or a hemorrhage inhibitor; and is the finest known remedy for shock.

But it isn't quackery. The preparation doesn't new. In fact, it's the oldest thing known to man. And, what's more, it is being used to cover a person's face for $1 a pint, or less than half the ceiling price of good gin.

It is human blood and its ingredient, plasma. Almost 12 million pints of it have already been delivered to the American Red Cross alone, and today's "production" averages 10 cents a pint. Which leads to the thought that there are about six million people in this country who don't know their own strength.

They are the volunteer donors who have given their blood to the armed forces—blood which used to cost hospitals from $25 to $50 a pint. It's now procured for 31 cents a pint because generous people donate it in this emergency and nine public-spirited biological laboratories process it at bare cost. About 1,000 trained specialists, exclusive of Red Cross workers, and close to $2,000,000 worth of equipment, exclusive of buildings, are at work in these nine plasma factories. On top of that, literally scores of the finest medical minds in hospitals and colleges all over the land are working day and night on new plasma research under the generalship of the renowned Dr. Edwin J. Cohn of Harvard Medical School. —From "The Stuff of Life," by Paul W. Kearney, in Liberty, 28 May.
GOOD CONDUCT AWARDS

Sir: (1) Is it possible for a man to be eligible for a good conduct award even though he does not have a 4.0 in conduct? I contend that if his service record has no offenses or warnings, he would be eligible even though his conduct mark was 4.0. (2) How were his taken? I believe it is possible for a man to be given a 4.0 in conduct and be eligible for a good conduct award, despite the fact that he may have minor offenses entered in his record after a captain's mast or a deck court. Right?—R. G. C., CYN, UNR.

(1) If a man's record is clear of offenses and he receives a mark of 3.5 in pro- ficiency in lieu of other requirements he would be eligible for the award even though he did not receive a mark of 4.0 in conduct. (3) At the present time an officer cannot assign a mark of 4.0 in conduct on the record contains any offense.—Ed.

Sir: Can the three-year period of continuous service be extended for purposes of transfer to the Fleet Reserve and to the retired list from the date of a captain's mast?—H. F. M., CYN.

No.—Ed.

Sir: On 12 Dec. 1942, I was sworn into the naval reserve. I did not go on active duty, however, until 1 Feb. 1943. Does the time I spent on inactive duty, waiting to be called, count towards three years eligibility for a good conduct award?—R. J. B., PhM2c.

No, only continuous active service may be counted.—Ed.

Sir: Can officers who were formerly enlisted men in the regular Navy and who now hold temporary commissions, add their conduct service to their continuous service in order to complete three years?—L. N. K., Em.

Yes, if they have earned at least one award as an enlisted man. The same applies to Reserve officers except that the time is three years' continuous active duty.—Ed.

Sir: I served 15 months in the Navy in World War I and was discharged after the Armistice was signed. I enlisted in the Naval Reserve for the present conflict and have served one year and 11 months. Am I eligible for a good conduct award and if so, when may I receive my ribbon at the completion of each four years?—L. N. K., Em.

No. Service in one enlistment cannot be added to service in a subsequent enlistment in computing time for the purpose of a good conduct medal.—Ed.

Sir: I enlisted in the Naval Reserve in 1938, and discharged under Special Order Discharge to enlist in the regular Navy for 20 years. I then had my enlistment extended for two years. Am I entitled to wear the good conduct ribbon, if so, if otherwise qualified?—C. R. C., CP3M, USNR.

No, good conduct is not a bar to the regular Navy unless the Naval Reserve men's conduct cannot be used for the purposes of the award. You must meet the requirements of the Naval Reserve or the regular Navy.—Ed.

Sir: I enlisted on 8 Dec. 1937 for four years. On 10 Dec. 1941, I extended my enlistment for two years and was extended by Alnav 151-41. I received a good conduct medal for my first enlistment of four years. Do I rate a good conduct pin for the three years of extensions I have completed?—C. R. B., TIE, CYN.

Yes, if otherwise qualified. However, you will not receive a pin since they are not being awarded during the war but you will receive authorization to wear a star on the ribbon bar. You should submit a request for the star to the executive officer of your ship or station.—Ed.

GI EDUCATION

Sir: If you go to school under the GI Bill, you get not only your tuition but a monthly allowance of $20. The Government is to pay you $60 if you don't have dependents, $75 if you do have one, and $90 if you have two for a maximum of $240 a month. This must have been a typographical error. I received $58 when I recently made chief for my month's GI check (I don't have dependents).—A. C. B., CYN, UNR.

Yes, the $240 is to talk—amount should have been $230.—Ed.
HASH MARKS

Sir: Many men seem to think that three years in the Naval Reserve are considered equivalent to four years in the regular Navy for purposes of wearing a hash mark. Is this correct?—E. S., Ekto, u.s.n.

No. Four years of active service in either the regular Navy or Naval Reserve are required for eligibility to wear a hash mark. You mention only three years in the Naval Reserve. The required years are 1941-1944 and 1945-1948. A further change in Uniform Regulations will point out the term “active service” since the Naval Reserve is employed to distinguish from “reired service,” and that the term “service” is to be considered as meaning “service on the active list of the Navy or Naval Reserve after performance of active or inactive duty status, or the two combined.” All service in the Naval Reserve (which includes all classes rating badges) may therefore be counted in determining active service for purposes of a hash mark. —ED.

May time spent in the Army, Marine Corps, Coast Guard, or Maritime Service, prior to entering the Navy, be considered toward a hash mark?—H. C., GM3c.

No.—ED.

May permission or notification necessary from BuPers for a man to put on a hash mark?—W. G., Csp (X), u.s.n.

No.—ED.

Sir: Many regular Navy enlisted men, now back on active duty, are wearing their gold service stripes on the left arm, even though it would mean that the eagle and anchor would be facing in the wrong direction.—ED.

AIRCRAFT RECOGNITION

Sir: In the interest of accuracy, I should like to point out that the airplane shown in your May issue, p. 28, zooming over the smoking hull of a Jap destroyer, is an F6F Hellcat, not a TBF Avenger as identified.—R. B. R., As (V-12), ex-ARMRC.

You’re right, of course:—ED.

 LETTERS TO CONGRESSMEN

Sir: As a citizen I am eager to let the congressmen and senators from my home state know how I feel about certain actions which the U. S. has taken at the San Francisco Conference. May I write them without violating Navy Regulations?—L. P., Lt. Comdr., u.s.n.

Yes, all enlisted personnel regardless of branch rating may be counted toward gold hash marks.—E. S., Ekto, u.s.n.

May a man enlist when he is under 18?—M. L., Stc, usn.

As yet, no decision has been made on this. Waves will not have served four years of active duty until Dec, 1947.—ED.

Sir: Would you please define “minority enlistment” and tell us: (1) Does it make one eligible for a hash mark? (2) If so, does one earn gold hash marks even though the enlistment was for less than three years?—W. S., Stc, usn.

A minority enlistment is one where a man enlists when he is under 18, his enlistment expires one year prior to his 21st birthday.

Although a minority enlistment expires one day prior to a man’s 21st birthday, in wartime all enlistments are automatically extended until the end of the war, hence before a man’s minority enlistment is due to expire there is: (1) The completion of a minority enlistment due to a basic year. (2) Any time served on a minority enlistment may be counted toward gold hash marks.—ED.

TORPEDOMAN’S MATE V

Sir: When referring to the TMV rate by name, what is it called? There is also confusion as to which arm this rating should be worn on.—A. G., CBM, u.s.n.

Although often referred to as “Aviation Torpedoman’s Mate” or “TMV,” officially the rating is “Torpedoman’s Mate V” (see BuPers Manual, Art. D-5181). The “M” refers to the man’s rate as a branch rating. Torpedoman’s Mate V branch ratings are worn on the left arm. Confusion may have arisen because TMV petty officers have purchased the right- turned Torpedoman’s Mate (TM, seaman branch) rating badges. TMV should, however, wear the TM rating badge on their left arm, even though it would mean that the eagle and anchor would be facing in the wrong direction.—ED.

EX-APPRENTICE

Sir: In the April 1945 issue of Atl. Helcow, under the heading “ex-apprentice” was changed to “apprentice seaman.” On 26 June 1945, being an ex-apprentice boy myself, your date does not conform with mine.

On 1 Dec. 1941 my rate was changed from 1st class apprentice boy to seaman 1c. With this rate change, BuPers ordered me to report as an apprentice boy. I have an association known as the U. S. Navy Ex-Apprentice Association with headquarters at 1600 University Avenue, Bronx, N. Y., and if your information is correct I would like to hear from them.

We are proud of being an “ex-boy” as well as a seaman and feel there should not be a few of us back in the service doing our part.—A. G. L., CBM, usn (Ret).

The rating of apprentices was abolished in 1946, when all apprentices were rated to apprentices 2c, which was then changed to ordinary seaman apprentice 1c to be worn on the left arm. A man who was however, I believe it was the landsman rating which was changed to apprentice seaman 1946 when ordinary seaman became seaman 1c, and seaman became seaman 1c. The rating of apprentices existed in the Navy from 1797 to 1946, so any one who is entitled to wear the figure-of-eight (apprentice knot) must have enlisted in that rate over 40 years ago.—C. H., CSk, usn (Ret).

Your source was “Laws Relating to the Navy,” compiled by George Melling, which says on p. 56 “Aviation Torpedoman’s Mate V was changed to ‘apprentice seaman’ by an act of 30 June 1946 (31 Stat. 525).” The law to which Melling refers deals with naval appropriations, and although it changed the names of apprentice rates, it says that it is to be considered as meaning “service,” and that it is to be considered as meaning “service on the active list of the Navy or Naval Reserve after performance of active or inactive duty status, or the two combined.” All service in the Naval Reserve (which includes all classes rating badge) may therefore be counted in determining active service for purposes of a hash mark. —ED.

However, further research has shown that the General Order No. 90, 1944, signed by President Theodore Roose-\nter, Secretary of the Navy Paul Mor-\nton, says: “From and after this date, no persons will be enlisted as apprentices, but all men will be enlisted with naval appropriations, and, although it includes the subject of apprenticeship, the name, we say nothing which specifically says that it changed the name from ‘apprentice’ to ‘apprentice seaman.’”

The name order, incidentally, established the pay for 1st class and 2nd class as $15 extra pay per month for ordinary seaman de- 
		

FAMILY ALLOWANCES

Sir: (1) Is a marriage certificate required to accompany an application to BuPers for family allowances for an enlisted man’s wife of an enlisted man who got married while in the service? (2) Is an application required to accompany an application to BuPers for family allowances for a wife born to an enlisted man while he is in the service?—O. W. W., Ytc.

No, if the enlisted man makes the application; yes, if the wife makes the application unless page 7 of the enlisted man’s service record indicates she is his wife. (2) No, if the man applies; yes, if the wife applies.—ED.

SERVICE RECORD

Sir: What disposition is made of an enlisted man’s service record upon discharge? Is it possible to obtain either the original or a copy?—H. J., SM2c.

A man’s service record is retained by the Navy as a part of his official record, and it is not possible to obtain the original or a duplicate. However, upon discharge, the Navy forwards to the man a certificate of Separation from the U. S. Naval Service [p. 973] which contains pertinent information from his jacket.

A Continuous Service Certificate is issued by BuPers to any man eligible under the provisions of BuPers Manual, Art. D-5161. The certificate is the property of the man and is given to him at time of any subsequent discharge.
THE MONTH'S NEWS

OKINAWA IS OURS ... U. S. PLANES HIT JAPAN HARDER ... BORNEO INVADED

PERIOD 21 MAY THROUGH 20 JUNE

Bitter Battle Won

The battle for Okinawa was over—
the bitter, ebbing battle that had raged for 82 days and had cost at least twice the toll of bloody Iwo. Fleet Admiral Nimitz announced on 21 June that organized enemy resistance had ended on the big island that gives us a base at Japan’s front doorstep.

The final drive of the campaign began 18 June when fresh, eager marines of the 8th Regiment, Combat Team, newcomers to the fight, smashed through the last Jap defense line and, by 20 June, battered their way to the town of Udo on the southeastern shore of the island. The maneuver, supported by the 5th Marine Regiment on the left flank, secured a 1,000-yard strip of the south coast and cut the remnants of the close to 100,000 Jap defenders of the Ryukyu bastion into two large pockets and several smaller ones.

Even the Japs realized the end was near. Hundreds of them jumped from the high cliffs into the sea or onto jagged rocks at the southern tip, while hundreds more died under a mighty barrage of heavy shells from battleships, cruisers and destroyers of the fleet standing close offshore. Enemy units by-passed by the lunge of the campaign, infantrymen and marines smashed through three major defense lines and scored of smaller strongly defended areas. The Japs tried everything to hold their positions — suicide demolition squads pitted against U. S. tanks, heavy night attacks with Japs dressed in Marine uniforms, persistent Kamikaze air attacks on the fleet (see p. 42).

The first break came on 23 May when American infantry entered Yonahara, eastern anchor of the main Okinawa line, then swung around the apparently abandoned ruins of the city to take high ground dominating other towns to the south. Although patrols had entered the smashed capital of Naha, it was not seriously threatened until Marines threw two bridges across the Asato River and drove into the city in force on 28 May.

Oozing mud and torrential rains held American ground advances to the minimum while the war shifted to the air and sea for five days during which the Marines advanced slowly in Naha and fleet guns and land-based aircraft pounded Jap positions. Kamikaze planes roared over in force on two days, sinking one light naval vessel and damaging 21 others. At least 188 of the attackers were brought down by AA fire and fighters.

On 30 May hard-fighting Marines sloshed ahead over a rain-bogged battlefield to capture ancient Shuri castle, keystone of the tough Shuri line, while other forces punched through broken enemy defenses at other places below the town and castle.

From then on gains increased daily. Chinen Peninsula, on the southeast coast, was cut off by the 7th Infantry in a quick encircling maneuver which gained two miles. Other advances were made all along the line with some units pushing to within five and a half miles of the southern tip of the island.

Next day the 6th Marines pulled an unscheduled, hurriedly planned amphibious operation, jumping from Naha to the north coast of the Okinawa Peninsula, establishing a 1,200-yard bridgehead and taking half of Naha airfield, best in the Ryukyu. The marines then bridged the Ko Kuba estuary to Onoyama Island and, by nightfall, were pulling reinforcements across the island.

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WHAT HAPPENED & WHERE

1. Two heavy incendiary attacks on Tokyo by B-29s burn out 51 square miles of the capital (24, 25 May).
2. Chinese capture inland port of Nanning (21 May).
3. Yakoba raided in first B-29 firebomb attack (29 May).
4. Jap’s Shuri line on Okinawa cracked by 1st Marine Division capture of Shuri Castle (30 May).
5. Eighty percent of Formosa’s industrial capacity knocked out by the Far Eastern Air Force, it is announced (1 June).
7. Osaka set ablaze in three great raids by B-29s (1, 7, 15 June).
8. Okinawa Yanks cut off by Okinawa Yanks (1 June) and captured (6 June).
9. Fast carrier task forces raid five Jap airfields on Kyushu (3, 4 June) and Kanoya air base (9 June).
10. Eighth Army troops make two landings on southeasternmost tip of Mindanao (5 June).
11. Five hundred Superfortresses dump 3,200 tons of incendiaries on Kobe, Japan’s sixth largest city (5 June).
12. Australians make four landings on Brunei Bay area of northeastern Borneo (10 June).
13. Rail center of Iban captured by Chinese (11 June) and recaptured by Japansese (12 June).
15. Yeosu-dake escarpment on east and summit reached at many points by Americans (14 June); Okinawa falls (15 June).

ALL HANDS
were pounding at hundreds of caves was quickly clearing Chinen Peninsula. Jap ground defenses were pummeled in a limited area and the 6th Marines in a sector of the escarpment. By 7 June nearly all Japs on Okinawa were pinned atop high ground at the southern end of the island, on and behind the Yaegu-dake escarpment. Chin-en Peninsula enemy forces were penned in a limited area and the 6th Marines were slowly wiping them out. Naha airfield was captured. One day later the Yanks rolled on. As the suicide planes resumed their attack on 9 June, damaging two small vessels but losing 67 aircraft, the last Jap ground defenses were pu- meled by naval, air and ground attack.

Six furious days of thundering assault finally broke Yaegu-dake on 12 June. Troops of the 96th Infantry sealed the slopes of the escarpment and clung to two small toeholds on the summit in the face of violent Jap counterattacks. To the east the 7th Division cleared the Naha airfield and to the west the 1st Marines wrested another from the Japs. Tanks roved the battle area, supporting the doughboys. The 96th advanced another sector of the escarpment with ropes the following day, followed on 14 June by the outflanking of the eastern end of the line.

Even for Japan's Premier Suzuki it was too much. On the 15th, as Yaegu-dake hill, the highest point on Okinawa, was captured by the 96th and the encirclement of the whole line was developing at both ends, Suzuki conceded the loss of the island.

Preparations for the final breakthrough were made during the next two days with general advances achieved in all sectors until the new Marine combat team was ready to jump off on 18 June and begin its sweep down the southern tip.

During the final days of fighting General Buckner offered unprecedented "honorable surrender" to the remaining Jap forces but it was refused. A short time later the body of Admiral Minoru Ota, commander of Jap naval forces on Okinawa, was found dead with his staff in a cave. All had slashed their throats.

Okinawa cost the U. S. forces at least 45,000 men killed, missing and wounded. In land operations through 19 June, Fleet Admiral Nimitz announced, 4,117 soldiers and 2,573 marines were killed or missing, 17,933 soldiers and 12,655 marines wounded—a total of 36,688. Up to 23 May, date of the last announcement at the time Okinawa fell, fleet losses totaled 4,270 dead or missing and 4,171 wounded. Jap casualties totaled 90,401 killed, and about 4,000 captured.

The invasion had begun on Easter Sunday, under the command of Admiral Raymond A. Spruance. On 2 June, with the campaign progressing favorably, Admiral Spruance and his staff shifted to temporary headquarters on Guam, and Admiral William F. Halsey Jr., USN, and his powerful 3rd Fleet returned to action in the Western Pacific. At that time the 10th Army was placed directly under Fleet Admiral Nimitz, and Admiral Richard K. Turner, USN, who had simultaneously commanded Amphibious Forces, Pacific Fleet, and the 5th Amphibious Force, relinquished command of the latter to Vice Admiral Harry W. Hill, USN.

**Victory's Price**

Death and destruction to ships and men plummeted out of the blue Pacific skies last month to bring to the U. S. fleet its greatest casualties in any single campaign in its history. Jap suicide tactics tested in the Philippines and at Iwo achieved only partial success at Okinawa in sinking American ships and killing American fighting men. In their avowed purpose—complete destruction of the U. S. fleet—they failed miserably. As the bitter Okinawa campaign neared its end, Vice Admiral Marc A. Mitscher, USN, commander of Task Force 58, reported that only about 1% of the Kamikaze pilots were hitting targets. He added that "we're not particularly concerned about it because it is being reduced, and the indications are that it will be further reduced." The admiral himself had been on two ships which had been "kamikazed."

Later Fleet Admiral Nimitz stated that 30 American vessels had been sunk and 45, including two major units, had been damaged. Some British units also have been hit but none sunk. For the damage to the American fleet, the Japs paid dearly, losing more than 4,000 aircraft in the Okinawa campaign. In fighting off the Jap Special Attack Corps, the Navy won new honor for both its ships and men. Ships so badly battered that it seemed incredible they could remain afloat, continued to fight back and, after undergoing repairs, sailed forth again to battle.

**'Sara's' Saga**

Biggest vessel to sustain severe damage was the venerable Saratoga, found dead with his staff in a cave. All had slashed their throats.

**CASUALTY FIGURES**

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<thead>
<tr>
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<th>Casualty figures among naval personnel through 20 June totaled 119,412</th>
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<tbody>
<tr>
<td>U.S. Navy</td>
<td>28,505</td>
</tr>
<tr>
<td>U.S. Marine Corps</td>
<td>18,652</td>
</tr>
<tr>
<td>U.S. Coast Guard</td>
<td>806</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>49,963</td>
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* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.
for years the Navy's largest and fast-
est aircraft carrier and, at one time, its only carrier in operation in the
Pacific. Old "Sara" took a terrific beating—seven direct hits by bombs and suicide planes turned her into a raging inferno of flaming steel, killing 123 of her crew and wounding another 22.

The action took place off Iwo Jima as "Sara" returned from the first large carrier-plane strike on Tokyo. At 1700, while she was launching her planes, 9 or 10 Japs roared in. Four were shot down. Four others managed to crash and bomb the carrier. A fifth, after it was knocked down alongside, caromed off the water and exploded, tearing a large hole in the "Sara's" side. A bomb from another plane blew a hole in her side below the water line, rupturing fuel lines.

In spite of the damage the carrier was able to gain speed and move on. While men fought heroically to stem the blazes, another attack developed an hour and a half after the first. One Jap dropped a bomb on the Saratoga before crashing on the port side.

