TABLE OF CONTENTS

Ships in Mothballs ........................................ 2
'Situation Well in Hand' .................................. 6
Information for Dischargees .......................... 12
Rights and Benefits, Dischargees ............. 14
USNR Officers' Prospects in USN ............ 16
New Postwar Naval Reserve ...................... 17
The 'Big E' of the Fleet .......................... 18
Scrub Teams ........................................ 22
Secret Fuze Tiny but Deadly .................... 24
Sanitation Pays Off .................................. 26
Fueling at Sea ........................................ 28
Battin' the Breeze on the 7 Seas ............ 30
Sea Lane Vigilantes ................................ 32
'We Make Her Go' .................................. 35
Books: Christmas Suggestions ............... 36
Souvenir Books for Ship or Station ........ 37
What's the Answer? .................................. 37
Letters to the Editor ................................ 38
The Month's News .................................. 41
Decorations and Citations ..................... 55
The Bulletin Board—
  Navy Demobilization ................................ 64
  Enlistment Period Cut .......................... 66
  Month’s Alnavs in Brief ..................... 78
All Thumbs ........................................ 79
Fantail Forum ....................................... 80

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

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

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


PASS THIS COPY ALONG
IT IS FOR 10 READERS
SHIPS IN MOTHBALLS

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

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

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

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

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

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

Exclusive of the 1,670 fully commissioned ships and about 2,200 ships in reduced commission in the postwar Navy, Admiral Horne said it was expected that about 687 ships will be decommissioned for disposal, and 194 placed in reserve by 31 Dec 1945. An additional 1,533 ships will be decommissioned for disposal and placed in reserve between 31 Dec 1945 and 30 Mar 1946, and between 31 Mar and 30 June, 1,560 ships will be decommissioned and over 500 ships placed in reserve. The remainder of the schedule, he said, will see 1,604 ships decommissioned and 482 placed in reserve between 30 June 1946 and 1 Sept 1946.

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

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

How the Process Works

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

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

In later steps, each compartment is made watertight, and leaks in hatches, doors and seams located by air tests to insure against admitting any water vapor after the compartment has been sealed. Everything in the compartment is left in its proper place except batteries (which deteriorate) and combustibles. All corrovable metal surfaces are next treated with a thin film of rust preventive compound. About 10 gallons of this wax-like compound at 75 cents per gallon will care for an average ship. The coating pre-
vents oxidation but has no effect on readiness for operation of the machinery. Motors, pumps, and engines can be operated instantly without removing the film, unlike formerly used preventives which were cumbersome and time-consuming to remove. Finally all openings in the compartments—doors, vents and valves—are sealed tight, and machinery which will dehumidify each compartment is put into operation.

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

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

**Controlling Humidity**

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

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

The dynamic method involves the use of a dehumidification machine in all compartments where air can be circulated by means of a machine. Humid air is sucked in through the machine, passed over silicate gel, and is blown out as dry air. This process continues to operate until the silica gel has absorbed all moisture within its capacity. Then the machinery reactivates the gel.
PT POSTWAR HOME may be under a canvas cover, as shown above, or in a sealed wooden shed ashore. Vital parts will be given protective coatings.

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

Will Not Slow Demobilization

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

The particular reserve classification of any vessel will determine the speed with which she will return to duty. Ships, classed "in commission in reserve" will be preserved in such a fashion that they may be readied for duty within 10 days. Ships in reserve belonging either to "out of commission" or "out of service" classifications will have a 30-day period in which to return to operating condition. According to Admiral Cochrane, present preservation methods would enable the entire reserve fleet to become operational in 30 days, at a cost of only one tenth of one percent of the cost of the ships. BuShips has an appropriation of $20,000,000 to prepare the physical facilities for preservation of the inactive fleet. Once the ships are tied up and "sealed" it is estimated that about 2,500 officers and 24,000 enlisted men will be needed for inspection and maintenance. The average expense for sealing a combatant ship will run around $10,000, and the maintenance program for the reserve fleet thereafter, exclusive of the pay of personnel, will cost approximately $4,000,000 per year.

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

- **West Coast**: Bremerton, Wash. (Navy Yard and Sinclair Inlet), 30 major combatant ships and 27 auxiliaries; Todd Pacific Shipyard, Tacoma, Wash., 30 major combatant ships and 2 district craft; Tongue Point, Astoria, Ore., 239 landing craft and 253 auxiliaries, patrol vessels and district craft; Mare Island Navy Yard, 60 submarines and 6 auxiliaries and district craft; San Diego Repair Base, 195 major combatant ships and 68 auxiliaries and district craft.

- **East Coast**: Navy Yard Annex, South Boston, 19 major combatant ships and 3 auxiliaries and district craft; Submarine Base, New London, 50 submarines and 4 auxiliaries and district craft; Shipyard of Newport News Shipbuilding & Drydock Company, 5 major combatant ships and 2 district craft; Southgate Terminal, Navy Yard, Norfolk, 16 auxiliaries; Destroyer Escort Piers, NOB, Norfolk, 16 major combatant ships and 1 auxiliary; Reserve Basin, Navy Yard, Philadelphia, 23 major combatant ships and 16 auxiliaries and district craft; Navy Yard, Charleston, 92 major combatant ships and 1 auxiliary; San Diego Repair Base, 195 major combatant ships and 68 auxiliaries and district craft; Green Cove Springs, Fla., 228
The untiring efforts of Navy engineers, chemists and planners have made the preservation of this fleet reserve possible. Throughout the entire war, while the Navy was fighting in both the Atlantic and Pacific, and taking battle losses in ships and men, these technicians were working day and night to lick an enemy dangerous to our fleet in peacetime as well as wartime. That enemy was deterioration, an enemy that can reduce a fighting ship to a worthless hulk in a surprisingly short period of time. Deterioration has been licked. As a result the United States will have, in its reserve fleet, that margin of safety it needs to maintain its position as the world’s greatest naval power.