Although severely damaged again, the carrier managed to take on her planes which had been circling the ship and running low on gas. She then proceeded to a friendly base for temporary repair. Later, at Puget Sound Navy Yard she was repaired in record time—under two months.

"The Saratoga was the most extensively damaged vessel the yard has ever received," said the hull superintendent. "She had more varied types of damage all at once than any ship we've seen since Pearl Harbor."

The "Sara" is now back in action against the Japs.

'Gallantry, Tenacity . . .'

Doughty little destroyers have suffered most damage from the Special Attack Corps. Because they maintain the picket screen which protects the major fleet units, they are often singled out for attack by suicide pilots unable to penetrate to the battleships and carriers. One DD, the Laffey, took more hits than the Saratoga, yet survived to fight again.

Six suicide planes managed to crash on the Laffey's superstructure. Two others dropped bombs on the little 2,200-tonner. But, though flames shrouded her entire superstructure, her blazing guns fought back, knocking down eight more Jap aircraft. The toll taken by the Japs was 31 killed or missing and 60 wounded.

Others which suffered severe damage but managed to continue afloat were USS Hazelwood, hit on the bridge; USS Haraden, also hit near the bridge; USS Lanson, damaged amidships; USS Hadley and USS Evans, both damaged in a bitter battle. Secretary of the Navy Forrestal, in a statement praising the "gallantry, tenacity and devotion to duty which our naval forces have exhibited" at Okinawa, told the story of the Hadley and Evans.

"Both destroyers had been at general quarters throughout the night of
10-11 May . . . due to attacks by several enemy planes which harassed their formation during darkness. Shortly before 8 o'clock on the morning of 11 May a low-flying seaplane attempted a suicide attack on the Hadley and was shot down; the pontoons of this plane, which were apparently filled with explosives, were seen to explode as the plane hit the water.

"Soon after, several formations of enemy planes, totaling about 150 aircraft in all, were reported to the north. They were immediately attacked by our fighters but many of them broke through and attacked the Hadley and Evans. For the next hour and a half the two destroyers, maneuvering at high speed and firing all guns, were under continuous attack by suicide planes.

"In the ensuing melee, Navy fighter planes shot down about 50 enemy planes, and the two destroyers accomplished the amazing feat of destroying 42 enemy planes between them, the Hadley 28, the Evans 19. Toward the end of the battle, as our Navy fighter planes ran out of ammunition, there were several cases in which our pilots actually 'rode' enemy planes into the water, flying closer and closer above the Jap until he was forced into the sea. In two instances a heroic Marine pilot interposed his plane between the Hadley and an attacking suicide plane, forcing the Jap aircraft to break off its attack."

Other ships were just as tough but were hit in more vital places and were sunk. The destroyer Mahan took seven hits before she went down. The Emmons, a fast minesweeper, suffered five suicide hits but finally was sunk by U.S. forces 12 hours later.

Also lost in action last month was the destroyer Longshoe which ran aground on a reef a mile off Naha and was shelled by enemy shore batteries until she exploded from a direct hit in her magazine. The Navy Department also announced the loss of the destroyers Morrison, Luce, Dexter and Little off Okinawa; the high-speed transport Bates; the minesweeper Swerve; the LMS 441 and the following amphibious vessels: LST 447, LMS (R) 194, LCS (L) (3) 15, LMS 190 and LMS 195.

Air War on Japan

Swiftly, methodically B-29s of the Army's 20th Air Force continued last month to reduce to ashes the once-great industrial cities of Japan, while the Navy's carrier planes added to the havoc by strafing and bomb-rocketing the airfields from which Jap planes might have risen to ward off our steadily mounting aerial blows.

It took the B-29s only two flaming raids to wipe out much of the remains of Tokyo and another virtually to destroy the port city of Yokohama. Three more pretty well eliminated Osaka, and Kobe blazed furiously after one heavy attack.

The Superfortresses moved into high during the month, mounting blisters with as many as 600 planes. They spilled 4,600 tons on Tokyo in a single raid and returned within 48
It was the first and only attack on the smoldering ruins. Those two raids hours to dump nearly 4,000 more on the plants, engine plants and "shadow of the capital. Arsenals, electric war industries. Sixty thousand homes were destroyed and 250,000 people left part of the city and also plastered the men were assigned a single revetment on the Jap island since the capture of Okinawa, had destroyed 2,500,000 tons of Japanese shipping. Today I can add to that figure 2,000,000 more tons, making approximately 4,500,000 since our submarines first began to make this ocean anything but a pacific one for the Japanese Navy and the Japanese merchant marine," said Admiral Nimitz.

"Between 7 Dec. 1941 and 5 May 1945 our submarines alone have sunk a total of 126 enemy warships, including 4 carriers, 17 cruisers and 53 destroyers. They have sunk 993 non-combatant ships. The total number of Japanese vessels which have been sunk is 1,119 ... Today no enemy warship and no enemy merchant venture upon the waters of the Pacific without the well-grounded fear in the heart of its men that they will never return to home bases to meet the enemy and the enemy is yours."

Recent successes scored by American submarines in Far Eastern waters include the sinking of 26 enemy vessels, five of them combat vessels. By 19 June the Navy Department announced that 1 destroyer, 2 medium patrol vessels, 3 small patrol vessels, 1 coastal minelayer, 1 large cargo vessel, 1 large tanker, 2 medium tankers, 6 medium merchant vessels, 2 medium freighters, 2 small cargo vessels, and 4 small merchant vessels had been destroyed by U. S. subs.

**New Landings on Borneo**

Bewildered and bomb-hammered, Jap defenders of the rich East Indies were beginning to feel the weight of the Allies' mighty amphibious forces. Only three weeks after the oil-rich island of Tarakan had been secured, Australian troops, supported by U. S. Navy ships and American aircraft, smashed ashore at four points on the Brunei Bay area of northwest Borneo and moved inland with amazing speed. On the first day (10 June) men of the famed Australian 9th Division, the "Desert Rats" of the African campaign, went ashore against negligible opposition on the shores of the Siburan Island and quickly captured the town of Victoria and its airfield. Other landings were made at Broekton, on the mainland, and near Brunei, capital of the Brunei sultans.

Within four days the Diggers were moving up on Labuan and by the fifth Brunei had been captured after another landing east of the city, only 200 yards from the town. Next day they had captured their third airfield and were consolidating their gains with a view to utilizing the recaptured territory for bases of future operations.

**Action Under the Seas**

Up from under the seas and from under the necessary cloak of military secrecy which had covered so many of their exploits since the start of the war came the Navy's submarines last month—to take their rightful place alongside other heroic fighting ships which first staved off, then conquered the fleets of Japan.

For the first time in this war the Navy released news of the activities of several gallant underwater killers, revealing in many cases the reasons why so many of their men have been so often decorated.

"Men of our submarines mounted America's first offensive in the Pacific," said Secretary Forrestal in announcing relaxation of some security restrictions. "They share in the honor of destroying Japan as a naval power. Most of all, their deeds have spelled the death of Japan as a maritime power. They have driven Japanese shipping and convoys either to cover or to the bottom of the Pacific. They have helped to isolate the island links in Japan's chain of conquests, causing the lifelines of Japan to atrophy."

In many instances the adventure of the undersea raiders were almost unbelievable (see p. 56).

That the long, hard-fighting careers of American submarines have produced tangible results was made evident last month by Fleet Admiral Nimitz in a speech made to 14 submarine officers and men he was about to decorate.

"A year ago, on an occasion similar to this one, I reported that our submarines had sunk 2,250,000 tons of Japanese shipping. Today I can add to that figure 2,000,000 more tons, making approximately 4,500,000 since our submarines first began to make this ocean anything but a pacific one for the Japanese Navy and the Japanese merchant marine," said Admiral Nimitz.

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Under increasing pressure from the Chinese, the Japs were making general withdrawals in Hunan and Kwangsi provinces, still delaying actions in order to evacuate troops without great losses. Several sharp battles delayed the Chinese drives in the vicinity of former U. S. air bases and in Kwangtung where the Japs were making slight gains in operations designed to maintain their hold on Canton and Hong Kong.

The coastal drive began with the capture of Fochow in Fukien province. Chinese troops continued to advance, clearing out all Japs on the Min River, and then started to drive the coast toward Wenchow. Pushing south out of their Wenchow pocket, the Japs reached Pingyang in a counteroffensive on 2 June but by 8 June the Chinese had cleared a 105-mile stretch of the Fukien coast. Three days later the Chinese liberated Futing, advanced to Pinyang in two more days and on 19 June, recaptured the former treaty port of Wenchow.

Multi-pronged Chinese attacks along the Hunan-Kwangsi front scored important gains and seemed to assure imminent capture of Liuchow, Kweilin and Pakking. The Liuchow drive gained momentum in May with the capture of Hochih. Northwestern, inland port and southern end of the Jap inland transport line from Manchuria, toppled on 1 June and the Chinese moved on to take Ichu to the north. But the Japs were more stubborn there. They battered back into the town and held it until 16 June when the Chinese finally recaptured the town and advanced toward Liuchow.

Progress was slower to the north. The Chinese were having difficulty making headway, especially as they managed to start a pincers on the former airbase city and hold on to their gains. Still farther north the Chinese pushed to within five miles of the port of Wenchow. Pushing south out of their Wenchow pocket, the Japs reached Pingyang in a counteroffensive on 2 June but by 8 June the Chinese had cleared a 105-mile stretch of the Fukien coast. Three days later the Chinese liberated Futing, advanced to Pinyang in two more days and on 19 June, recaptured the former treaty port of Wenchow.

In BORNEO new Allied landings at Brunei (A) followed up previous month's landings on Tarakan (B). Japs have admitted loss of Tarakan.

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The invasion was being waged, asserted that the invasion—only 800 miles off the coast of India—was a surprise to the Japs and forced their evacuation of the island.

A few days after the landing, Rear Admiral Forrest B. Royal, USN, who commanded the 8th Amphibious Group in the assault at Brunei Bay, died of heart attack aboard his flagship.

Back on the Philippines where major Japanese resistance remained on only two islands—Luzon and Mindanao—the infantry slogged slowly forward, pinning the enemy on Luzon at the northern end of the island and trapping more Japs on Mindanao with another landing.

The tough battle for Luzon moved slowly through the hills until they reached Santa Fe. Then they began the drive for Bataan. On 9 June they seized Bayombong after a seven-mile advance from Bambang in the narrow Magat Valley. 27 miles from Cagayan. Pushing slowly south into Cagayan Valley, where the Japs are expected to make their last stand, on 13 June and the following day, drove 22 miles in one day, seizing the town of Santiago and Echague.

Eighty Army troops, with warship and air support, landed at Cape San Agustin, southeasternmost tip of Mindanao, and on Balut Island against light resistance on 5 June. The operation effectively sealed off Davao Gulf.

Chinese Offensive

Surging into the offensive on nearly all of their many fronts, rejuvenated Chinese armies last month recaptured another vital coastal port and swept on towards Shanghai, hacked away at the Japs' supply corridor between China and French Indochina and battered within bare miles of two former big American air bases at Liuchow and Kweilin.
Industrial material, or records or archives.
sectors—the Atlantic seaboard and the Gulf of Mexico. More seriously hit of the two was the Gulf sea frontier where, from February 1942 until V-E day, 111 Allied ships were attacked and 882 men killed or wounded by the enemy. Only 15 of the vessels were salvaged while 92 were sunk, many of them going down in flames. In 1942, 107 ships were attacked. Four were attacked the following year and none in 1944 or 1945. May, June and July of 1942 were high months, the Navy reported. Twenty-five ships were sent to the bottom immediately outside New Orleans and 25 off Florida between Key West and Daytona Beach during 1942. Navy officers estimated they battled at least 34 different submarines in the Gulf area.

Off the Atlantic seaboard German U-boats first became active the 43d night after Pearl Harbor. From then on, for 177 days, the enemy proловed the coastal waters, sinking 27 ships totaling 109,795 tons.

Most of the U-boats still at sea on V-E day were accounted for within two weeks after the end of the war. However, four to six were still missing from the list of those obtained by the Allies. One U-boat was reported scuttled off Portugal early in June but most were captured or turned into Allied ports.

Mine-laying German U-boats effectively bottled up shipping in five U. S. East Coast harbors during its fifth period throughout the war. For three days in November 1942 no ships moved in or out of New York. Five German mines were swept from the approaches. Chesapeake Bay was twice closed to traffic because of mines, first on 16-17 June 1942 and later on 12-14 Sept. of the same year. Five vessels were damaged or sunk during the first period. Jacksonville, Charleston and Wilmington were also closed briefly because of enemy mines. German submarines also sowed 10 mines at the entrance to the Panama Canal near Colon and four more off the British West Indies.

Allied and neutral countries lost 4,770 merchant ships from direct war causes—more than half of them to enemy U-boats—between 3 Sept. 1939 and 8 May 1945, it was disclosed last month in a joint announcement by the U. S. Navy and British Admiralty. The loss amounted to 21,140,000 gross tons. At the same time the War Department reported that 3,604 American soldiers, of the 4,458,063 sent to the European-African theater, had been lost on 41 troopships sunk or damaged.

American losses were 538 ships of 3,210,000 tons, the British Empire lost 2,570 ships totaling 11,390,000 tons, other Allies 1,175 ships of 5,030,000 tons, and neutrals 490 ships of 1,420,000 tons.

Of the total Allied and neutral ships lost in the war 2,770 were sunk by U-boats, 520 by mines, 330 by surface craft, 750 by aircraft and 400 by other causes.

The War Shipping Administration announced an additional 984 U. S. ships lost in wartime marine accidents and also counted in their total of ships sunk 27 merchant ships used to form a breakwater on the Normandy beachhead. A total of 1,554 merchant ships of 6,577,077 tons thus were lost by the United States from 9 Sept. 1939 to 8 May 1945.

The War Department's report on personnel casualties disclosed that only 10 vessels were lost involving the loss of 50 or more soldiers. Greatest loss of life occurred with the sinking of the Rohna, British troopship, by enemy action off Galveston on 26 Nov. 1943. Less than 30 minutes after it was hit the Rohna went down and 1,015 Americans died.

Photograph from Press Association, Inc.

WHITE HOUSE HUDDLE followed return of Harry Hopkins (right) from special mission to Moscow. Behind President are Joseph E. Davies, recently back from mission to London, and Fleet Admiral Leahy, Presidential Chief of Staff.

JULY 1945

WORLD AFFAIRS

Agreement at San Francisco

Last major problem before the United Nations conference at San Francisco was removed when Russia agreed to compromise the dispute over discussion in the proposed World General Assembly. The Russians had been insisting that the United Nations ad- here strictly to the language of the Dumbarton Oaks proposals which gave the Assembly the right "to discuss any questions relating to the maintenance of international peace and security." Instead, they offered to accept some of the language proposed by the Australian Foreign Minister, Dr. Herbert Vere Evatt, chief exponent of unlimited discussion.

The Big Five also agreed to make it hard for Germany, Italy, Japan and other enemy states to join the new world security organization. They decided that participation in the organization by these states would have to be okayed by the Big Five. The Conference committee on membership also passed a resolution declaring that no government which came into being with the military aid of Axis powers should be admitted to the new world organization.

Big 3 to Meet

Sometime in the first half of this month the long-awaited meeting of President Truman, Prime Minister Churchill and Marshal Stalin was to take place. The exact site was not revealed, but it will be held in the Berlin area—possibly Potsdam.

Among possible subjects the Big 3 may take up is the question of the Allied peace proposals and with their troops. In Trieste, which Marshal Tito was claiming for Yugoslavia and threatening to "fight for it," the Partisan leader accepted Allied proposals and withdrew his forces.

Another subject that had been creating international tension since V-E day was the arrest by Russia of 16 Polish underground leaders on charges of plotting against the Red Army. Last month they went on trial before the Military Collegium of the Supreme Court in Moscow. Russian officials announced that 15 had confessed total or part guilt of a long list of charges that included an alleged killing of at least 584 Russian officers and terrorist and propaganda activities behind Russian lines. One pleaded not guilty, Maj. Gen. Leopold Okulski, Polish Home Army commander and principal defendant, testified the Government-in-exile in London ordered him to fight against the Red Army and the prosecutors Lublin Committee. Twelve of the 16 were found guilty and sentenced to prison terms ranging from 10 years to four months.
NEWS OF THE NAVY

• The 10th Fleet, organized 20 May 1943 to direct the battle of the Atlantic, has been dissolved. Throughout its vital career, the 10th was under the immediate direction of Fleet Admiral King. Rear Admiral Francis S. Low, USN, Assistant Chief of Staff (Anti-Submarine), U. S. Fleet, was its first Chief of Staff. Rear Admiral A. R. McCann, USN, succeeded him in January 1945.

The 10th was a fleet without a ship; when surface or air forces were needed, it called upon Atlantic Fleet, and sea frontier forces. It was directed to destroy enemy subs, protect allied shipping in the U. S. sea frontiers, support allied anti-sub forces in the Atlantic, control convoys and shipping that were U. S. responsibilities and correlate U. S. anti-sub research and training. It was formed into four principle divisions: operations; anti-submarine measures (material, training, analysis and statistics and operational research); convoy and routing; and a scientific council of civilian scientists.

Through this specialized organization, 10th Fleet headquarter made instantly available latest intelligence, developments, training and operational procedures to Admiral Royal E. Ingersoll, USN, CinCLant, and other fleet and frontier commanders who directed the actual operations at sea.

• The "allowance" system is being revised by the Navy, Alnav 138-45 (NDB, 15 June, 45-613) announced last month. "Complement" continues to mean the number of personnel needed to operate a ship or station at maximum efficiency under full steam in time of war. "Allowance" means the number of personnel who will be assigned to the ship or station as required for it to do its current job. The fact that the Navy is approaching its ceiling of authorized personnel requires a higher degree of distribution control. The allowance system will serve this need.

• Nine former U. S. warships are sailing the seas under the red banner of the Russian Navy. This was disclosed by Prime Minister Churchill last month when he announced that the United States and Great Britain had turned over 14 fighting vessels to the Red Fleet a year ago after Russia had requested a portion of the captured Italian Fleet. Former U. S. ships loaned to the Russians included the cruiser Milwaukee, now known as the Murmansk, and eight of the overage destroyers transferred to Britain in 1940.

Fondly manned for combat, the Milwaukee left New York for Russia via the United Kingdom early in 1944. In the British Isles U. S. naval personnel familiar with the Russian language were embarked. On arrival in Russia, the Milwaukee transferred approximately half of her crew back to England aboard escort vessels to provide space for the floating haberdashery, a quonset hut on a barge, sells as much as $7,000 of items a day.

A graduate of the Naval Academy in 1908, where he stood fifth in his class, Admiral Turner served during World War I aboard the uss Pensylvania, and as gunnery officer aboard the uss Michigan and uss Mississippi. Because of his interest in the rise of naval aviation as a vital factor in warfare, he reported for flight training at Pensacola in 1927, at the age of 42, and received a designation as naval aviator.

Admiral Turner has served as commander of aircraft squadrons and large combatant ships, as well as Director of the War Plans Division, office of CNO, and as Assistant Chief of Staff to CominCh. On 15 July 1942 he became Commander, Amphibious Forces, Pacific Fleet, and participated in most of the major Pacific engagements. He holds the Navy Cross and the Distinguished Service Medal with two gold stars.

Also recently confirmed were: to be Rear Admiral:

H. B. Sallada, USN, to be Chief of the Bureau of Aeronautics. (See opposite page.)

Dickwell Ketcham, USN.

Houston L., Maples, USN, while serving as senior naval member of the U. S. military mission to the USSR.

William N. Thomas, USN, while serving as Chief of Chaplains under the Chief of Naval Personnel. (See opposite page.)

Roscio F. Good, USN.

To be major general in the Marine Corps:

Thomas E. Bourke, USMC.

LeRoy F. Hunt, USMC.

To be commodore:

James E. Book, USN, while serving as Commander, U. S. Naval Repair Base, San Diego, Calif.

Arthur Comstock, USN, while serving in the submarine forces, U. S. Fleet.

Charles F. Martin, USN, while serving as a commander of an advanced naval base.

James E. Baker, USN, while serving as Commander of a transport squadron.

William S. Popham, USN, while serving as commander of a transport squadron.

Dennis L. Ryan, USN, while serving as
a commander of a transport squadron.

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Commander, Naval Air Bases, 1st ND. USN, the Naval Research Laboratory, Special Devices Division of BuAer, Office of Research and Development and the Office of Patents and Inventions. Admiral Bowen's office will become under the direct supervision of the Secretary.

Capt. Luis DeFlorez, USNR, Director of the Special Devices Division of BuAer, will be Assistant Chief to the Admiral.

New chief of BuAer is Rear Admiral Harold Sallada, USN, who succeeded Read Admiral DeWitt C. Ramsey, USN, on 1 June. Admiral Sallada was in command of a carrier division in the Pacific just prior to assuming his new billet. He served previously in BuAer from 1935 to 1938 and from 1938 to 1943. Admiral Ramsey, BuAer chief since August 1943, has been given a sea assignment.

Rear Admiral William N. Thomas (ChC) USN, on 1 July succeeded Rear Admiral Robert D. Workman (ChC) USN, as Chief of Chaplains. Chaplain Thomas had been chaplain of the Naval Academy, Annapolis, Md. since 1935. A Methodist, he was appointed to the Chaplain Corps 6 Jan. 1916 and his permanent rank of captain dates from 1 July 1941. Chaplain Workman, a Presbyterian, whose new assignment has not been announced, had been Director of the Chaplains Division, BuPERS, since June 1944. He was promoted to rear admiral and appointed Chief of Chaplains following creation of post by Congress in December 1944 (ALL HANDS, Feb. 1944, p. 70). He reverted to his permanent rank of captain upon being succeeded as Chief of Chaplains.

Establishment of the U. S. Navy Photographic Institute under the di-

Under Secretary of the Navy Ralph A. Bard has resigned his office and has been replaced by Artemus L. Gates, Assistant Secretary for Air, effective 1 July. President Truman accepted Mr. Bard's resignation on 9 June after the latter had twice asked to be relieved.

Succeeding Mr. Gates as Assistant Secretary is John L. Sullivan, a former Assistant Secretary of the Treasury.

Mr. Bard was appointed Assistant Secretary of the Navy by the late Secretary Frank Knox and was made Under Secretary on the death of Mr. Knox. Mr. Gates came to the Navy Department in 1941 from the presidency of a New York trust company. Secretary Forrestal said of Mr. Bard's resignation:

"With deep regret I learned from Mr. Bard that he felt he must now press his resignation.

"During the past four years, he has performed a great service to the Navy and to the Nation, and we shall miss him. I am pleased that he has promised to hold himself available for any special work which we may ask him to do."

On 9 June the President sent the following letter to Mr. Bard, accepting his resignation:

Dear Ralph:

I have your letter of resignation dated May 25th and have reluctantly come to the conclusion that you are entitled to have it accepted. As you request, it will be effective on July 1, 1945.

During your period of duty as Assistant Secretary and Under Secretary of the Navy for the past four and one-half years, our Navy has been built up to become the most powerful in the world. I know that a great part of that result has been due to your energy and wisdom. Yours has been a splendid record of service for which the nation is grateful and in which I am sure you can take great pride.

The Secretary of the Navy has informed me that he will require your services and advice on special assignments at least until the end of the war. I am very happy that you have expressed willingness to continue to serve your country in that capacity, as soon as you have taken a much needed and deserved rest.

With all best wishes to you, and hoping that you will come in to see me from time to time when you are in Washington.

Very sincerely yours,

HARRY S. TRUMAN

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Very sincerely yours,

HARRY S. TRUMAN

Following is the text of Under Secretary Bard’s letter to the President:

My Dear Mr. President:

On November 6th, 1944, I sent my resignation as Under Secretary of the Navy to President Roosevelt to be effective on or before V-E Day. On April 26th, 1945 I wrote to you, referring to my previous letter to President Roosevelt, offering my resignation to you and hoping for your favorable consideration at your early convenience.

I have, of course, discussed this matter thoroughly with Secretary Forrestal, and I am sure he is now in accord and has made satisfactory arrangements which will permit me to be relieved on or about July 1st. As of that date, I shall have served as Assistant Secretary and Under Secretary of the Navy almost four and one-half years without any substantial relaxation. It is my opinion that a younger man can better carry on the type of work that remains to be done by the Under Secretary of the Navy during the balance of the war and the reconstruction period which will follow.

Changes in the organization are bound to occur, and I feel that the benefit of the Navy they should be made gradually and not in a shorter period.

I have told Secretary Forrestal that after a short rest, which I assure you is necessary at this time, I shall be available to serve him for the balance of the war on special assignments if he has further need of my services. The Navy’s interests will always be paramount with me, as they are now in this request which I am making for relief from my routine duties as Under Secretary of the Navy.

During these past years, under Secretary Forrestal, the Navy has reached its full strength, and is going forward admirably under the able leadership of Secretary Forrestal and Admiral King.

It has been a great and stimulating experience to have served both you and President Roosevelt as Commander-in-Chief, the Secretaries of the Navy, and the Navy itself. To the officers and enlisted men and my civilian associates of the Navy I bow with deep respect and in admiration of their unmatched achievements.

I would like to express the admiration which I feel for the manner in which you are carrying out your new responsibilities as President, and I assure you of my loyal cooperation in every possible way.

Respectfully yours,

RALPH A. BARD

Mr. Bard
Mr. Gates
Mr. Sullivan
New Two-Engine Fighter Packs Terrific Wallop

More powerful than any other U. S. Navy or Jap fighter, heavy and maneuverable, packing a four-ply punch with rockets, bombs, torpedoes and bullets, the Navy's P7F Grumman Tigercat is the newest threat to sweep enemy planes from the skies.

Powered by twin 2,100-hp. Pratt and Whitney Double Wasp engines, the Tigercat rates in the 425-mile-an-hour class and, with the aid of a 300-gallon drop tank, has the longest range of any carrier-based fighter or fighter-bomber yet developed. Successor to the F4F Wildcat and F6F Hellcat, the new Tigercat will go first to Marine fighter squadrons operating from advance bases.

As fighters, divebombers and torpedo planes the Tigercats eventually will fly from the decks of the new 45,000-ton super carriers of the Midway class. Because of their tricycle landing gear they can be handled with ease on carrier flight decks.

The Tigercat is the fastest-climb-
of her ill-fated namesake and predecessor, the fleet oiler USS Pecos carries three Jap planes on her bridge scoreboard and has three "firsts" to her credit after a long tour of duty in the Pacific. The former Pecos, also an oiler, was sunk after rescuing survivors from the carrier USS Langley, which went down on 27 Feb 1942. The new Pecos (AO 65) earned the name "Task Force 65" during a Jap aircraft attack while steaming between Leyte Gulf and Mindoro Island. Her AA guns hurled so much fire into the sky that another tanker so christened her out of respect for her valiant defense. In action from the Aleutians to the Philippines, the Pecos was in the first group of oilers to participate in a sustained fleet operation when combat vessels remained on patrol for 90 days in Alaskan waters; one of the first fleet oilers to enter Jap-held territory when she steamed into Majuro atoll in the Marshalls two days after the island fell, and the first oiler to anchor in Mangarin Bay off Mindoro for refueling operations.

One of the world's mightiest fighting ships, the USS Wisconsin, has been roaming the Pacific since last December. Navy disclosed last month. in one hour. Top scorer in the group is Lt. James B. "Killer" Cain, who destroyed eight Jap planes, in one case by chewing off the enemy's tail assembly with his Helcat propeller.

- Old as she is—37 years on 19 May—the veteran repair ship, USS Vestal, is still ministering to the wounded ships of the Pacific fleet, despite a series of major face liftings and the Pearl Harbor attack which almost destroyed her. Hit by four bombs while moored alongside USS Arizona, the Vestal was almost abandoned; but the late Capt. Cassin Young, USN, who had been blown overboard, returned in time to countermand the order, get the ship under way and successfully ground her nearby. Vestal was repaired by her own men who also helped save men from the Oklahoma trapped beneath twisted steel decks. Since then the Vestal has made major repairs on fleet units ranging from aircraft carriers to tugs, including rigging a complete network of tubing for a warship whose main engine-room lines had been destroyed.

- From Saigon to Tokyo the rockets, bombs, bullets and torpedoes of Air Group 45 have lashed the Japs on land, sea and in the air, destroying or damaging 286 enemy planes, sinking 10,500 tons of Jap shipping and damaging an additional 134,000 tons in more than 3,000 combat sorties. Returning from five months' Pacific duty aboard an Independence-class carrier, the group related some of its experiences including its strike on the Ota aircraft plant, northwest of Tokyo, on 16 February. Avenger bombers and Hellcat fighters of the group destroyed key installations in the attack while the fighters knocked down 28 enemy fighters. Other land targets included Jap airfields on Kyushu and military and naval installations in Indochina, China, the Philippines, Formosa, Iwo and Okinawa. At Okinawa, 16 of its Hellcats downed 21 enemy planes in one hour. Top scorer in the group is Lt. James B. "Killer" Cain, who destroyed eight Jap planes, in one case by chewing off the enemy's tail assembly with his Helcat propeller.

- The 7,890 Philippine islands now have their own airline network, operated by NATS. Within 12 weeks after the recapture of Manila, Navy Skykambers, Skytrains and Coronados were shuttling war cargoes, mail and personnel to all important captured islands and ports. Linked with the NATS mainland from the U. S., the Philippine network starts at Samar and runs 600 miles west to Palawan and extends from Manila 600 miles south to Zamboanga.

- Maintaining the gallant reputation of the Wisconsin, this 45,000-tonner was ordered in 1940, laid down in January 1941, launched on 7 Dec. 1942 and commissioned 16 April 1944. Commodore (then Capt.) Earl E. Stone, USN, commanded the mighty vessel during her first months of battle until he was relieved by Capt. John W. Roper, USN, on 6 Mar. 1945. Shortly after the Wisconsin joined the carrier force, she rode out one of the worst typhoons on record in Philippine waters and suffered only trifling damage. In rapid succession the new battlewagon as-

**SHIPS & STATIONS**

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The Navy's Biggest Transport

USS WEST POINT'S sleek lines suggest speed which protects her from subs.

Through seas streaked with torpedo wakes, torn by storms and ripped by bombs the USS West Point, the Navy's largest troop transport, has carried more than 350,000 soldiers, sailors and marines to and from the battlefronts of the world in uncounted dashes covering more than 350,000 miles and equal to 14 trips around the globe.

Like most large transports—she's only 27 feet shorter than a 750-foot Washington-class battleship—her war-time voyages have been made without the protection of convoying warships. On speed alone has her safety depended and never once has she lost a passenger.

Details of her operations came last month as security was partially lifted on her career. Converted from the luxury liner SS America, largest merchant vessel ever built in the United States, the West Point began her war life in Singapore harbor when Jap artillery and planes scattered shrapnel on her weather decks and dropped bombs within 50 yards of her giant hull.

Since the first days of her commissioning on 3 June in the first joint ceremony of its kind for a carrier in the history of the Navy, the West Point has covered more than 350,000 miles and equal to 14 trips around the globe.

On open weather decks. Besides serving as a troop transport she also carries casualties. In a recent trip after V-J Day she brought 191 litter cases and 400 wounded home from Europe. She has transported thousands of Axis prisoners destined for prison camps in the States.

GI PASSENGERS sun themselves on deck. West Point ferried 350,000.
Hello . . . and Goodbye

They started coming home from beaten Germany last month—the GIs by shiploads, the generals by plane loads. From no-stripes to five-stars, they agreed that (1) it was great to be back and (2) it's only half over. A few were home to stay, but for most it was just a stopover before Tokyo.

No. 1 homecoming was General of the Army Dwight D. Eisenhower's. The Supreme Commander of Allied Expeditionary Forces in Europe stepped out of a big cargo plane from Paris into the wildest welcome in the national Capital's history.

In his address to Congress, Gen. Eisenhower paid tribute to all the armed forces of all the Allies. Of the Navy, he said: "In all the brilliant achievements of the American Navy, and of her sister service in Great Britain, there is none to excel the record that was written in the great and successful invasions of Africa, Sicily, Italy and France."

From Washington, Gen. Eisenhower was swept to New York where old Gotham went all-out for him . . . some 4,000,000 artillery-voiced citizens lining a 58-mile parade route.

First to hit Normandy's beaches, first to smash across the Rhine, first to link up with the Russians, it was quite fitting that Gen. Courtney H. Hodges, 1st Army commander, be the first top-level general to return after V-E day. The Georgia-born general's reception in Atlanta was so tumultuous that, at first, he missed his wife in the throngs. Of his riotous home coming, Gen. Hodges said: "This is wonderful, but it's just a pause for men of the 1st Army. There can be no real rest until we give the final blow to Japan."

Upon his Boston arrival, Gen. George S. Patton, 3d Army commander, sported an ivory-handled pistol which he called his social gun.

Gen. Mark W. Clark, Allied commander in Italy, arrived from Europe in time to see his son graduate from West Point; then hurried back to Rome.

Lt. Gen. A. M. Patch Jr., 7th Army commander, and Lt. Gen. L. K. Truscott, 5th Army commander, presented President Truman with a diamond-studded baton which No. 2 Nazi Hermann Goering had surrendered upon capture.

Lt. Gen. James H. Doolittle, in the process of moving his 8th Air Force to the Pacific, paused long enough to promise even greater devastation to Japan than Germany suffered.

Gen. Omar N. Bradley, commander of the 12th Army Group which included the 1st, 3d and 7th armies, summed it all up during a Philadelphia reception in his honor when he said: "We have before us what may be the hardest phase of the war. Until every Japanese surrenders or is killed, the war effort on the home front must be maintained."

New Faces

President Truman made many changes in his official family in late May and early June, beginning with a major reorganization of his Cabinet.

He accepted the resignations of Attorney General Francis Biddle, Secretary of Labor Frances Perkins and Secretary of Agriculture Claude R. Wickard.

Immediately, he appointed Thomas C. Clark, of Dallas, Tex., who had been an Assistant Attorney General, to be Mr. Biddle's successor; Judge Lewis B. Schwellenbach, of Spokane, Wash., member of the Federal District Court of Claims bench and former U. S. Senator, to be Secretary of Labor; and Rep. Clinton P. Anderson, (D., N. Mex.), to the Agriculture post.

Other changes, resignations and appointments announced by Mr. Truman:

- Resignation of Marvin Jones as War Food Administration chief. The WFA, upon Judge Jones' recommendation, will be merged with the Agriculture Department.
- Nomination of W. Stuart Symington, president of the Emerson Electric Co. of St. Louis, to be chairman of the Surplus Property Board, succeeding former Sen. Guy M. Gillette of Iowa, who resigned.
- Selection of John B. Hutson, of Kentucky, who has been assistant to Fred M. Vinson, Director of War Mobilization and Reconversion, to be Under Secretary of Agriculture, succeeding Grover B. Hill, who has resigned.

Japs 'Bomb' U. S.

In pury, fantastic retaliation for destruction of their greatest cities by our atom bombs, the Japs using long-range, bomb-carrying free balloons in sporadic attacks on the western part of the North American mainland.

According to a joint announcement by the War and Navy Departments, the attacks are so scattered and aimless that they constitute no military threat. It is believed their main purpose is to set brush and forest fires.

No property damage has been caused, but a woman and five children were killed near Lakeview, Ore., by a high-explosive bomb which was part of a fallen Jap balloon. The bomb victims were strolling through the mountains when an 11-year-old girl spied "a white object" in the woods. She called the others over, one of them tugged on the balloon and a tremendous explosion followed.

Service Photogs Honored

The 119 officers and men of the Navy, Marine Corps and Coast Guard who covered the Iwo Jima operation were awarded a special citation by the National Headliners' Club at its 12th annual meeting in Atlantic City 16 June for providing the outstanding newsreel coverage of the year. From this footage came the stirring technicolor film, "To the Shores of Iwo Jima," now playing in theaters throughout the land.

Three of the photographers were killed while recording Iwo battle scenes and 12 were wounded. Capt. Edward J. Steichen, USNR, of Navy Photographic Service, received the Headliners' award in behalf of the photographers, each of whom will receive an individual citation.
other horse race because neither the Derby nor Preakness winners were entered. Polyesian wasn’t eligible and Hoop Jr. was sidelined by the bowed tendon suffered in the Preakness.

Note: While Hoop Jr. was sniffing Polyesian’s dust at Pimlico, his Derby rider, Arcaro, under contract to Green-tree Stable, was riding the stable’s old campaigner, Devil Diver, to victory in the $50,000-added Suburban Handicap at Belmont.

Capt. Hank Greenberg, first big major league star inducted into the armed forces, was released from the Army and prepared to join the league-leading Tigers which he left in May 1941. . . . Comdr. James H. Crowley, USNR, the Sleepy Jim of Four Horsemen fame, retired to inactive duty after two tours in the Pacific and immediately assumed his new post as commissioner of the All-America Conference, newly formed pro football league. . . . Catcher Mickey (Dodgers) Owen was drafted into the Navy and centerfielder Johnny (Yanks) Lindell into the Army. . . . Big baseball deals saw pitcher Mort Cooper go from the Cards to the Braves in exchange for $60,000 and pitcher Red Barrett; outfielder Joe Medwick and pitcher Ewald Pyle leave the Giants for Braves’ catcher Clyde Klutz; and pitcher Ben Chapman depart from Brooklyn in a deal that brought catcher Johnny Peacock from Philadelphia . . . Both major league races were closer and hotter than two machine-gun slugs.

**ENTERTAINMENT**

GI Oscars: Silver plaques were presented by wounded veterans at Walter Reed Hospital in Washington, D.C., to Bing Crosby, Rita Hayworth, Jennifer Jones, Eddie Bracken and Leo McCarey for being selected as Hollywood’s top entertainers by soldiers in all theaters—of war, that is. . . . Gypsy Rose Lee refused to ride in an upper seat from Detroit to New York because “I can’t get undressed lying down.” . . . Abbott and Costello, who had spattered a bit, are back together again. . . . Broadway’s biggest event during the past month was Bill (Bojangles) Robinson’s return to the Main Stem in an all-Negro musical, “Memphis Bound.” The famed tap-dancer is 67.

*Vital Statisties*: Hedy Lamarr is mother of a baby girl . . . Connie Bennett shed her fourth husband, Gilbert Roland. . . . Judy Garland, 23, divorced her first and right away married Ben Vincente Minnelli, 32, who directed her in “Meet Me in St. Louis” and “The Clock.” . . . Deanna Durbin, also 23, took her second husband, Felix Jackson, 48, her producer. It is Felix’s fourth marriage.

*Hit Tunes*: The top 10 seem to be Sentimental Journey, Bell Bottom Trousers, All My Life, Laura, Dream, Just a Prayer Away, I Should Care, Candy, Every Time and The More I See You.

**SPORTS**

Horse racing, which returned to the sports scene in May following a war-enforced “holiday” of almost half a year, stole the show last month with the running of turfdom’s triple crown—the Kentucky Derby, Preakness and Belmont Stakes, three of America’s richest and oldest stakes.

At Churchill Downs, Ky., Hoop Jr., owned by F. W. Hooper of Jacksonville, Fla., led all the way under Jockey Eddie Arcaro to win the record $86,875 Derby by six lengths. Pot o’ Luck and Darby Dieppe were second and third, respectively, in the field of 16 three-year-olds. The Hoop’s victory was worth $64,850 to his owner and $9,460, $6,20 and $4 to his mutual backers. Time for the muddy mile-and-a-quarter was 2:07—slowest since Gallant Fox needed 2:07 3/5 in 1930. It was Arcaro’s third Derby triumph, putting him in a class with Isaac Murphy and Earl Sande, only other jockeys ever to win three times in the “Run for the Roses.”

At Pimlico, Md., a week later, Arcaro wasn’t aboard Hoop Jr. and a long shot, Polyesian, beat the Derby winner by 2½ lengths in the record $87,670 Preakness. Although managing to finish second, Hoop Jr. pulled up lame. Again Darby Dieppe was third in a nine-furlong field. Like Hoop Jr. in the Derby, Polyesian led all the way in running the mile and three-sixteenths in 1:58 4/5. Ridden by Wayne Wright, Polyesian returned $66,170 to owner Mrs. Peter A. B. Widener and $26, $16 and $8 30 to his backers.

At New York the following week, the Belmont Stakes became just an

Photographs from Press Association, Inc.

**ALIVE AND WELL**, Nubbins Hoffman, who had his Christmas on 19 November because he wasn’t expected to live until 25 December, romps with his dog, No longer in danger, Nubbins will celebrate his fourth birthday July 11 in Cheyenne, Wyo.

Photographs from Press Association, Inc.

**ALL HANDS**
he intended to find another post on loan from the Army, retaining his four-star rank will serve in the VA job liked commanders among GIs. The active status. The President said that Gen. Hines, who general," and is rated one of the best-

VETERANS

- Big news for World War II veterans, present and future, was the appointment of a World War II hero as new head of the Veterans Administration. On 7 June President Truman designated Gen. Omar N. Bradley, victorious commanding general of the 12th Army Group under Gen. Eisenhower, to succeed Brig. Gen. Frank T. Hines as Administrator of Veterans Affairs.

In announcing that Gen. Bradley would take over as soon as he wound up his work in Europe, the President said that the change would be marked by a modernization of the Veterans Administration to meet the needs of the veterans of this war.

"I am accepting your resignation," he wrote Gen. Hines, "only because of a feeling which I have long held that the veterans of this war should have as the administrator of their affairs another veteran of this war." He pointed out at his press conference that he himself was a veteran of World War I and would not have wished to see the Veterans Administration operated by a veteran of the Spanish-American War.

Gen. Bradley, 52-year-old native of Missouri, is known as the "doughboys" general," and is rated one of the best-liked commanders among GIs. The four-star rank will serve in the VA job on loan from the Army, retaining his active status. The President said that he intended to find another post for Gen. Hines, who has been Veterans Administrator for the past 22 years.

- Education or training under laws administered by the Veterans Administration was entered into by 5,250 veterans during the month of April. 1,716 were disabled veterans being rehabsituated under Public Law 16, and 3,334 were enrolled under the GI Bill of Rights. This brings the total number of veterans now enrolled in education or training under these laws to 38,050. Breakdown shows that of those under Public Law 16, 10,224 are in educational institutions and 4,254 being taught on the job. Proportion favoring education under the GI Bill is even higher, with 22,547 in schools and only 1,906 receiving on-the-job training.

- "Postwar jobs for veterans" is the program of a new group in Illinois called Industry for Veterans, Inc. This nonprofit organization has as its purpose the obtaining of pledges from Illinois industry that a minimum of 25% of all postwar jobs will go to discharged servicemen and women. The statewide group of prominent industrialists is headed by an ex-Marine captain, recently returned from 22 months' service in the South Pacific. So far, concerns now employing more than 300,000 persons have signed the organization's pledge. On the 25% basis, this would indicate some 75,000 postwar jobs lined up for veterans in Illinois. Many national concerns have also signed the job-preference pledge, and inquiries have been received from other states.

- Expansion plans: (1) Veterans Administration now has 393 offices of all types in operation to give veterans information on rights and benefits, and regional office managers have been instructed to resurvey their territories and recommend establishment of new units wherever required to give service to veterans. . . . (2) WMC has announced immediate expansion of full-time local United States Employment Service offices from 1,607 to 2,103 to carry out their placement and counseling obligations under the GI Bill.

- To make more jobs available to qualified veterans, the War Manpower Commission is making some of its rules on "interoffice recruitment" by the United States Employment Service. This is the system whereby, if there are more job openings in a community than the employers wish to fill them, USES offices in other communities will recruit workers for them. Similarly, if a local USES office has more applicants for jobs than there are jobs open in that community, it will inform its applicants of jobs open in other communities.

Previously, employers seeking the advantages of this interoffice plan had to be in essential industries and have a manpower priority. But under the new procedure, USES offices will now accept and process job orders from employers who wish to employ veterans, even though the employer is engaged in work of a less essential nature than was formerly required.

The procedure will, USES believes, make more jobs available to veterans in case they do not find suitable opportunities in their own communities, and it will reduce needless travel by veterans seeking jobs in other areas.

- Because of increasing interest in jobs abroad, U. S. Employment Service offices are now being supplied with a new booklet, "Guide to Foreign Employment Opportunities." The booklet lists Federal agencies and private companies recruiting workers for jobs in Alaska, Hawaii, Puerto Rico, Bermuda, South America, Europe, China, Africa, Arabia and other countries.

Included are a list of occupations, description of work in which employers are engaged, skills required to fill specific jobs, working conditions, housing facilities and other pertinent data. Job opportunities are for professional, semi-skilled and unskilled workers. Current list includes "supply inspectors, cooks, mechanics, watchmen, watch repairmen, telegraphers, riveters, boiler makers, clerks, typists" and others.

Copies of the guide, which is not available for general distribution, will be furnished to interviewers in USES offices and also to USES counselors stationed at the Army's separation centers and the Navy's personnel redistribution centers.

- Civilian occupations into which U. S. Navy enlisted men and women—including Seabees, Waves, Spurs and Coast Guardsmen—will shift after their discharge have been listed in a new publication of the War Manpower Commission. The 400-page volume, entitled "Special Assignment for Placing Naval Enlisted Personnel in Civilian Jobs," lists approximately 130 naval ratings and shows the civilian jobs to which they are most closely related. Some 6,000 other occupations are listed. The volume, not available for general distribution, will be used by all U. S. Employment Service offices and the Navy's personnel redistribution centers.
SUBMARINES WIN UNIT CITATIONS

Barb, Salmon and Parche
Battled Enemy on Surface

PRESIDENTIAL Unit Citations have been awarded to three submarines—the USN Barb, the USS Salmon and the USS Parche—for extraordinary heroism in action against enemy Japanese surface vessels in restricted waters of the Pacific.

The Barb tracked down a number of Japanese auxiliaries at night, hit and then ran for safety through shallow mine-infested waters. For this exploit her commanding officer, Comdr. Eugene B. Fluckey, USN, previously had received the Medal of Honor (ALL HANDS, May 1945, p. 61), but details were withheld for security reasons at that time. The Salmon tangled with a large hostile tanker and her four escorts and, seriously damaged, surfaced and fought off the enemy warships in point-blank runs as close as 50 yards.

The Parche, too, tangled on the surface with a heavily escorted Japan convoy in restricted Pacific waters and, in 46 minutes of violent action, sank four enemy ships, severely damaged another and escaped unscathed after missing by less than 50 feet being rammed by a fast Jap transport. Her skipper, Comdr. Lawson P. Ramage, USN, also had previously received the Medal of Honor (ALL HANDS, Feb. 1945, p. 56).

Barb Penetrates Harbor

From the bridge of the Barb, Comdr. Fluckey saw so many Japanese ships at anchor that he was filled with anxiety whether he could spread his torpedoes so that too many would not be wasted on a single target. It was night. Visibility was poor. The Japanese auxiliaries—freighters, tankers, munitions ships—were in an anchorage behind a screen of escorts blocking every logical approach. The water was so shallow that the attacking submarine would have to remain surfaced during its approach and for at least an hour after the attack.

Despite the odds, Comdr. Fluckey decided to dart into the harbor, make his strike and try to escape through the rocky uncharted waters, which, he noticed, were filled with fishing junks. The Barb moved in to the planned attack position. She let fly with everything she had, and moved toward the rocks at flank speed with rudder full rudder.

Fire spurted from several vessels. The first target settled in the water. Some ships that were hit were hidden by others burning in the line of vision. Smoke poured skyward. The side of one vessel blew out. Two ships exploded, scattering a shower of tracers in all directions.

Searchlights spotted the fleeing Barb for an instant, then blacked out. As the Barb streaked for open water the scene of the attack was covered by a smoke pall. Some of the Japanese escorts, in hot pursuit, were throwing a hail of shells, some of which were near misses. As Comdr. Fluckey had figured, the Japs confused the enemy, some of them being mistaken for the Barb. Another of his calculations also worked out—the Japanese escorts were discouraged by the rocks. Dawn was breaking as the Barb reached open water, but even here she was not safe. A Japanese plane was spotted and the Barb was forced to submerge for the first time since she spotted the Japanese approach to the anchorage.

Salmon Defies Escorts

The Salmon, commanded by Comdr. Harley K. Nauman, USN, had a narrow squeak in her tussle with the enemy and was saved by hiding in a rain squall.

She contacted a large hostile tanker...
and approached boldly in defiance of the four escort ships cruising 1,000 yards of the target. She cut loose her torpedoes and scored direct and damaging hits. She was then damaged. The depth-charge attack had to surface and fight off the Japanese warships in point-blank runs as close as 50 yards. Two of the four escorts were out of action.

When the Salmon surfaced to fight off her pursuers the Japanese escorts were visible despite the darkness. The nearest, 6,000 yards off, picked out the Salmon with her searchlight and opened fire but missed. Here luck broke in. The other three escorts opened fire on the first escort as it fired on the Salmon. In the confusion the Salmon was able to hold off the first escort with her guns.

The Japanese then discovered their error and the first escort began to make runs on the Salmon, firing shells which burst so close aboard they splashed water on the submarine's deck. At this point the other three escorts now approached. Off to the southwest lookout on the Salmon spotted a rain squall. As the first escort closed within 50 yards, the Salmon’s gunfire raked her decks, destroying most of the Japanese topside. She fled. Then the Salmon cut into the rain squall and the escorts, discouraged, stopped the chase.

**Parche Nearly Rammed**

To pick her fight, the Parche had stalked the ships of a huge convoy for some time in dark and squally weather. She had turned head on to the tanker’s stern, indicating the Japanese were manning their guns. The Parche moved in to within 500 yards, and the tanker opened up with everything it had.

The gunfire was so hot Comdr. Ramage ordered all lookouts and spare hands below. The skipper and a quartermaster stayed on the bridge. Presently another torpedo hit the tanker, sending her to the bottom.

As the Parche headed for the largest ship in the convoy, two of the escorts rained machine-gun fire on her. Meanwhile a smaller ship loomed on the submarine’s starboard bow and came head on, apparently set to ram. Flank speed was rung up, and when the Parche was half way across the on-coming ship’s bow the commander ordered full right rudder, bringing the Parche and the ship almost alongside on opposite courses. The ship and the submarine cleared by less than 50 feet.

Now, boxed in by several small enemy ships, the Parche found the largest ship of the convoy dead ahead. The Parche fired, hitting the ship end on and stopping her. Then the submarine swung out and let fly at the target’s side, sinking her.

Dawn was breaking, so the Parche left the hornet’s nest.

**Medal of Honor Awarded to Marine Killed on Guam**

For risking his life twice to save his platoon when they were pinned down by Jap fire during the Battle of Finegayan on Guam, Pfc. Frank P. Witek, USMC, has been posthumously awarded the Congressional Medal of Honor. The medal was presented to Mrs. Nora Witek, the private’s mother, by Gen. Alexander A. Vandegrift, Commandant of the Marine Corps, at Chicago last month.

While serving with the 1st Bn., 9th Marines, 3d Marine Div., his platoon was suddenly halted by heavy fire from well-camouflaged gun positions. Witek remained standing to fire a full magazine from his automatic at point-blank range into a depression housing Jap troops. He killed eight and enabled the greater part of his platoon to take cover.

During his platoon’s withdrawal, he remained to safeguard a severely wounded comrade, courageously returning the enemy’s fire until the arrival of stretcher bearers. He then covered the evacuation by sustained fire as he moved backward toward his own lines.

When his platoon was again pinned down by a hostile machine gun, Witek, on his own initiative, moved forward boldly, ahead of the reinforcing tanks and infantry, throwing hand grenades and firing as he advanced to within five to 10 yards of the enemy position. He destroyed the machine gun by ramming additional eight Japs before he himself was struck down by an enemy rifleman.

His valiant and inspiring action effectively reduced the enemy’s fire power, enabling his platoon to attain its objective.

**NAVY CROSS**

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

★ HUTCHINSON, Edward S., Capt., USN, Philadelphia, Pa.: As commanding officer of the USS Rasher during the first war patrol of that vessel he relentlessly sought out the enemy during a prolonged period of hazardous underwater operations. He took advantage of every favorable attack opportunity and, fighting his ship with determined aggressiveness, succeeded in sinking and damaging an important amount of vital hostile shipping.

★ THOMPSON, William C., Jr., Comdr., USN, Waterford, Conn.: As commanding officer of a submarine, he skillfully delivered intelligently planned and well-executed attacks against enemy shipping. His conduct throughout was an inspiration to his officers and men.

**First award:**

★ ALEXANDER, Ralph L., Capt., USN, Washington, D. C.: While serving as CO of a cruiser 14-24 Oct. 1944, he distinguished himself by extraordinary heroism. On 14 Oct., during a heavy enemy torpedo plane attack on our forces, he fought his ship so effectively that he shot down six torpedo planes. During another operation he maneuvered his ship so as to repel attacking enemy aircraft and destroyed at least two. During both actions his calm determination and courage were a source of great inspiration to his men.

★ ANDREWS, Thomas L. Jr., Lt., USNR, Amarillo, Tex.: While serving aboard an escort carrier in action against a large enemy fleet, he organized and pressed home a coordinated air attack on an enemy warship in spite of intense antiaircraft fire. By his courage, skill and determination in attack he inspired confidence and courage in his group in their attack. He, along with others in his flight, scored a hit amidships, causing the ship to sink a few hours later.

★ ASHLEY, James H. Jr., Comdr., USN, Melbourne, Fla.: As CO of a submarine during a war patrol in the Pacific, through his daring, outstanding aggressiveness and tenacity, he launched and planned and directed for four successive attacks which resulted in the sinking of enemy ships totaling over 12,000 tons and in damaging enemy combatant ships totaling over 27,000 tons. His conduct throughout was an inspiration to his officers and men and in keeping with the highest traditions of the naval service.

July 1945

Pfc. Frank P. Witek

Official U. S. Marine Corps photograph

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WINNERS OF THE NAVY CROSS


★ Barnett, Marshall D. Jr., Lt. (jg), USNR, Dallas, Tex. (missing in action): As pilot of a scout divebomber attached to a carrier air group during the Battle for Leyte Gulf, he fought his plane boldly and with relentless determination despite accurate and intense antiaircraft fire during a brilliantly executed attack on a Jap light cruiser. With his plane badly damaged by a burst of hostile fire in the execution of his dive, he continued his same daring tactics and released his bomb load at perilously low altitude to score a direct hit on the enemy craft. By his superb flying ability, indomitable fighting spirit and cool courage, maintained at great personal risk, he contributed immeasurably to the extensive and costly damage inflicted on the Jap fleet in this vital war area.

★ Bass, Robert W., GM2c, USNR, Durham, N. C.: As a member of a naval combat demolition unit in the 7th Beach Battalion during the Normandy invasion, he fearlessly proceeded in the face of heavy German artillery, machinegun and rifle fire and worked tirelessly with his crew to clear a section of the beach. Although seven of the 12-man unit were killed or wounded, they succeeded in blasting a 50-yard gap through the treacherous and formidable beach obstacles. After completing the mission, Bass again braved the enemy barrage to render aid to his men and was himself wounded while carrying injured crewmates to safety. He contributed materially to the success of the Allied offensive in that area.

★ Brandon, LeRoy, PhMic, USNR, Durant, Okla.: During operations against the enemy at Leyte on 20 Oct. 1944, when his ship received 11 direct hits from enemy artillery fire, igniting
two trucks loaded with ammunition, he left his station and proceeded to the vicinity to recover for three hours, en route for the wounded, thereby exposing himself to bursting ammunition and hand grenades. While carrying one of the trucks away from the fire, he was severely wounded. In spite of his injury he continued to carry the casualty to the dressing station until he collapsed from loss of blood.

**CAPANO, Patsy, Lt., USNR, Fall River, Mass. (missing in action):** As pilot of a torpedo plane attached to the USS Kalinin Bay during the Battle for Leyte Gulf when his task force was in imminent danger of being destroyed by heavy gunfire from an overwhelming force of hostile warships, he piloted one of the first planes launched, immediately maneuvering to attack the leading heavy cruiser. In bold defiance of the enemy's devastation by air attacks, he scored three direct hits. Proceeding to launch another group of fighter planes when his bomb load was expended, Lt. Capano fought gallantly in the face of terrific opposition, maneuvering, evading and yielding runs which resulted in considerable damage to the cruiser and effectively diverted hostile fire from our bombers and torpedo planes.

**COCHRAN, Ernest H., Lt. (jg), USNR, Kosei, Ks.:** As pilot of a carrier-based plane he pursued and attacked a Jap ship in the Southwest Pacific Area he participated in the face of an intense barrage of fire including projectiles from the main batteries of the enemy ship. With bold determination and utter disregard for his personal safety he drove his attack which resulted in serious damage to a major enemy ship.

**HARRIS, Vincent H., Lt. (jg), USNR, New York, N.Y.:** As pilot of a plane in the Southwest Pacific Area he pursued and attacked a Jap ship in the face of an intense barrage of fire including projectiles from the main batteries of the enemy ship. With bold determination and utter disregard for his personal safety he drove his attack which resulted in serious damage to a major ship of the enemy.

**KANE, Joseph L., Capt., USN, Brooklyn, N.Y.:** As commanding officer of an escort carrier he furnished air support to amphibious attack groups landing on enemy-held shores. While his ship was under repeated air attacks he maneuvered it skillfully, directing its air groups effectively against an enemy fleet. His actions contributed directly to turning away the large fleet from the battle. His conduct was exemplary and gave encouragement to the personnel of his ship and its attached squadrons.

**KERR, Robert C., Ens., USN, Charleston, S.C. (posthumously):** While aboard the USS Birmingham when a hostile bomb struck the USS Princeton during the Battle for Leyte Gulf, he was seriously wounded by a terrific explosion in the magazine section of the Princeton hurled him from his position on the starboard catapult onto the steel hangar garage. As his burning half of the Birmingham's crew, Ens. Kerr steadfastly refused medical attention, insisting that he be carried to the wounded for treatment first. Although still conscious and suffering intense pain, he obtained materials for a tourniquet and after applying it to his injured leg, injected himself and two other casualties with morphine syrettes. Again refusing assistance, he requested that the others be evacuated before he remained behind to relieve the danger area for more than an hour while his ship was under constant aerial attack, bravely instructing others in the administration of first aid and comforted the wounded and the dying. He succumbed to his wounds on the following day.

**LODHOLZ, Royce P., Lt. (jg), USN, Neguengoo, Mich.:** As a pilot in the Southwest Pacific Area he boldly attacked a large task force of the Japanese navy. The strike was made in the face of an intense barrage of fire and with the knowledge that his fuel supply was insufficient to carry him safely back to base. He drove his attack home with such determination and utter disregard for personal safety that it resulted in severe damage to Jap ships and contributed to the retreat of the enemy fleet.

**MCCINTOCK, David H., Comdr., USN, New London, Conn.:** As commanding officer of a vessel in a war patrol during the Battle for Leyte Gulf and blazing furiously and rocking by explosions, he gained aboard a period of seven hazardous hours. He directed heroic efforts toward saving the Princeton, despite the terrific damage, and contributed to fire-fighting parties into areas of great danger.

**MURPHY, Joseph N., Capt. (then Comdr.), USN, Washington, D.C.:** As executive officer of a cruiser, when that vessel was attacked by friendly aircraft during the Battle for Leyte Gulf and blasting furiously and rocked by explosions, he gained aboard a period of seven hazardous hours. He directed heroic efforts toward saving the Princeton, despite the terrific damage, and contributed to fire-fighting parties into areas of great danger.

**NIMITZ, Chester W., Jr., Comdr., USN, Wellfleet, Mass.:** As commanding officer of a submarine on its 7th war patrol in enemy-controlled waters, he skillfully directed his vessel in a series of successful torpedo attacks and gun attacks on war and escorted merchant shipping. With outstanding aggressiveness and determination to inflict the maximum damage on enemy forces he engaged and sank several enemy warships. In further attacks on heavily escorted convoys he accounted for a total of 17,500 tons of shipping and 1,300 tons damaged. He displayed sound tactical judgment in his decisions on all attacks and maneuvered his ship expertly.

**NEWLANE, Terrell A., Comdr., USN, Coronado, Calif.:** As CO of a destroyer in an attack against an advancing column of warships in the Southwest Pacific area he directed his ship against prolonged and heavy enemy gunfire to a position where he launched an accurate attack. He directed repair and damage-control operations in a cool, efficient manner, and by example inspired his men to such an extent that leaks were brought under control, enabling the ship to proceed under its own power. He personally entered the flooded, oil-soaked, burning engine room to rescue several of his own men trapped below and too badly hurt to help themselves.

**ROBERTS, Raymond M., Sic, USN, San Francisco, Calif. (posthumously):** While serving as acting gun captain aboard a warship during the invasion of Tinian, he was steadfast and alert in his new station, bringing his weapon into action against a pound-
ing barrage from hostile shore batteries. Although seriously wounded in the face by a hail of shell fragments early in the engagement, he courageously remained at his post and fired his gun with fierce determination until a second shower of fragments caused him to fall to the deck, mortally wounded. Even then, he stoically refused help for himself and ordered his men to keep firing. By his unwavering devotion to duty and great personal valor, Roberts was an example and inspiration to his comrades.

* SAWYER, Eugene B., Lt. (jg), USNR, Plain City, Ohio: As a pilot during an attack on a Jap task force in the Southwest Pacific Area he made a strike in the face of an intense barrage of fire. In spite of the fire and with the knowledge that his fuel supply was insufficient to carry him safely back to his base, he drove home his attack, which damaged and unbalanced and sustained hostile bombing and strafing attacks. He rendered valiant service during the gallant stand by our forces against a prolonged and determined siege by the Japanese.

* STREETER, Eugene J., Lt. (jg), USNR, Fresno, Calif. (missing in action): While serving as a fighter pilot in a squadron attached to the USS Wasp, during the attack on a Jap task force in the face of a tremendous increase of antiaircraft fire, he was severely damaged by enemy gunfire. In spite of the fire and the enemy's continued attack, scoring two hits and strafing the decks of an enemy cruiser. His audacious attack, pressed home to low altitude in the face of vicious and heavy antiaircraft fire from numerous other units of the enemy fleet, so diverted fire to himself that the planes following him in the attack were able to complete their mission effectively.

* STEWART, Jerry A., Capt. (then Lt.), (CEC) USNR, Fairfield, Tex.: During the bombardment and occupation of the Philippine Islands beginning on 10 Dec. 1944, he was courageous and displayed outstanding and sustained hostile bombardment and strafing attacks. He rendered valiant service during the gallant stand by our forces against a prolonged and determined siege by the Japanese.

**Distinguished Service Medal**

Gold star in lieu of second award:

* SMITH, Julian C., Maj. Gen., USMC, Washington, D.C.: As Commanding General, Expeditionary Troops, 3d Fleet, from July to October 1944, he was a master of the many problems of the war against Japan.

Veteran Explorers Given Polar Expedition Medals

Two veteran Polar explorers, Capt. Robert A. Bartlett and Comdr. Donald B. MacMillan, USNR (Ret), were presented with Peary Polar Expedition Medals for the part they played 36 years ago in Admiral Peary's voyage, at ceremonies last month.

The awards were made by Rear Admiral Felix X. Gygax, USN, Commandant of the 1st Naval District, aboard Capt. Bartlett's schooner, the Enterprise, which is being fitted out at the base for another trip to the Arctic. The explorers were cited for their "exceptional fortitude, superb seamanship and fearless determination" which contributed materially to the success of the expedition in the discovery of the North Pole in 1909.

Capt. Bartlett and Comdr. MacMillan headed supporting parties when Admiral Peary made his dash for the pole. Capt. Bartlett, who was master of the Enterprise, reached the 88th parallel before turning back, while Comdr. MacMillan was carried back from the 86th parallel. The men have made frequent trips to the Arctic since. Capt. Bartlett retired from the Naval Reserve with the rank of lieutenant commander in 1939. Comdr. MacMillan was recalled to active duty early in this war.

**Polar Expedition Medals**

First award:

* DAVIS, Milton S., Commodore, USN (Ret), San Francisco, Calif.: As port director, San Francisco, from 1 Oct. 1939 to March 1943 and as regional shipping director from 13 Dec. 1943 to March 1945, he performed exceptionally meritorious service. By his expert appraisal of shipping conditions and his efficient reorganization and expansion of the office of the P o r t director, Commodore Davis made possible the effective handling of a tremendously increased load of shipping activities attendant upon the opening of hostilities in the Pacific Area. Skillfully obtaining the support and cooperation of the many civilian agencies and organizations necessary for the smooth functioning of cargo movement and water-borne shipping, he was able to meet the many problems of this vital phase of our successful prosecution of the war against Japan.

**Legion of Merit**

Gold star in lieu of third award:

* CATES, Charles J., Capt., USN, An- niston, Ala.: Commander of a de- stroyer squadron and a gunfire sup-
Gold star in lieu of second award:

- **CATE**, Charles J., Capt., USN, An-
  niston, Ala.: Commander of a de-
  stroyer squadron, Italy, 15 May to 5
  Aug. 1944.
- **DEL VALLE**, Juan M., Capt., USN,
  Cebu, Philippines: Assistant chief of
  staff, 15 May to 5 Aug. 1944.
- **HOLT**, Thomas J., Lt., USN,
  Yorktown, Va.: Assistant chief of
  staff, 15 May to 5 Aug. 1944.
- **JONES**, William F., Lt., USN,
  Lexington, Ky.: Assistant chief of
  staff, 15 May to 5 Aug. 1944.
- **KLAUS**, Henry H., Capt., USN,
  Portland, Ore.: Assistant chief of
  staff, 15 May to 5 Aug. 1944.
- **LAWSON**, William B., Capt.,
  USN, Washington, D.C.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **McDOUGALD**, Joseph H., Lt.,
  USN, New London, Conn.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **PARKER**, Robert M., Lt.,
  USN, New York, N.Y.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **RIBAUD**, Louis F., Capt.,
  USN, New York, N.Y.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **SMITH**, Edward H., Lt.,
  USN, New York, N.Y.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **WILSON**, Ralph E., Capt.,
  USN, Annapolis, Md.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **WOLFE**, Charles J., Capt.,
  USN, Annapolis, Md.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **WYATT**, John H., Capt.,
  USN, Annapolis, Md.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **YOUNG**, Charles H., Capt.,
  USN, Annapolis, Md.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.

First award:

- **CUSHMAN**, Thomas A., Lt.,
  USN, San Diego, Calif.: Assist-
  ant chief of staff, 15 May to 5
  Aug. 1944.
- **GEOFFREY**, Geoffrey R.,
  Lt., USN, San Francisco, Calif.: As-
  sistant chief of staff, 15 May to 5
  Aug. 1944.
- **HODGES**, Samuel J., Capt.,
  USN, San Francisco, Calif.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **MAGUIRE**, Charles J., Capt.,
  USN, San Francisco, Calif.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **McDOUGALD**, Joseph H., Lt.,
  USN, San Francisco, Calif.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **McKIBBEN**, Robert H., Lt.,
  USN, San Francisco, Calif.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **PARKER**, Robert M., Lt.,
  USN, San Francisco, Calif.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **WILSON**, Ralph E., Capt.,
  USN, Annapolis, Md.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.

Silver Star medal

- **SMITH**, Edward H., Lt.,
  USN, Annapolis, Md.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **WILSON**, Ralph E., Capt.,
  USN, Annapolis, Md.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **WYATT**, John H., Capt.,
  USN, Annapolis, Md.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **YOUNG**, Charles H., Capt.,
  USN, Annapolis, Md.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.

Gold star in lieu of third award:

- **CATER**, Charles J., Capt.,
  USN, Annapolis, Md.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **FAULKNER**, John H., Capt.,
  USN, Annapolis, Md.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **KLAUS**, Henry H., Capt.,
  USN, Annapolis, Md.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **LAWSON**, William B., Capt.,
  USN, Annapolis, Md.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **SMITH**, Edward H., Lt.,
  USN, Annapolis, Md.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **WILSON**, Ralph E., Capt.,
  USN, Annapolis, Md.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **WYATT**, John H., Capt.,
  USN, Annapolis, Md.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
- **YOUNG**, Charles H., Capt.,
  USN, Annapolis, Md.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.

Gold star in lieu of fourth award:

- **CUSHMAN**, Thomas A., Lt.,
  USN, San Diego, Calif.: Assist-
  ant chief of staff, 15 May to 5
  Aug. 1944.
- **GEOFFREY**, Geoffrey R.,
  Lt., USN, San Francisco, Calif.: As-
  sistant chief of staff, 15 May to 5
  Aug. 1944.
- **HODGES**, Samuel J., Capt.,
  USN, San Francisco, Calif.: Assistant
  chief of staff, 15 May to 5 Aug. 1944.
SILVER STAR MEDAL cont.

Medical collection section, Saipan, 15 June 1944.

Tolles, Calvin D., Slc, USNR, Chicago, III.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

Johnston, Wilford A., Slc, USN, Oakland, Calif.: Member of the crew of an escort carrier, southwest Pacific area.

Ketchum, Jim M., PhM2c, USN, Waco, Tex. (posthumously): Attached to Co. C, 2d Medical Bn., 2d Marine Div., Saipan, 15 June to 9 July 1944, Tinian, 24-31 July 1944.

Lee, Jack R., Slc, USNR, Peoria, Ill.: Member of the crew aboard an escort carrier, southwest Pacific area.

Kenseth, William V., Slc, USN, Omaha, Neb.: Member of the crew of an escort carrier, Battle for Leyte Gulf.


McGuirk, Daniel M., Capt., USN, Minersville, Pa.: Commander of a supporting unit of cruisers of a fast carrier task group, 15 Oct. 1944.

McKinnis, Joseph D., Comdr., USN, San Anselmo, Calif.: In command of a destroyer, Saipan, Battle of the Philippine Sea, Guam, Palau-Yap-Ulithi, Battle of Leyte Gulf.


Rasino, Vincent P., Slc, USNR, Portland, Oreg.: Member of the crew, escort carrier, Battle for Leyte Gulf.

Rohman, William J., HA1c, USNR, Odell, Ill. (posthumously): Company aid man, Marine division, Saipan, 15 June-4 July 1944.


Robinson, Paul, PhM1c, USN, San Rafael, Calif.: Aboard an aircraft carrier, Philippines, 24 Oct. 1944.

Rory, Raymond K., HA1c, USNR, Racine, Wis. (posthumously): Aboard PT 129, New Guinea, 7 May 1944.

Saganiec, Stanley A., SC2c, USNR, Garfield, N. J. (posthumously): Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

Shark, William W., Slc, USN, Lewiston, Mont.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

Sheemaker, John A., Slc, USNR, Delaware, Ark.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

Simpson, Daniel W., Lt. (jg), USNR, Warwick, Ga.: Officer of the deck of a submarine.

Smith, Robert M., Lt., USN, Wheaton, Ill.: Battery officer on an escort carrier, Battle for Leyte Gulf.

Snider, Richard T., BM1c, USCG, Fremont, Ohio: Action on Bisland Island, 25 July 1944.

Stoltz, David J., Lt. (jg), USNR, Syracuse, N. Y.: Battery officer on an escort carrier, Battle for Leyte Gulf.

Thomas, George E., Slc, USNR, San Jose, Calif.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

Threnvert, Walter R., BM1c, USN, Laurel, Va.: Aboard a vessel, Battle for Leyte Gulf.

Tripplett, Donald A., Slc, USN, Howard Lake, Minn.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

Ulberg, Merle S., Slc, USN, Anderson, Calif.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

Washier, John H., Slc, USNR, Anchorage, Ky.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

Welson, William R., StM1c, USNR, Toledo, Ohio: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

Wesson, Joseph H., Comdr., USN, Pasadena, Calif.: In command of a destroyer, Saipan, Battle of the Philippine Sea, Guam, Palau-Yap-Ulithi, Battle for Leyte Gulf.

Whetstone, Joe R., Slc, USN, Titus, Ala.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

Wilkinson, Joseph M. Jr., Slc, USNR, Baton Rouge, La.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:


First award:

Allen, Harry R., Lt. (jg), USNR, Bement, Ill.: Bombing Squadron 13, Marianas, Philippines, Formosa, Bonins.


Bregich, Herbert E., Lt. (jg), USNR, Brooklyn, N. Y.: Bombing Squadron 13, Marianas, Philippines, Formosa, Bonins, Ryukyus.

Crickwell, Frank H., Lt. (jg), USNR, Petersburg, Va.: Action in the Southwest Pacific.

Blair, Frederick J. C., Ens., USNR, Seattle, Wash.: Pilot of a fighter aircraft, Philippine areas, 14 Oct. 1944.


**GOLDBERG, Samuel E., LT (jg), New York, N. Y. (missing in action):** Pilot of a bombing plane, Philippines, 21 Sept. 1944.

**HAYWARD, John T., Comdr., USN, bombing squadron, Philippine area, 12 Sept. 1944.**

**Kalinin Bay, Russia:** Executive officer of carrier-based Dive Bomber Squadron 8, Gilbert, Marshall and Caroline Islands, 19 Nov. 1943-16 Feb. 1944.


**PETERS, James M., Comdr., USN, Alexandria, La.:** Commander of a composite squadron, Marcus Island, 31 Aug. 1943.

**PHILLIPS, John P., Lt., USNR, Cleveland, Ohio (missing in action):** Executive officer of carrier-based Dive Bomber Squadron 6, Gilbert, Marshall and Caroline Islands, 19 Nov. 1943-16 Feb. 1944.

**ROOKE, Andrew H. 3d, Lt. (jg), USNR, Rockingham, N. C. (missing in action):** Pilot of a bombing plane, Philippine, 24 Sept. 1944.


**Ross, Robert C., Lt., USNR, Los Angeles, Calif.:** Pilot of a fighter plane, Tarawa and Wake, 18 Sept. and 5 Oct. 1943.


**SILBER, Sam L., Comdr., USN, Fort Payne, Ala.:** Air group commander, Tarawa and Wake, 18 Sept. and 5 Oct. 1943.

**BRONZE STAR MEDAL**

Gold star in lieu of second award:

- **DOHERTY, Augustine J., Lt., USNR**
  - Winsted, Conn.: Aide, flag lieutenant signal officer on the staff of a task force commander, August 1943 to January 1945.


- **WALSH, John F., Capt. (then Lt.), USN**, Hibernia, Minn.: CO of an LCI, Palus, 23 Sept. 1944.

First award:


- **ATKINSON, John C., Comdr., USN**, Columbia, Ala.: CO of a destroyer, Palau and Philippine landing operations.

- **BARTCROFT, Fred J., Lt., USNR**, Fort Montgomery, N.Y.: Member of the staff of a transport beach party, Leyte, 20 Oct. 1944.


**NAVY & MARINE CORPS MEDAL cont.**


- **IVY, Charles B., MoMM1c, USCGR**, Goldwater, Tex.: Member of the crew of USCG cutter 16, coast of France, June 1944.

- **LANG, Ernest H. Jr., GM3c, USCG**, Scranton, Pa.: Member of the crew of USCG cutter, 3d Bn., 21st Marines, 3d Marine Div., Guam, 21 July 1944.

- **LIND, Max T., Slc, USCGR, Sheridan, Oreg. (posthumously)**
  - Dayton, Ohio: Crew member of a CG cutter, 30 June 1944, coast of France.

- **MOSCHETTI, George A., MoMM1c, USCGR**, Greensburg, Pa.: Crew member of a CG cutter, 30 June 1944, coast of France.

- **MOSES, Raymond, Cox., USNR, Nespelem, Wash.: Philippines, 24 Oct. 1944.**

- **NORTH, James E., BM2c, USCGR**, West Palm Beach, Fla.: Member of the crew of USCG cutter 16, coast of France, June 1944.

- **PAUSE, Robert H., Lt., USCGR, Astoria, Ore. (posthumously)**
  - Executive officer of the USS Exocet, 3 Feb. 1943.

- **RACANELLE, Vito N., SoM2c, USCGR, San Francisco, Calif.: Crew member of a CG cutter, 30 June 1944, coast of France.**

- **SEAMON, Max T., Slc, USCGR, Sherrburne, N.Y.: Aboard a cutter, 7 Aug. 1944, coast of France.**

- **WHEELWRIGHT (NAS, Cape May, N.J.)**
  - "No spring hats in the Waves, Irene!"


- **STOVER, William E., Lt., (MC), USN**
  - San Francisco, Calif.: USS YMS 16, Pacific area, 4 Dec. 1943.

- **WELLS, Charles B., MoMM2c, USCG**
  - Bradenton, Fla.: Member of the crew of USCG cutter, 3d Bn., 21st Marines, 3d Marine Div., Guam, 21 July 1944.

- **WILSON, Jeffery T., CT2, USN**, New Orleans, La.: Aboard uss LCI(L) 84, invasion of Normandy.

- **WINDSOR, John, E., CPO, (MC), USN**, Philadelphia, Pa.: Member of the crew of a flotilla, Coast Guard cutter, 3d Bn., 21st Marines, 3d Marine Div., Guam, 21 July 1944.

**ALL HANDS**


**HOLLADAY, Darwin A., PhM2c, USN, Chattanooga, Tenn. (posthumously):** Collecting section, 4th Medical BN, 4th Marine Div, Saipan, 15 June-9 July 1944.

**HOMESLEY, Gerald, Cpl, USMC, Lawton, Okla.:** Operator of an amphibious tractor, Saipan, 15 June 1944.

**HUDSON, Albert L., CMO4M, USN, Seattle, Wash. (missing in action):** Hydraulic manifold operator aboard a submarine.

**HUGHES, John F. Jr., Lt. (jg), USNR, Lansdowne, Pa.:** OinC of a craft engaged in resupplying a base.

**HUTCHINSON, Myron W. Jr., Capt., USN, Norfolk, Va.:** OinC and senior member of all inspection boards of the Atlantic Fleet Amphibious Training Command.

**HUTTON, William E., Lt. Comdr, USNR, Detroit, Mich.:** Assistant to the air officer and V-4 division officer from 24 Nov. 1943 to 4 Aug. 1944, ship's secretary and awards officer, 4 Aug.-29 Oct. 1944.

**JEFFERY, Eugene C., CPMH, USNR, Kansas City, Kans.:** Attached to a boat pool, Solomons, 2-4 July 1943.

**JENKINS, Robert P., Lt., USN, Rollton, Ga.:** CO of a minesweeper, Guadalcanal, 14 Oct. 1944.

**JENKINS, Robert P., Lt., USN, Springfield, Mass.:** Control officer of a gun battery aboard a destroyer, London, Conn.: Member of the crew aboard a submarine.

**KEYES, Charles M., Comdr., USN, Greeley, Colo.:** CO of a destroyer, Kurils, June 1944.

**KNOWS, Harry T., CEM, USN, Oakland, Calif.:** (missing in action) E in charge of interior communications, USS Grayback.

**LASSITER, Herbert C., Capt. (SC), USN, Supply officer on the staff of Commander Alaskan Sector, 1 July 1942 to September 1943.

**LEYBE, Leo H. Jr., Lt. (jg), USN, Rumford, R. I.:** Pacific operations.

**LEDGETTER, Edward H., PHM3c, USN, Chicago, Ill.:** (missing in action) E in charge of interior communications, USS Grayback.

**LUCAS, Howard W., CPO2c, USN, Providence, R. I.:** Aboard ship, Philippine Islands, 24 Oct. 1944.


**LANDIS, Leslie J., Pharmacist, USN, Highland, N. Y.:** Member of the crew aboard a submarine.

**LOCASTO, Angelo, PHM4c, USN, Los Angeles, Calif.:** (missing in action) Aboard the USS Herder.

**LOWERY, George A., CBM, USCG, San Leandro, Calif.:** Aboard an Army tug, 14 July 1943.

**LYNCH, Richard B., Comdr., USN, Citronella, Ala.:** CO, submarine, Pacific area.


**MAKER, Lyon E., CPMH, USN, San Diego, Calif.:** (posthumously) Battle of Ro-Namur, Kwajalein Atoll, 1-5 Feb., 1944; Saipan, 15 June-9 July 1944.


**MANNING, Ralph E., EM2c, USN, Chicago, Ill.:** CO of a fire-support ship, Pacific area, June and July 1944.

**MARZANO, James P. Jr., Lt. (jg), USNR, Chicago, Ill.:** CO of a fire-support ship, Pacific area, June and July 1944.

**MCALMUS, Angus, CMM, USN, Walton, Onta.:** Member of the crew on a submarine.

**MCCANN, Allan R., Rear Admiral, USN, North Adams, Mass.:** CO of the USS Iwo Jima, western Pacific area.

**MCCLUSKEY, John W., Lt. (jg), USN, Detroit, Mich.:** Member landing craft.

**MCCLURE, Geo. X., Cox., USCG, Boston, Mass.:** Coxswain of a landing boat, Kwajalein, January and February 1944; Guam, July 1944; Peleliu, September 1944; Leyte, 20 Oct. 1944.

**MCDONALD, Carl T., Capt., USN, Verona, N. J.:** OinC, convoy and routing section, Operations Division, staff of ComSoPac and SoPacFor, 2 July 1943-25 March 1944.

**MEAYER, Bernard H., Comdr., USN, St. Petersburg, Fla.:** CO of the USS Ericson, Italy.

**MICHIELS, John H., Lt., USCG, Rockville Center, N.Y.:** Executive officer of a Coast Guard cutter, Atlantic Fleet, summer and fall of 1943.

**MILTON, William J., Lt., USNR, New London, Conn.:** Chief of the boat on a submarine.

**MISKELL, Robert P., PHM3c, USNR, Cordova, Ala.:** Normal duty invasion.

**MITCHELL, Eugene V., BM1c, USN, Glamorgan, Va.:** Aboard ship, Philippine Islands, 24 Oct. 1944.

**MOORE, Donald S., Lt. (jg), USN, Otsego, Mont.:** Member of the crew aboard a submarine.

**MOORE, Thomas H., CMM, USN, Evansville, Ill.:** CO of the USS Phinizy, Pacific area.

**MOREY, David N. Jr., Lt., USNR, Milwaukee, Wis.:** Aboard ship, Philippine Islands, 24 Oct. 1944.

**MORGAN, Arthur B., EM2c, USN, Butte, Mont.:** (missing in action) Aboard the USS Harder.

**MOULTON, Horace D., Comdr., USN, Huntington Park, Calif.:** Air operations officer, staff of Commander, SoPacFor, 3 Aug. 1943-25 March 1944.

**MUNGER, Malcolm T., Comdr., USN, Steenham, Mass.:** CO of a close-in fire support ship, Pacific area, 15 June to 2 Aug. 1944.

**NAZARO, Thomas W., Lt., USN, Concord, N. H.:** Executive officer, destroyer escort, Algerian coast.

**NELSON, Edward C., HA1c, USN, St. Paul, Minn.:** Corpsman with a Marine infantry battalion, Peloia, 16 Sept. 1944.

**NEWBERRY, Merle O. Pfc., USMC, Milwaukee, Wis.:** Guadalcanal, British Solomon Islands, Tarawa, Saipan actions, August 1942-July 1944.

**NISBETT, Theron C., Comdr., USN, Coronado, Calif.:** CO of a close-in fire support ship, Pacific area, 15 June to 2 Aug. 1944.

**OVERBY, Gilbert L., MM3c, USN, St. Louis, Mo.:** Member of the crew a landing boat.

**PATTAR, Robert W., Lt., USCG, Encino, Calif.:** Crew member of an Army tug, 5-6 Dec. 1944.

**PATTERSON, Joseph L., Lt. (jg), USS Marcus, Marion, N. C.:** OinC, naval combat demolition unit, invasion of southern France.

**PARKER, Lloyd W., Comdr., USN, Vigo Beach, Va.:** CO, Photographic Squadron 2, photographic officer on staff of Commander, Air Force, Atlantic Fleet, October 1943-March 1945.

**PARSONS, Edward J., Lt., USN, Revere, Mass.:** (posthumously) Member of a landing boat crew, invasion of Saipan, 14 June 1944.

**PATTERSON, Donald H., Lt., USNR, Baltimore, Md.:** CO of the USS Somers, invasion of southern France.

**PATTERSON, John P., RM2c, USN, Townsend, Mont.:** Coxswain of a landing boat, September 1943.

**PATTERSON, Robert H., SE2, USN, Burbank, Calif.:** Aboard ship, Philippine Islands, 24 Oct. 1944.
BRONZE STAR MEDAL cont.

★ Pattison, Brewster G., Ens., USCG, Rochester, N.Y.: CO, Coast Guard cutter, invasion of Normandy.


★ Pelliteri, Lucien E., AMM2c, USN, Salem, Mass.: USS Princep, Battle for Leyte Gulf.

★ Pettis, Albert C., CEM, USN, Haverhill, Mass.: Chief of the boat, submarine.


★ Pike, Clarence H., Capt., USN, Marblehead, Mass.: CO, USS Uteus, invasion of southern France.

★ Pool, Thornton R., Lt., USNR, Plano, Tex.: CO, submarine, Pacific area.

★ Plutchik, Charles J. Jr., Lt., USN, St. Petersburg, Fla.: CO of a YMS, Anzio-Nettuno area, January 1944.

★ Holmes, William V., PhM3c, USNR, Warwick, Va.: Executive officer, Atlantic area.

★ Schaefer, Herman E., Capt., USN, Port Chester, N.Y.: CO of a transport, Pacific area.

★ Schenkel, Albert M., Chief Machinist, USNR, Bronx, N.Y.: OnC of a repair party, Atlantic area.

★ Schwartz, Charles, Jr., Lt., USN, St. Petersburg, Fla.: CO of a YMS, Anzio-Nettuno area, January 1944.

★ Shepp, Andrew G., Capt., USN, Rochester, N.Y.: Mount captain, aircraft carrier, Philippine Islands.

★ Sisk, Jesse L., BM1c, USN, Winchester, Tex.: In charge auxiliary machinery, submarine.

★ Smart, Ned E., Slc, USCG, Gideon, Mo.: Crew member of an Army tug, 5-6 Dec. 1944.

★ Smith, David B., Lt. (jg), USNR, Bridgeport, Conn.: Division officer and beachmaster, boat pool, Rendova-New Georgia area, Solomon Islands, 30 June-6 Aug. 1943.

★ Smith, Edwin E., Lt. (jg), USCG, Westfield, Mass.: CO, Coast Guard cutter, Normandy invasion.

★ Smith, James P., Lt. (jg), USNR, Black Rock, N. J.: CO of a Coast Guard cutter, invasion of Normandy.

★ Southard, James W., MoMM3c, USN, Mansfield, Ohio: (posthumously) Member of a crew on LSVF 577-4, Normandy invasion.


★ Starratt, William J., Lt. (jg), USNR, Boyertown, Pa.: CO of a Coast Guard cutter, invasion of Normandy.

★ Stephens, Robert W., Lt., USN, Assistant approach officer, submarine.

★ Stewart, Ernest, Lt., USN, Auburn, Calif.: Naval gunfire liaison officer, Biak, New Guinea, 27 May 1944.

★ Stevens, Roy L., Chief Machinist, USN, Colom, Pa.: Aboard the USS AT-1, Anzio-Nettuno area, October 1943.

★ Straughn, William D. Jr., Lt., USCG, Philadelphia, Pa.: CO of the USS LST 347, coast of France, 10 June 1944.

★ Stratusbaugh, Lee Wilson, USN, Port Royal, S. C.: Naval combat photographic unit, invasion of southern France.

★ Stubbs, Jay A., MM3c, USNR, Sioux City, Iowa: Action on Saipan, June 1944.


★ Thomas, William P., PhM2c, USNR, Seattle, Wash.: Marine engineer division, Saipan in July 1944.

★ Tobin, Robert G., Capt., USN, Danville, Va.: CO, cruiser, Kolombangara, Shortland and Bougainville, British Solomon Islands, 29 June-20 July 1943.

★ Turner, Vernon C., Comdr., USN, Brownwood, Tex.: CO, submarine, Pacific area.


★ Wallace, Lawrence A., Lt. (jg), USN, Wichita, Kan.: Executive officer and CO of motor torpedo boats, December 1943 to October 1944.

★ Walser, Richard G., Lt., USN, Lexington, N.C.: Communications watch officer, 7th Amphibious Force, South-west Pacific area.


★ Wilson, Harold G., Co3M3c, USN, Lynn, Mass.: CO, Pacific area.

★ Wilson, Ralph E., Capt., USN, Salem, Ore.: Senior assistant operations officer, staff of ComSoPac, SoPacFor, 31 Aug. 1943-25 March 1944.


★ Wright, Clarence C., Lt., USN, Newton, Conn.: Aboard a destroyer, engineering plant, Allied troops to the Philippines.

★ Young, George G., CFPCM, USN, Rosilandale, Mass.: Operated the main battery computer in a destroyer, maintained all fire-control equipment.

"I just know I've seen him somewhere before!"
Change in Rules Limits Sea, Foreign Pay; Here's a Summary of the New Regulations

Changes in regulations governing sea and foreign-duty pay have been issued by the Secretary of the Navy, under which personnel who have been receiving sea pay for duty in inland waters and on vessels not in commission are due to lose the 10 or 20% extra compensation for which they have been eligible in the past.

For pay purposes sea duty is defined by the directive (NDB, 31 May, 45-630) as follows:
- Service while assigned to duty with Armed Guard crews, communication, convoy groups, amphibious or Fleet Marine Forces, and mobile hospital units, for all periods when actually serving aboard vessels, and for a period not to exceed 30 days of shore duty immediately following and while still assigned to the same duty.
- Service performed by instructors and students at surface-ship or submarine schools for those days actually under way outside of inland waters, as defined in detail by Navy Regs., Chap. 55, Sec. 3.
- Service performed in an eligible vessel following issuance of orders by a competent authority (including temporary additional duty even though the primary duty is shore duty).
- Service as temporary additional duty ashore for a period not to exceed 30 consecutive days while the man is still attached to the vessel or assigned to duty as a regular or relief crew member, except as provided below.
- Service performed by all personnel attached to ship-based aviation units, including periods temporarily based ashore. (The term "ship-based aviation unit" is used to describe an aviation unit attached to and serving on board a vessel in full commission. The term "temporarily based ashore" is used to describe a unit landed ashore with intent to return to the same vessel from which it was landed, and for example during a navy yard overhaul period.)
- Service performed by personnel under flight orders attached to fleet, sea-frontier or local defense units.
- Service performed by personnel under flight orders attached to NATS for periods of flight beyond the continental limits of the U. S.

Personnel are NOT considered to be on sea duty for pay purposes:
- While assigned to or serving with shore-based administrative or maintenance organizations of any unit (except for service actually performed in a vessel).
- While attached to receiving ships or station ships.
- While attached to or serving in a vessel which is not in commission, or one that is restricted to service within the inland waters of the U. S., or in a non-self-propelled vessel, except for those days during which the vessel, by order of competent authority, actually operates outside of inland waters.

Personnel are, likewise, not eligible to receive sea-duty or foreign-service pay:
- While suspended or otherwise removed from duty by reason of an offense which results in conviction by court-martial.
- While confined in a brig or prison following court-martial sentence. (COs are to notify disbursing officers in writing at the time of suspension or removal from duty and upon restoration to duty. Where trial does not result in conviction, retroactive sea or foreign-service pay is credited.)

How Sea Pay is Computed

The Pay Readjustment Act of 1942 provides additional pay for personnel of the Army, Navy, Marine Corps and Coast Guard, including the reserve components, while serving on sea duty, as defined by the head of the service concerned, or while on duty at any place beyond the continental limits of the U. S. or in Alaska, effective as of 7 Dec. 1941.

Enlisted personnel and warrant officers are eligible to receive 20% of their base pay as additional compensation. Commissioned officers, including commissioned (chief) warrant officers, receive 10% of base pay as additional compensation.

Enlisted men serving at sea on submarines receive 50% additional pay for their submarine service, plus 20% of their combined base pay and submarine-duty pay for their sea service. Submarine officers receive 50% additional compensation, plus 10% of their combined base pay and submarine-duty pay for their sea service. Personnel on flight duty receive flight pay and sea-duty pay, figured on the same basis as for those serving in submarines.

Members of the Insular Force (such as the Chamorros on Guam) are entitled to 20% increase on the base-pay rates which are applicable to such personnel.

Midshipmen, aviation cadets, and Coast Guard cadets are not entitled to sea-duty or foreign-service pay.

Period of Sea-Duty Pay

When ordered to sea duty, personnel are entitled to sea-duty pay from the date of reporting orders and including the date of detachment from duty, as stated in the orders. Personnel are entitled to continue receiving their sea-duty pay while on authorized leave (not in excess of the statutory limit) or while sick in a hospital, provided they are not detached from sea duty.

Foreign-Service Pay

Although the percentages for figuring sea-duty pay are the same as for foreign-service pay, the two are considered separately in that they do not apply in the same manner to officers without dependents. Such officers receive no rental allowance while on sea duty, but continue to receive their rental allowance when on foreign-service duty. Officers with dependents receive rental allowance in both instances.

Period of Foreign-Service Pay

Enlisted personnel and officers are entitled to receive foreign-service pay from the date of departure from the U. S. continental limits to the date of return. Personnel en route to join a vessel or to report for sea duty beyond U. S. continental limits, those en route between duty stations afloat and ashore beyond the continental U. S., and those en route to the U. S. after detachment from sea duty beyond U. S. continental limits are not eligible to receive sea-duty pay during these periods, but are entitled to foreign-service pay.

Personnel who are on duty in the U. S. and who are ordered to temporary duty beyond the continental limits or in Alaska, are not entitled for foreign-service pay, if the temporary duty is for less than seven days' duration and if such temporary duty is incident to or in direct connection with the paramount or primary duty in the U. S. Personnel on duty overseas or in Alaska are not eligible to receive foreign-service pay for periods of temporary duty which they spend within U. S. continental limits.

The letter provides that all communications relative to sea duty for pay purposes are to be directed, via official channels, to the Chief of Naval Personnel, and are to contain a full statement of facts pertinent to the case.

Subsistence Allowance Raised 45 Cents a Day

Effective 1 June, enlisted men of the Navy, Marine Corps and Coast Guard received a 45-cent increase in the daily subsistence allowance authorized where no Government messing facilities are furnished. Executive Order No. 9561, which raised the total subsistence allowance to $2.25 a day, is effective until 30 June 1946 and was announced in Alman 126-45 (NDB, 15 June, 45-626). The order also extended a similar increase to Army personnel.
EIGHTEEN SPECIALIZED OFFICER-RECRUITING PROGRAMS ANNOUNCED BY BUPERS

Among the nineteen specialized officer-recruiting programs announced by BUPERS last month for which a limited number of candidates are being sought from the enlisted ranks for appointment as officers in the armed forces, are

- Radar officers
- Radar material officers
- Packaging officers
- Parking officers
- Personnel officers
- Medical officers
- Dental officers
- Chaplain officers
- Stevedore officers
- Petroleum inspectors
- Malaria officers
- Entomology officers
- Supply officers, administrative
- Supply officers, general service
- Financial officers
- Radar officers
- Radar material officers
- Packaging officers
- Parking officers
- Personnel officers
- Medical officers
- Dental officers
- Chaplain officers
- Stevedore officers
- Petroleum inspectors
- Malaria officers
- Entomology officers
- Supply officers, administrative
- Supply officers, general service
- Financial officers
- Radar officers
- Radar material officers
- Packaging officers
- Parking officers
- Personnel officers
- Medical officers
- Dental officers
- Chaplain officers
- Stevedore officers
- Petroleum inspectors
- Malaria officers
- Entomology officers
- Supply officers, administrative
- Supply officers, general service
- Financial officers

In an effort to meet the following general qualifications stated in BuPers Cir. Ltr. 6095 (NDB, June 16, 46-649): Applicants must possess officerlike qualities and be U.S. citizens, free from physical defects which are organic and likely to become disabling or to interfere with their performance of duty. Ordinarily, visual acuity of 15/20 in each eye will be required for line-officer billets, and 20/20 for staff-officer billets, both correctible to 20/20 with glasses, and normal color perception. Exceptions to these general qualifications will be given to applicants who have had successful experience in connection with organization management in an executive capacity, who have achieved the handling of groups of people, the planning of operations, and the determination of plans and policy. Must have experience in one or more of the following fields: general business, corporation law, procurement, inventory control, storage or movement of supplies and materials. Consideration will be given to applicants with eyesight 20/20 correctible to 20/20, and with defective color perception. Age, 19-38.

supply officers, administrative: Must have a college degree, preferably in business administration or a related field, plus at least five years of practical business experience. Must have had successful experience in connection with organization management in an executive capacity, the handling of groups of people, the planning of operations, and the determination of plans and policy. Must have experience in one or more of the following fields: general business, corporation law, procurement, inventory control, storage or movement of supplies and materials. Consideration will be given to applicants with eyesight 20/20 correctible to 20/20, and with defective color perception. Age, 19-38.

port director officers: Must have at least five years' experience as one of the following: marine, port terminal, pier, or stevedore superintendent; stevedore, port captain, export manager, marine engineer (maintenance), traffic manager, shipping agent. College education desirable, but extensive experience will be accepted in lieu of formal education. Physical waivers, age, 20-35.

procurement expediters: Must have a degree in mechanical engineering, electrical engineering, or a related field, plus at least five years of experience as one of the above categories. At least four years' experience in industrial expediting desirable, and two years of such experience are essential. Physical waivers, age, 29-40.

Petroleum inspectors: Should have a degree in petroleum or chemical engineering, plus five years' experience in the petroleum industry, plus at least five years' actual refinery and laboratory experience in analysis of petroleum products. Physical waivers, age, 29-40.

Malaria officers: Must have at least three years' experience in a responsible supervisory capacity in large-scale surveying, including analysis of materials-handling problems and application or use of the fork-truck pallet system; plus experience in the use of fork truck, pallets, trucks, trailers, cranes, cranes, and other handling equipment. Careful screening will be required to segregate stock clerks from the expert male handlers required for this program. Physical waivers, age, 27-38.

Packaging officers: Must have degree, preferably in engineering, plus at least three years' experience in packaging or field field. This should include production experience in manufacturing in one of the following fields: corrugated, solid, fiber, folding. Set-up, nailed wood, wirebound, cleated plywood, cleated fiber board, or crating. Physical waivers, age, 27-38.

V.D. control officers: Must have a degree, and at least one year of recent practical experience in V.D. control work with the U.S. Public Health Service, state or local health department, the Division of Social Protection (Federal Security Agency), the American Social Hygiene Association and affiliates, or the National Tuberculosis Association. Consideration will be given to applicants having a degree and having completed two years of satisfactory work in medical school. Physical waivers, age, 30-45.

Patent solicitors: Must hold a technical or engineering degree with a background of electronic experience, or the equivalent, plus at least five years' experience in electronics education and experience. Must have at least two years' experience in either the Patent Office, a patent law firm, or the patent division of a corporation. A law degree desirable but not essential, and will not be accepted in lieu of practical experience. Physical waivers, age, 27-45.

Radar material officers: Candidates for temporary appointment must be either EE, CRM or CRT. Those for permanent appointment must have a college degree and be RT2 or RM2 or higher. Candidates for both temporary and permanent appointment must be graduates in the upper 15% of the class of the Naval School at the Naval Research Laboratory or Treasure Island or Navy Pier, Chicago, or have had equivalent experience in the naval service. No waivers. Age, 18-35.

Motion picture distribution officers: Must possess a thorough knowledge of release schedules, availabilities, and play dates; the booking, shipping, and circulation of motion pictures and other problems peculiar to theaters and motion picture exchanges, gained from experience in the booking of entertainment motion pictures. Physical waivers, age, 25-45.

As stated in the directive, the mere fact that an applicant meets the minimum qualifications listed above does not guarantee appointment. Applicants must have the O's recommendation, and applications are to be submitted to BUPERS, via official channels, in accordance with provisions of BuPers Cir. Ltr. 6095 (NDB, June 16, 46-649), details of which were published in ALL HANDS, June 1945, p. 72-78.
New Naval Aviation Preparatory Program
Set Up for Younger Enlisted Men

A Naval Aviation Preparatory Program, designed for younger and less experienced enlisted men who wish to become naval aviators, has been established to provide appropriate college training for prospective aviation cadets prior to their assignment to the standard flight training program. Announced by Nav Pub 127-45, 15 June 1945, (NDB, 15 June 1945, 45-627). Eligible are unmarried men who will not have reached their 20th birthday by 1 Nov. 1945, and who have not advanced beyond the 5th pay grade (S1c or equivalent).

Candidates selected for the program will be assigned on or about 1 Nov. 1945 to certain colleges participating in the Navy V-12 Program. It is not expected that the length of the college training will be more than three terms of four months each prior to transfer to Navy pre-flight schools. Each candidate must continue to demonstrate satisfactory scholarship, physical fitness, conduct and aptitude for officer-candidate training. Full student status will not be returned to general duty for failure to meet minimum education requirements.

Aptitude:
Attain the following minimum acceptable grades on the Aviation Aptitude Tests: Aviation Classification Test, C; Mechanical Comprehension Test, C; Flight Aptitude Rating, D minus. These tests may not be given a second time to applicants who have previously been processed for the flight training program.

Physical:
Be physically qualified and aeronautically adapted for the actual control of aircraft in accordance with Chapter XI of BuMed Manual for Commission (aviation) except: height—minimum 66 inches; weight—for 17-year-old applicants, a minimum of 115 pounds if being proportion to height; for applicants who have reached their 18th birthday, a minimum of 120 pounds, if otherwise healthy and well-developed. Teeth—18 sound, vital teeth, with at least two molars in functional occlusion and not more than 4 incisors missing which are satisfactorily replaced.

Men who have been separated from the flight training program of the Army or Navy by reason of flight failure are not eligible. Those who have been separated from any officer-candidate program of the Army, Navy, Marine Corps or Coast Guard by reasons other than flight failure must complete six months' sea duty before applying for this program, according to sea-duty provisions contained in BuPers Circ. Ltr. 297-44 (NDB, July-Dec., 44-1145).

Since recommendations for this training must be considered essentially as nominations for commissioned status, they take precedence over any current enlisted employment, rating or training not leading specifically to commissioned status. When applicants become aviation cadets they must agree to remain on active duty for four years, including period undergoing training as aviation cadets, unless separated from the program or sooner released by the Navy. Individual applications are to be submitted to the CO, who is to consider all applications and is to select those men best qualified in all respects for transfer to the Naval Aviation Preparatory Program and for training as officer-candidates. Recommendations are to be forward to appropriate General Officer Commanding so as to arrive not later than 20 Aug. 1945.

(For complete details, see BuPers Circ. Ltr. 179-45 (NDB, 30 June 1945).

JULY 1945

Time Limit on Income Tax
Extended for Servicemen
Now Returning to U. S.

The time limit within which servicemen returning to the United States must file or pay income taxes has been extended by a recent ruling of the Treasury Department (T.D. 5455, approved 9 June 1945).

Where the date for filing Federal income tax returns or making any payment of income tax fell due while a member of the armed forces was on sea duty or serving outside the continental U. S., and the man did not return to the U. S. until on or after 1 Jan. 1945, such obligation is automatically postponed, without penalty or interest, until the 15th day of the sixth month following the month of his return.

In the event the date of any return or payment falls due following his return to the U. S., the postponement is also applicable, providing payment or return falls due prior to the 15th day of the sixth month following the month in which falls the last day of a period of 91 days or more of continuous service at sea or outside the continental U. S. and providing the last day of that period of service occurs on or after 1 Jan. 1945.

This amendment of Treasury Regulations has no application to the postponed due date for filing Federal income tax returns and making payments by members of the armed forces who returned to the U. S. prior to 1 Jan. 1945. That date remains the 15th day of the fourth month following the month in which the individual returned to the U. S.

OK to Collect Tobacco Ration for a Dependent

Holders of military tobacco-ration cards may make purchases for one adult dependent, using that dependent's card, if they do so at the same time that they are making purchases of tobacco allowed by their own ration cards.

This ruling was issued to all stations in the continental U. S. on 2 June 1945 by SecNav in an all-station communication. For details on the tobacco-rationing system, for service personnel in the U. S., see ALL HANDS, June 1945, p. 75.
Rules Issued on Leave or Release
For Waves Married to Servicemen

General policies providing for extension and change of status from the service for Waves married to servicemen returned from overseas, or separated from the service, as determined by the Joint Army-Navy Agreement, have been interpreted for the Navy in Women's Reserve Circ. Ltr. 4-45, dated 20 June 1945. The policies provide that:

- Waves on duty in the continental U.S. who are married to servicemen who return from overseas may be granted leave by their COs at the same time their husbands get leave. For enlisted women such leave may include earned annual leave and advanced unearned annual leave up to a total of 45 days exclusive of travel time. For officers this leave is chargeable against annual leave; in cases where their accumulated leave amounts to less than 45 days, the balance is to be taken without pay. In unusual cases, such as when the Wave's husband is a returned prisoner-of-war or a survivor, the Wave may request discharge or separation from the service for Waves married to servicemen returned from overseas for duty in the States may submit requests to BuPers for transfer, discharge or separation from the service.

- Waves with at least one year's active duty and who are married to servicemen returned from overseas for duty in the States may submit requests to BuPers for transfer, discharge or separation from the service.

If the Wave is hospitalized or in a disciplinary status, discharge may not be effected until she has been fully re-stored to duty or is no longer in a disciplinary or probationary status. If the Wave is determined by activity not authorized to effect discharge, the CO is to designate her for discharge and transfer her to an activity which has this authority.

- Waves with at least one year's active duty and who are married to servicemen released to inactive duty, discharged or separated from the service will depend on the needs of the service.

New Rules for Ship and Station Papers

Publication of ship and station newspapers is now governed by a new directive from the Secretary of the Navy dated 28 May (NDB 31 May, 45-526). The directive supercedes BuPers Manual, Art. 1790-4. Following is a brief summary of the main provisions:

Who may publish papers: Recognizing that ship and station newspapers are a positive factor in the problem of morale with which all commanding officers are concerned, the directive delegates authority to establish and maintain papers to the commanding officers without further reference to the Navy Department, on the basis of definitions in the directive.

To avoid duplication: No more than one newspaper may be published by any station except as specifically authorized.

Contents: Should be consistent with general function of promotion of the efficiency, welfare and contentment of personnel, and in conformance with generally accepted standards of good taste. No paid advertising material may be published in any paper as deemed necessary by local commanding officers.

How costs are met: Papers for naval personnel: by regular allotments under appropriation, "Welfare and Recreation, Navy," or from "Ship's Stores Profits" or from non-appropriated funds, as determined by CO. Papers for civilian personnel, or for civilian and naval personnel jointly: from non-appropriated funds, provided no civilians contribute in any way; otherwise, by such funds as may be authorized.

Distribution: Limited to the minimum quantity needed for promotion of the activity and for exchanges. Exchanges are encouraged. Copies are not to be mailed in penalty envelopes except for exchanges and other official purposes.

Production. Insofar as practicable, papers shall be produced on Government equipment.

ANNA HANDS
New Policies Favor Okay
On Requests for Sea Duty
From Enlisted Men in U. S.

BuPers policies governing action to be taken on individual requests from shore-based enlisted men within U. S. continental limits who desire sea duty have been announced by the Chief of Naval Personnel in a letter dated 24 March 1945 to the commandants of all continental naval districts and river commands, and the chiefs of all naval air training commands (Pers-6603-DW-7-P16-3/MM).

The following policies are in effect.

- All requests for sea duty which have favorable endorsements are to be granted.
- All requests from non-rated men are to be granted, regardless of endorsement, when the total number of men on board any station exceeds 80% of the authorized allowance.
- All requests from petty officers, class "A" graduates, and men on the stewards' branch are to be granted, regardless of endorsement, when the total number of men on board the station exceeds 80% of the allowance permitted for the various ratings authorized for that station. (Graduates of class "A" schools are to be counted for the respective rating groups when figuring the number of rated men within any rating aboard the station.)
- All requests which have unfavorable forwarding endorsements, and which do not fall in any of the above categories, are to be disapproved, including all requests received from enlisted men assigned to special programs.

The directive states that consideration is, however, to be given to any man who desires sea duty, and invites the attention of COs to the following programs under which men may be made available for transfer to sea: fleet interchange, recruit replacement, Wave replacement, shore-duty survey, and transfer to general detail.

BuPers desires, wherever practicable, enlisted men who have served a minimum of three months a shore personally request transfer to sea duty, their wishes being complied with, and states that they may be transferred without reference to BuPers or to administrative commands, within the limits of the policies established by the directive.

Individuals transferred to sea are to be given their choice of being sent to the nearest receiving station for assignment to general detail, or to the Naval Training and Distribution Center, Shoemaker, Calif., for assignment by ComWesSeaFron.

Requests for transfers to sea duty which cannot be accomplished within the scope of the directive are to be forwarded to the administrative command, which is to effect a redistribution within the command so that necessary replacements may be provided, thus enabling the man to go to sea, or to forward such requests to BuPers in the event that the percent-

Enlisted Promotion Rules Tightened; Time-in-Rate Waivers Further Limited

A general tightening of rules governing the advancement of enlisted personnel is provided by two recent directives.

The basic promotional directives, BuPers Cir. Ltr. 297 (NDB, July-Dec., 1944), has been modified by Alnav 114-45 (NDB, 16 June, 45-614) in the following respects:

- It is no longer possible to waive, for outstanding personnel, one-half of the time in rate required for advancement to pay grades 3 (PO2c) and above.
- At least three months' sea duty is now required in pay grade 3 and/or 4 (PO2c) for petty officers to pay grade 2 (PO1c) except for V-10 personnel, aviation branch ratings (other than SKV, TMV and PtrV rates), male specialist, RML, cable censor personnel, those classified permanently by BuPers as "mobilization ashore" or "limited duty," and SAD and SAO personnel.

- ACRT, ART1c, Cox. and QM8c may no longer be advanced in excess of allowances.

In addition, COs are directed by BuPers Cir. Ltr. 152-45 (NDB, 31 May, 45-576) to ascertain that men advanced to petty-officer ratings are fully qualified. They must have received the required marks on written examinations, be thoroughly indoctrinated in all practical factors, and be of petty officer caliber in that they demonstrate leadership, good judgment, and ability to assume responsibility.

As the Navy is now nearing its maximum allowable enlisted strength, it is necessary that only men be rated as petty officers in this way. The promotion of outstanding men will not be hindered and petty-officer jobs will be available for those who are best qualified to fill them.

Instances have come to the attention of BuPers, the letter states, where men in lieu of advancement have been advanced to petty officer rates without reference to BuPers. For the corresponding advancement of inexperienced personnel who were not given the opportunity to qualify fully due to the urgent need of petty officers, it is also felt that adverse promotions have been effected mainly as a reward for faithful service or because the minimum service in rating requirements have been met and without regard to the actual qualifications of the individual.

Reenlistment Allowance Based on Discharge Rating

Men discharged from the Naval Reserve for reenlistment in the regular Navy are paid reenlistment allowance based on the rating they hold at time of discharge even though such rating is a temporary one. An article in last month's ALL HANDS (p. 75) incorrectly stated that the permanent rating determined the amount of the allowance.
New Weekly Shortwave Radio Program Answers Questions of Men Overseas

Last month the Navy Department launched a new 15-minute radio program, “The Navy Reporter,” designed to bring pertinent news and information to all hands in the Navy, Marine Corps and Coast Guard serving outside of the U.S. The program, which was conceived and planned by Rear Admiral Wendell, the Deputy Chief of the Navy, is being broadcast each week over the shortwave facilities of the Armed Forces’ Radio Service.

In inaugurating the broadcast on June 5th, Mr. Forrestal invited all hands overseas to submit questions, the answers to which will be the basis of future broadcasts. “We’re not going to put any limit on the questions,” Mr. Forrestal said. “The men can ask all the questions they want, on any subject they want. But I know they will understand that with the time limit on the program, it can deal with only the questions most important to the greatest number of men.”

As the program is intended primarily for enlisted personnel, George T. Wendell, MoMMc, has been designated as the Washington representative for enlisted men overseas. He will interview top-ranking officers of the naval service and other Government agencies on those questions which seem to have the most widespread interest or application to enlisted men’s problems.

Wendell, a veteran of Guadalcanal and wearer of the Purple Heart, was referred to by the late Secretary of the Navy, Frank Knox, as “this war’s ‘fox holiest’ sailor;” after Wendell, disabled and awaiting evacuation to a rear base hospital, lived for 15 days in a foxhole. During the days of silent films, Wendell was known as “Freckles” in “Our Gang” comedies.

The announcer and news reporter on the program is Paul Sullivan, RdMZc, usnr, who before joining the Navy was a well-known network news-caster and commentator.

Vice Admiral Randall Jacob, USN, Chief of Naval Personnel, was interviewed on the second program on the subject of redeployment, demobilization, release and discharge as related to enlisted personnel. The third program featured Gen. A. A. Vandegrift, USMC, Commandant of the Marine Corps, and Comdr. Jack Dempsey, USNR, discussed Coast Guard problems on the fourth broadcast.

To have questions or problems aired on the programs, enlisted men are invited to write directly to “The Navy Reporter,” Armed Forces’ Radio, Los Angeles, Calif.

The broadcast schedules (Alnavs 117 and 121; NDB, 15 June, 45-617 and 621), is as follows (times are EWT for Atlantic coast, PWT for Pacific and Far East):

**Atlantic Coast**
ENGLAND-EUROPE-MEDITERRANEAN—Each Tuesday 1445-1500: WBOB, Boston, 15,310 kc 1746-1900: WCGB, New York, 11,145 kc
SOUTH ATLANTIC-AFRICA
Each Tuesday 1815-1930: WKLW, Atlanta, 15,230 and 17,565 kc
GREENLAND-ICELAND-ENGLAND
Each Tuesday 1815-1930: WBOS, Boston, 9,387 kc
**Pacific Coast**
ALASKA-ALEUTIANS-CHINA
Each Tuesday 1545-1600: KROJ, San Francisco, 17,776 kc 2130-2230: KROJ, San Francisco, 3,874 kc
SOUTHWEST PACIFIC-PHILIPPINES
Each Tuesday 1915-2030: KNMA, Dixon, Ohio, 11,560 and 15,150 kc
Each Wednesday 0245-0300: KGSE, San Francisco, 9,550 kc
SOUTHWEST PACIFIC-PACIFIC OCEAN AREA
Each Tuesday 0245-0300: KWIX, San Francisco, 9,555 and 6,146 kc
PHILIPPINES-CHINA
Each Tuesday 2115-2310: KWD, San Francisco, 11,870 kc
ALL PACIFIC-CHINA
Each Thursday 2015-2030: KRHO, Honolulu, 17,890 kc

*Secretary of the Navy Forrestal is interviewed by Paul Sullivan, RdMZc, and George T. Wendell, MoMMc, on first “Navy Reporter” broadcast.*

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**Rules Eased for Shipping Household Effects to Areas Opened to Naval Families**

Because of a shortage of Government shipping facilities in the Gulf, Caribbean and Panama Sea Frontiers, Mexico and Brazil, where families of naval personnel on duty are now permitted to establish homes, it has not been possible for the Navy to authorize them to ship their household effects and automobiles. However, the rules have been modified to permit those who are traveling by commercial airlines to ship 350 pounds of personal effects and 200 pounds for each dependent authorized to travel at Government expense who goes via commercial airlines. Only 50 pounds were previously authorized.

This rule does not, however, apply to families of naval personnel serving with U.S. Embassies or military missions, since they are permitted to ship their household effects while establishing homes in the permitted areas abroad.

For details, see all-station communiqué 061221 dated June 15, 1945 and all HANDS, June 1945, p. 70.

**Eligibility Is Widened For Honorable Discharge**

Enlisted personnel released from the Navy may now receive an “Honorable Discharge” (NavPers 660) under certain conditions which formerly would have entitled them to a “Discharge Under Honorable Conditions” (NavPers 661).

The change was effected by Alnav 150-45 (NDB, 15 June, 45-620) which was issued in advance of approved changes in BuPers Manual.

To be eligible for an “Honorable Discharge,” personnel must have marks in proficiency in rating and conduct of 3.0 and 3.25 respectively, and have no convictions by GCM and not more than one by SCM in the current enlistment.

**Reasons for Discharge for which the “Honorable Discharge” is now possible**

Expiration of enlistment, convenience of government, man’s own convenience, dependency existing prior to enlistment, dependency arising since enlistment, minors enlisted without consent—under 18 at time of discharge, under age of authorized enlistment, and medical survey or form Y, provided disability is not the result of the individual’s own misconduct.

Where the same reasons apply but marks are below 3.0 and 3.25 respectively, and have no convictions by GCM and not more than one by SCM in the current enlistment, the new instructions also provide that no “undesirable” discharge will be executed without prior reference to BuPers with a full report of facts and circumstances necessitating discharge.

Enlisted personnel serving on ships, in mobile units or beyond the U.S. when recommended for an undesirable discharge will be transferred to the nearest U.S. receiving station to await BuPers action.

*Official U.S. Navy photograph*
Uniform Rules Adopted
For AOL, AWOL Sentences

A SecNav order setting forth the policy of the Navy Department in regard to trials for wartime offenses involving absences and desertion and making effective GCM (general court martial) sentences became effective 1 July 1945. The new order (NDB, 31 May, 45-229) cancels and supersedes BuPers Manual, Art. D-9114, and SecNav ltr. A17-11 (1)/A17-20, of 27 Nov. 1944, and all other existing directives in conflict with it.

Except in special circumstances, the policies are to be strictly adhered to for uniformity. The reason for departure from policy must be stated by separate letter attached to the record of the case.

In general, the policies are:

Type of trial for first offenses:
- AOL less than 24 hours: Mast or deck court.
- AWOL over 30 days: General court.
- AWOL less than a week: General court.
- AWOL over 10 days: General court.

DEsertion:
All men AOL or AWOL for more than 45 days will be tried for desertion. The charge of desertion will be made in cases involving less than 45 days if there is evidence of desertion other than length of absence, apprehension or breaking arrest.

For second absence offense: (a) Offenders who for first absence offense have been punished at mast or convicted by deck court, will be tried by summary court; (b) offenders who for the first absence offense have been convicted by summary court will be tried by general court unless the second offense is less than 48 hours, in which event the type of court will be discretionary but not less than a summary court.

Third offenders will be tried by general court unless the absence is less than 48 hours, in which event the type of court will be discretionary but not less than a summary court.

Only those punishments at mast and convictions that occurred in the two years preceding the current offense, but not those in a previous enlistment or prior to an extension of an enlistment, will be considered in determining the type of court an offender will receive. (Men retained in the service because of the war—Alnav 155-41—are in fact serving in extension of enlistment.)

Reduction in rating of noncommissioned and petty officers by deck courts and summary courts martial for absence offenses is considered appropriate as part or all of the punishment.

MISSING SHIP OR MOBILE UNIT:
Where a man has missed the sailing of his ship or mobile unit, adequate disciplinary action is mandatory and, except under extenuating circumstances, trial by GCM is considered appropriate, regardless of length of absence.

In cases involving missing ship where the ship has moved from the pier or anchorage to another, or has only gone on a trial or post-repair run or local shakedown, or in similar cases, the trial by GCM is discretionary.

In GCM cases (including desertion, for which a sentence of at least three years plus the length of absence is appropriate), increases in the period of confinement over those set forth above are considered appropriate as follows:
1 month when the offender is apprehended or delivered to naval jurisdiction.
1 month for each prior conviction by deck or summary court martial, prior convictions to be considered in accordance with GCM.
2 months when offender missed ship or mobile unit.
3 months for each prior conviction by GCM.

In all GCM trials the accused will be afforded counsel of his own choosing whenever practicable; if not practicable, then competent counsel will be assigned to represent him, regardless of the plea.

When a man on probation commits an offense of sufficient gravity, the probation will be terminated but no further disciplinary action need be taken if serving out the remaining sentence of the first offense is considered sufficient punishment. If not so considered, the offender will be tried by an appropriate court in order that a new sentence may be imposed.

The practice of carrying out sentences of dishonorable and bad conduct discharges which are to be effectuated immediately (no confinement to be served) without recourse to the Bureau of Naval Personnel, Commandant, U. S. Marine Corps, or Commandant, U. S. Coast Guard, will be discontinued.

NEW NAVY SONG BOOK—128 attractively illustrated pages—is being distributed to Navy, Marine Corps and Coast Guard on a pro rata basis.

NEW NAVY SONG BOOK OUT

Distribution of the new United States Navy Song Book to Navy, Marine Corps and Coast Guard units on a pro rata basis was begun last month.

The book, attractively illustrated and modernly designed, contains 128 pages of words and music of old favorites, sea chanteys, service songs, patriotic numbers and humorous tunes. The music is written in four-part harmony, and will serve also for use as piano accompaniment. Ukulele and guitar chords are given.

The book was compiled by BuPers in cooperation with the Joint Army-Navy Committee on Welfare and Recreation, the Music Division of the Library of Congress, the Music Library Association, the U. S. Navy Band and music publishers.

A limited number of copies of the book (NavPers 15047) are available for official use. Requests to BuPers (Att: Special Services Division) will be honored until the supply is exhausted. Because of copyright restrictions, the book is not available for personal non-military use or purchase.
Only Men in Limited List Of Ratings Are Eligible For Aircrewman Designator

With personnel in the following ratings only declared eligible for the combat aircrewman designator (ARM, AMM, AMMF, AOM, PhoM, S1c, S2c, and strikers for ARM, AMM, AOM and PhoM ratings—personnel in other ratings are due to lose their (CA) designator under provisions of BuPers, Circ. Ltr. 164-45 (NDB, 15 June, 45-683).

However, in individual cases where CO's consider that the best interests of the Navy would be better served by a change in rating to one of those for which the (CA) is approved, they are authorized to hold in abeyance for a period not to exceed 90 days the cancellation of the (CA) designator for those personnel who have not been served notice of such cancellation.

In the future the (CA) designator will be assigned only to enlisted men in the permitted ratings who are qualified combat aircrew graduates of operating units under the command of the Chief of Naval Air Training, or such other units as may be designated by BuPers.

A combat aircrewman designator is assigned to a man, an entry is to be made in his service record, as well as information to indicate the extent to which he is currently best qualified to serve. This information is to be kept up to date so that he becomes better qualified in another type of aircraft.

The directive also provides that a board of three officers, including one medical officer, is to be appointed by the man's command to consider his ability the man's value to the Navy would be better served by a change in rating to one of those for combat aircrewman designator (CA) for which he would be designated by BuPers.

For combat aircrewmen who are to be given first priority in filling assigned quotas for combat aircrew training, and when such quotas are not currently assigned, requests from former combat aircrewmen are to be forwarded to BuPers with a statement of the man's physical qualifications.

Authority to wear the combat aircrew insignia does not constitute authority to affix the (CA) designator.

VOTING INFORMATION

In order to fill a vacancy in the House of Representatives a special primary election will be held in the 24th Congressional District of Illinois (comprising the counties: Clay, Edwards, Hardin, Gallatin, Hamilton, Johnson, Macoupin, Pope, Saline, Wayne and White) on 31 July 1945.

The latest available information on elections at which servicemen will be permitted to vote by state absentee ballot is as follows:

GEORGIA
A general statewide election to ratify or reject a proposed constitution will be held on 7 Aug. 1945. Eligible servicemen (18 or over) may vote by special absentee military ballot. Absentee ballots may be cast by members of the merchant marine and certain attached civilians. Ballots may be cast by election officials at any time. Executive ballot may be received by election officials by 7 Aug. 1945.

ILLINOIS
A special primary election will be held in the 24th Congressional District of Illinois on 31 July 1945 to fill a vacancy occurring in the House of Representatives. Eligible servicemen, members of the merchant marine and certain attached civilians may vote in this primary election. Postcard applications for ballots will be accepted at any time. Application for ballots will be sent to servicemen, members of the merchant marine and certain attached civilians. Ballots may be received by election officials at any time. Executive ballot may be received by local election officials by 7 Aug. 1945.

OHIO
A primary election will be held in most cities throughout the State on 31 July 1945. Candidate 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 at any time. Application for ballots will be sent to servicemen, members of the merchant marine and certain attached civilians. Ballots may be received by election officials at any time. Executive ballot may be received by local election officials by 7 Aug. 1945.

VIRGINIA
A Democratic primary election will be held throughout the State on 7 Aug. 1945. Candidates to be chosen at this primary election will be: Governor, L. Governor, Attorney General, Commissioner of Highways, Secretary of State, and Governor

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. Executive ballot procedure recently enacted by Virginia. Postcard applications for ballots (USWB Form No. 1) will be accepted at any time. Application for ballots will be sent to servicemen, members of the merchant marine and certain attached civilians. Ballots may be received by election officials at any time. Executive ballot may be received by local election officials by 7 Aug. 1945.

Michigan
A special election will be held in the 5th Congressional District of Michigan on 3 Nov. 1945. Candidates to be chosen at this primary election will be: Mayor, City Clerk, City Treasurer, Councilmen, and Constables. Eligible servicemen, members of the merchant marine and certain attached civilians may vote in this primary election. Postcard applications for ballots will be accepted at any time. Application for ballots will be sent to servicemen, members of the merchant marine and certain attached civilians. Ballots may be received by election officials at any time. Executive ballot may be received by local election officials by 7 Aug. 1945.
New System to Speed Up Magazine Distribution

A sharp reduction in the elapsed time between publication date and dates of delivery of magazines aboard ship and at overseas bases will result from a new distribution plan devised by the Navy Department in cooperation with the Commander Western Sea Frontier, Commandant of Service Forces, Pacific Fleet, and Commander Service Force, 7th Fleet.

Under this plan the Navy will buy the overseas editions of a wide variety of magazines and will distribute them weekly by mail. In addition the Navy will purchase 295,000 copies monthly of 65 other magazines which do not have overseas editions. While the overseas editions will be distributed free, the others will be put on sale at every shore station and on every ship in the forward areas. For more than 30,000 men, giving Navy, Marine and Coast Guard personnel the reading choice they have at their home newsstands.

The new plan was devised to offset the recent regulation restricting the mailing of newspapers and magazines to Navy personnel overseas. Because of the Navy’s overburdening problem of forwarding second-class mail, post offices, beginning 1 July, will accept only publications that are requested in writing by the addressee. The same regulations have been in effect for the Army since 1943.

By accepting bulk packages instead of individual subscriptions there will be a considerable reduction in the 14 million newspapers and magazines mailed individually each month to Navy men overseas. The packages assembled in New York and mailed as official documents to the Fleet Post Office, San Francisco, will receive faster handling and will be dispatched directly to ship and shore stations due to the elimination of directory service which must be given to mail addressed to specific individuals.

Each of the packages of overseas editions will contain a variety of weekly magazines and the monthly magazines published during the particular month preceding shipment. Since different months have different publication dates during each month, the weekly packages will vary in content.

In order to make this plan effective as soon as possible, the magazine kits of overseas editions designed and already being packaged by the Army are being obtained. Therefore some magazines will be delivered under the Army’s classification and all others, especially comics, will have titles peculiar to the Army. As the program is further developed, it is expected that these discrepancies will be corrected. Owens and manufacturers will be able to prepare titles and quantities of magazines in each package.

The second part of the new program, calling for procurement, packaging and distribution of magazines which do not have overseas editions is being developed and if distribution of these regular editions proves successful, the assortment will be continually increased.

Overseas editions to be distributed under the new plan are:

- Coronet, Cosmopolitan, Country Gentleman, Detective Story, Down Beat, Ellery Queen Mystery, Esquire, Flying G, I, Hit Kit, Inside Detective, Jeep Comics, Life, Look, Mc-Graw Hill Overseas Digest, Military Digest, Modern Screen, New Yorker, Newsweek, Omnibook, Outdoor Life, Overseas Comics, Pit, Popular Mechanic, Popular Photography, Popular Science, Readers Digest, Saturday Evening Post, Sporting News, Time and Western Story. A project is underway to distribute Time and Newsweek by air and if it proves successful they will be eliminated from this mailing list.

- Certain magazines which do not publish overseas editions will be sold through ship’s stores. The list includes:

- Additional copies of ALL HANDS will also be included for sale in ship’s stores to those men who desire to have a personal copy of the magazine.

Honorable Discharges May Wear Uniforms Only Until Arrival at Home

Contrary to current belief that the uniform may be worn for 90 days after honorable discharge from the Navy, even though the discharged person reaches home before the expiration of that period, BuPers Cir 1150-45 (NDR, 5 May, 45-574) points out that it may be worn only until the servicemember or woman reaches home.

In clarifying the provision of the “Protection of the Uniform Act” (Title 10, USC, Sec. 1393) which provides that an honorably discharged person may wear his uniform from the place of discharge to his home “within three months” after the date of discharge, the Judge Advocate General has held that the uniform may not be worn after arrival home, even though the three-months period has not expired.

It may, however, be worn on appropriate occasions of ceremony, at drills or when performing authorized training duties.

Answers on Page 77
No. 101—Calls for submission of estimates of all unbudgeted welfare and recreation funds.
No. 102—Discontinues submission of triplicate of pages nine for enlisted personnel transferred.
No. 103—Directs that Navy and civilian personnel traveling under cognizance of Navy to or through India or stationed there be inoculated against cholera.
No. 104—Relates to customs examination of parcel post packages (see p. 177).
No. 105—Modifies Marine Corps ltr. of instr. No. 810, para. 14 (D), to provide that enlisted personnel applying for flight training must be Pfc. or above with no specified service requirement.
No. 106—Calls attention to BuShips Manual Art. 51-295 (4), which prohibits use of refractory coatings for boiler furnace brickwork.
No. 107—Limits claims for reimbursement of travel for dependents.
No. 108—Deals with closing of pay records.
No. 109—Provides that discharging officers of NTCs, midshipmen schools and NASs may continue in use pay records opened between 21 and 30 June inclusive for men first enlisting, reporting for active duty from civil life, appointed midshipmen or commissioned between dates mentioned above.
No. 110—States that kapok stock piles will be exhausted by end of 1945; urges more careful use of life preservers and requests that reclaimable pads and worn-out preservers be returned to continental supply depots for reprocessing.
No. 111—Changes dates for filing pages 7 and 8 of beneficiary slips, NavPers 601, to 1 July and 1 January.
No. 112—Announces appointment to next higher grade, to rank from 1 June 1945, of regular and reserve Navy midshipmen (lieutenants junior grade) whose present rank occurred 1 Aug. 1944 or earlier and who reported for continuous active duty as ensigns 1-30 Nov. 1942 inclusive, and those ensigns who reported for continuous active duty as ensigns 2 Jan.-1 Feb. 1944 inclusive.
No. 113—Deals with personnel allowance and complements (see page 00).
No. 114—Deals with changes in promotion of enlisted personnel (see p. 69).
No. 115—Announces appointment to next higher grade, to rank from 1 June 1945, of those lieutenants (junior grade) whose present rank occurred 1 Aug. 1944 or earlier and who reported for continuous active duty as ensigns 1-30 Nov. 1942 inclusive, and those ensigns who reported for continuous active duty as ensigns 2 Jan.-1 Feb. 1944 inclusive.
No. 116—Announces appointment to chief warrant rank for temporary service, to rank from 1 June 1945, of those warrant officers on active list of regular Navy whose dates of rank are within the period 2 Jan.-1 Feb. 1944 inclusive, and those warrant officers of Naval Reserve whose dates of commencement of continuous active duty are within same period.
No. 117—Announces new weekly Navy radio program (see p. 72).
No. 118—States that severe housing shortage exists in vicinity of all naval shore establishments, and urges that personal make arrangements for housing before bringing families to new duty stations.
No. 119—States that Marine Corps discharging officers will honor rental claims on NAVMC 729, signed by officer concerned, when no certification is available from CO of last station that the officer did not occupy public quarters for period of claim.
No. 120—Establishes Navy, Marine Corps and Coast Guard procedure for reporting casualties (see p. 24).
No. 121—Corrects Alnav 117-45, above.
No. 122—Modifies Alnav 113-45 (above) to provide that allowances will be in same personnel distribution and for controlling enlisted advancements.
No. 123—Extends per diem provision of BuShips Cir. Ltr. 254-43 (NDB, cum ed., 43-1590) to Army officers serving with naval commands.
No. 124—Directs discharging officers to submit to BuPers (Att: Pers 822) one additional copy of all vouchers for increased allowances, BuS&A form 531, beginning 1 July 1945.
No. 125—Announces postponement of, and cancels requests for applicants for, postgraduate course in logistics.

PROMOTIONS BY ALNAV

A total of 7,835 officers were made eligible for promotion to next higher rank by Alnavs Nos. 112, 115 and 116, briefed on this page.

The breakdown:

_Naval Reserve_ (including Women's Reserve): 1,826 to lieutenant, 4,030 to lieutenant (junior grade) and 907 to commissioned warrant officer.

_Regular Navy_: 437 to lieutenant, 1,924 to lieutenant (junior grade) and 223 to commissioned warrant officer.

_Navy Corps_ (Naval Reserve): 55 to lieutenant and 339 to lieutenant (junior grade); (Regular Navy): 13 to lieutenant (junior grade).

In addition to these promotions, the promotions, effective 15 June, of 882 commissioned warrant officers, warrant officers and enlisted men to commissioned and warrant ranks are contained in BuPers Cir. Ltr. 166-45 (NDB, 15 June, Supp.). All names of those promoted is contained in the letter.
Naval Insignia Approved For War Correspondents

Insignia for accredited war correspondents have been approved by the Secretary of the Navy. The cap device is a regulation naval officer’s insignia with a gold “C” superimposed on the shield. The same ornament, in miniature size, has been authorized for the garrison cap. The collar device is similar to that of a lieutenant commander, with a silver “C” superimposed on the gold leaf. The shoulder insignia is worn on the left shoulder. Properly identified war correspondents are to be treated as commissioned officers in such matters as billeting, messes, transportation, as provided by SecNav ltr. of 29 May 1945 (NDB, 31 May, 45-528).

Right to Wear Wings Made Probationary For 12-Month Period

Wearing of all naval aviation insignia is now probationary for a 12-month period immediately following receipt of an aviation designation. This rule applies to enlisted personnel designated as aviation pilots, to warrant officers and to commissioned officers, including nurses and Waves. If during the probationary period such person is separated from duty involving flying, his or her right to wear wings may be revoked by the Chief of Naval Personnel.

In accordance with provisions of BuPers Circ. Ltr. 165-45 (NDB, 15 June, 45-654) the right to wear wings may also be denied to personnel who are found unfit for flight duties because of breaches of flight regulations or air discipline or by reason of refusal to fly, malingering or discontent. Where the right to wear aviation insignia has been revoked, the individual is not permitted to wear wings until such time as he or she is returned to duty involving flying or is again authorized to wear the insignia by the Chief of Naval Personnel.

Answers to Quiz on Page 75

1. (b) 2. (1) (d) (2) (c) (3) (c) (4) (c) (5) (c) (6) (b) (7) (b) (8) (a) (9) (e) (10) (b) 3. (b) 4. (e) 5. (d) 6. (b) 7. (1) (b) (2) (c) (3) (c) (4) (c) (5) (a) 8. (b) 9. (c) 10. (a) (2) (b) (1) (e) (2).

JULY 1945

Bo sun's Pipe

The most ancient and distinctive nautical sound effect is the boatswain’s pipe, traditionally played on a boatswain’s call. In the days of antiquity, galley slaves of Greece and Rome kept stroked to a pipe. A pipe was used in the Crusade of 1248 to call English cross bowmen to attack. The English used it in the 15th century as a badge of office or mark of honor. The Lord High Admiral carried a gold pipe on a chain around his neck, and a silver one was used by high commanders. The present form of the boatswain’s instrument, properly termed a “call,” was adapted sometimes during the 16th century in commemoration of the defeat of the Scotch pirates, Andrew Barton, by Lord Howard of Howard. Lord Howard took the call from Barton’s body and adopted it. The call was used for salutes to distinguished guests as well as for passing orders. The old instructions read that on most occasions it was to be blown “three several times.” Henry VIII fixed the weight of a standard call at 12 “oons” of gold, an oon being the original ounce.

Reserve and Billeting Bureaus Opened in 13th ND

Army-Navy reservation and billeting bureaus to assist service personnel in securing hotel reservations and in locating rooms, apartments, or homes for permanent housing have been established in the 13th Naval District at Seattle, Wash., and Portland, Oreg. Establishment of the bureaus was announced in a letter dated 15 May 1945 from Com 13 to all activities in that command. The Seattle bureau is located at 406 University street; telephone SEneca 4352 or Elliot 470, and the Portland bureau is in the Portland Hotel, 721 S. W.-6th St.; telephone BBroadway 0488.

The bureaus are open from 0800 to 2400 daily and from 0900 to 2400 on Sundays. Priority on hotel reservations will be given those traveling on official business, returning from or enroute overseas and to those on leave or furlough.

Announcement was made previously to the establishment of similar bureaus in Boston, Chicago, New York, San Francisco, Washington, D. C., and Philadelphia. (ALL HANDS, Feb. 1945, p. 77 and May 1945, p. 77.)

News Broadcast Dropped

As the news coverage provided by the Armed Forces Radio Service is deemed sufficient for units of the Atlantic fleet, the Navy news summary formerly broadcast nightly by Radio Washington has been discontinued, CNO recently announced.
TRAINING COURSE NOTES

A complete list of the enlisted training courses, NavPers 10,000 series, available on 1 June appears below. As additional books become available, announcement will be made in subsequent issues of ALL HANOS.

Programmed tests and examinations have not been written to accompany the advancement-in-rating courses published in 1944 and 1945 (asterisk indicates volumes which do not have progress test and examination books). However, suggested questions are included in the new manuals for the optional use of the training officer. Where PT&E's are still available and in use, proper security measures should be observed; the books to be handled by officer personnel only, and kept in a locked container when not in use.

The titles listed will be furnished upon receipt of a request from the CO or training officer of a naval activity by:

(1) Training Activity, Bureau of Naval Personnel, Washington 25, D. C.
(2) The Director of Training, 11th Naval District, San Diego 30, Calif.
(3) The Director of Training, Educational Office, Navy Number 128, FPO, San Francisco.

Training courses should be ordered from the address above which is nearest the ship or station.

Initial distributions. To insure that copies of the new rating manuals reach all ships without delay, BuPers' Training Activity forwards a shipment to each vessel according to the number of men in that rating allowed in the complement. To date, distributions have been made of TM2e, Vols. I & II; FC2e, Vols. I & II; and CPhM. During the next month, four more 1945 editions are scheduled for shipment: SK3c & 2e, NavPers 10409; Prt3c & 2e, NavPers 10423; SC3c & 2e, NavPers 10606; GM2e, Vols. I & II, NavPers 10011A and 10011B.

In addition to the advancement-in-rating manuals, three Basic Navy Training Courses—Use of Blueprints, Electricity, and Use of Tools—have also been issued automatically to the CO of each vessel according to its artificer rating complement. They are designed for the use of enlisted men whose duties require a knowledge of the subjects covered. A fourth basic book, Mathematics, NavPers 10620, will be distributed to all ships in the near future.

A copy of the new Advancement Examinations Book I, NavPers 16891, (Confidential), is now on the way to the CO of each station. Book I, covering final examination questions for the seaman, special and commissary branches of the naval service has been prepared as an aid and guide for examining boards, who are responsible for determining, by technical examinations, the competency of an enlisted man for advancement in rating. Detailed instructions for the use of NavPers 16891 will be found in the book itself.

A second volume in the series, Book II, Artificer Ratings—Advancement Examinations, NavPers 16892, will be mailed to all ships and stations this month.

Distribution of Book III, Advancement Examinations, Aviation Ratings, NavPers 16893, will be made to aviation activities only. This book will replace the Fall Quarter 1944 Confidential Aviation Examinations, NavPers 16896, of that series and is scheduled for shipment to each vessel according to its address above which is nearest the ship or station. Book III will be found in the book itself.

Typical covers (above) of basic Navy training courses, which are listed at right.

...
Temporary Duty No Longer Merits Campaign Ribbon

Naval personnel engaged exclusively on temporary or temporary additional duty on and after 1 July 1945, will not be eligible for an area campaign medal unless the duties performed in the area are considered by the area commander to have materially contributed to the progress of the campaign.

Under this policy, outlined in Alnav 129-45 (NDB, 15 June, 45-629), applications for approval of area campaign medals and wearing of ribbons for temporary or temporary additional duty which are addressed to the Chief of Naval Personnel or the Commandant, Marine Corps, for service after 1 July 1945, must show the proper qualification by endorsement on orders or by accompanying statement before favorable action can be taken. Area commanders are authorized to delegate the authority to make such endorsement or statement to officers who have been delegated authority to award medals.

Alnav No. 129 also directs attention to SecNav ltr. to all commandants and all bureaus and offices, Navy Department, dated 6 March 1943, which required that in cases where the permanent duty station is within the continental United States, officers who by reason of orders to temporary additional duty consider themselves eligible for one or more of the three area campaign medals will, prior to wearing such ribbon or ribbons, obtain approval from Chief of Naval Personnel or Commandant, Marine Corps.

Personnel now wearing such ribbons believed justified by temporary duty but for which written approval has not been obtained from the Chief of Naval Personnel will discontinue wearing such ribbons until the approval is obtained. Applications for approval should be accompanied by copies of orders and endorsements and a substantiating statement of dates of entry into and departure from the area concerned.

In cases based solely upon participation in combat a full statement of the basis of the applicant's grounds for eligibility must be included. In cases of temporary duty after 1 July 1945, the endorsement or statement previously referred to must be included.

The Alnav does not apply to personnel who are entitled to area campaign ribbons for having spent the required period of time within the area on permanent duty.

Dates of Jewish Holy Days Announced to the Service

Announcement has been made to the service in BuPers CIRC. LTR. 148-45 (NDB, 31 May, 45-572) of the calendar dates of the Jewish High Holy Days. New Year (Rosh Hashanah) begins at sundown on 7 Sept. 1945 and continues until sundown on 9 September, and the Day of Atonement (Yom Kippur) begins at sundown on 16 September and continues until sundown on 17 September.

Off-Duty Jobs Require Prior BuPers Approval

Because of the necessity of utilizing Navy manpower to the fullest extent, BuPers has reiterated its policy of not permitting servicemen and women to engage in non-naval activities or private enterprises when off duty without first having obtained BuPers approval.

As stated in a letter dated 26 April 1945 from the Chief of Naval Personnel to commandants of all naval districts and river commands and chiefs of air training commands, personnel are expected to devote their full attention to naval duties, which it is felt cannot be performed efficiently if they engage in civilian employment when off duty.

It has, however, been the policy of BuPers to permit personnel to accept civilian employment in times of public emergency, providing their employment in no way interferes with their naval duties or with the regular hiring of local civilians, and when the public emergency is of such a nature as to require immediate remedying, and where their employment will be at no cost to the Government.

Except for cases which are considered especially meritorious or which are connected with the prosecution of the war, requests for permission to accept civilian employment should not be forwarded to BuPers.
F. J. ATTARDO, AM2c, Waltham, Mass.: "I've gotten to understand people much more. In the Navy, you get to meet so many different fellows from so many different parts of the country with so many different viewpoints. Meeting these fellows and learning how to get along with all of them has been the most valuable thing that I've picked up in the Navy. The experience will be invaluable for me back in civilian life."

BARTON T. CHENEY, AM1c, Melrose, Mass.: "The most important thing the Navy has taught me has been attention to detail. When I was learning welding, I would think I had done a pretty good job, but the chief would pick it to pieces. What I didn't call him to myself, of course—when he'd make me go back and work on it some more! I could've murdered him! But he was right. The job was only passable—it wasn't perfect. And I finally learned to be just as careful about details as he was."

JOSPH A. DE PAOLA, Yic, Elizabeth, N. J.: "I've learned to shift around. But they learned how to learn to stop before you do something and ask yourself: How is this as careful about details as he was?"

FRANK F. OSBET, Sic, Chicago, Ill.: "The Navy's taught me that I want to be an optometrist. No, I haven't been doing optometry in the Navy. It's this way: Before the war, I didn't know whether to be an optometrist or an engineer. When I entered the Navy, they put me in fire control. It's a lot like engineering in many respects. Well, I don't like fire control, so I figure I won't like engineering. And that's why my suggestion is to be an optometrist."

ALBERT C. MINTZER, Sic, Washington, D. C.: "Swimming. That's easily the most important thing that I've learned from the Navy. When I came into the service, I couldn't swim a stroke, but I can do pretty good now. The Navy's swimming instruction program is not only just about the most sensible thing about recruit training, but it also means that I'll be able to enjoy my leisure hours more after the war."

RICHARD J. PALMER, TM2c, Haverhill, Mass.: "What's the Navy taught me? Boy, it's taught me to appreciate home life. I sure could go for a little of it right now . . . plenty of sleep and plenty of nothing to do—when I want to do it. But, really, the Navy has taught me how to take orders and like it. Well, maybe I don't like it, but to take 'em anyway. The discipline I've learned will help me get along better with employers."

NEAL A. FINCH, EM3c, Tampa, Fla.: "The best thing I think the Navy teaches its men is personal neatness. You really learn the value of taking care of yourself and of your clothes and other belongings. I remember when I first came into the Navy how many of the fellows looked sloppy and just threw their stuff around. But they learned how to take care of themselves and life became much better for everybody."
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