**Reserve Fleet Organization**

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

That’s the picture of the preservation and organization process of the reserve fleet, one of the important phases of the Navy’s over-all postwar fleet plan. The Congress has under consideration a proposal for a postwar fleet of 6,084 ships, including 1,079 combatant vessels.

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

The importance of maintaining a reserve fleet in the best possible state of preservation is borne out in a statement by Secretary of the Navy James V. Forrestal in which he said: “If world conditions deteriorated so that the reserve vessels must be called to active duty, the Nation would have a Navy as big as our wartime aggregation of power. Between these two extremes, a prewar fleet and a wartime fleet, the Nation should be able to vary its strength from time to time as world conditions require.”
MARINE INVASIONS are triple-phased. Attack craft carry the first wave ashore (Peleliu), men inch up the enemy beach (Iwo), and supplies are brought in to support the advance (Peleliu).

Official U. S. Marine Corps photographs
Happy Birthday—10 Nov 1945.

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

In Shanghai, China, on the frontier of the new war about to detonate with Jap bombs on Pearl Harbor, is the Fourteenth Marine Regiment, sent to China in 1937 as the result of the Japanese "incidents" in the American quarter of the city. Already the Fourth has crossed bayonets with the enemy which is ruthlessly rolling its Greater East Asia Co-Prosperity Sphere across the map of China. Many Americans have fled Shanghai, but those who are left come to the grandstand of the American School athletic field to help the Fourth celebrate the Marine Corps birthday. They know their history, they know there is trouble ahead. But that is what they are there for, and they do not let it dampen their celebration.

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

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

And all the men of the Marine Corps—regular or reserve, rugged battle-worn veteran or greenest rookie—know well the milestones in Marine regiment history since Bataan. The Fourth Marine Regiment—a new Fourth, but with the same old spirit—is the first into Japan as the old Fourth was the first against Japan.

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

Happy birthday—10 Nov 1945.

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

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

November 1945
The Marine Corps first World War I birthday was mixed up with fierce fighting. By then the first U.S. land offensive was well underway, and the Marines had launched it. On 7 August a few thousand Leathernecks, grossly outnumbered and unexperienced in combat, had gone into the jungles of the Solomon Islands to halt the Japanese advance. Meanwhile, as the world watched tensely, units of Marines seized Tulagi, Gavutu and Tanambogo—queer, primitive names—the folks at home had been reading in the newspapers of the battles of the Matanikau, the Tenaru river and bloody Lunga ridge. With the place names went names of men—names like Vandegrift and Basilone and Edson who won Medals of Honor for their work in the jungle, while other Leathernecks like Foss and Smith and Swett battled the Japanese in the skies.

The Hard Way to Tokyo

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

The 168th birthday didn't get much attention either—from the Marines who were deep in the mud of Piva trail on Bougainville. Early in the morning of 1 Nov 1943, the Third Marine Division reinforced with Marine Raiders had gone ashore at Empress Augusta Bay on the west coast of Bougainville. This time, the Japs who were concentrated on the south end of the island to resist complete invasion got a surprise. The Marines merely grabbed off what they needed—a perimeter big enough for an airbase from which air power could carry out the neutralizing action. Then they stopped, establishing a defensive semicircle. The Bougainville perimeter was a ring of red-hot action, but the Marines held their ground firmly until the Army manned the permanent defensive line. Then Allied air power in the Solomons converged on the three airfields carved out of the Bougainville jungle within the circle, and the sleighhammer air blows began with the help of Marine aviators like Boyington and Hanson. Not only the rest of Bougainville Island felt the neutralizing effect, out mighty Rabaul and southern New Ireland as well.

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

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

President Roosevelt was speaking not only of the Bougainville action, but of a far more bitter struggle he knew was to come 10 days later. On 20 Nov 1943 the Marines assaulted a tiny atoll in the Jap-held Gilbert Islands. The atoll was Tarawa. In the next three days the men of the Second Marine Division annihilated about 3,500 firmly-entrenched defenders of the two-mile-long coral sand strip called, as Marine Corps Commandant, raised over the Nation's capitol the flag which the Marines had carried ashore at Guadalcanal. To General Holcomb, President Franklin D. Roosevelt wrote:

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

President Roosevelt was speaking not only of the Bougainville action, but of a far more bitter struggle he knew was to come 10 days later. On 20 Nov 1943 the Marines assaulted a tiny atoll in the Jap-held Gilbert Islands. The atoll was Tarawa. In the next three days the men of the Second Marine Division annihilated about 3,500 firmly-entrenched defenders of the two-mile-long coral sand strip called, as Marine Corps Commandant, raised over the Nation's capitol the flag which the Marines had carried ashore at Guadalcanal. To General Holcomb, President Franklin D. Roosevelt wrote:

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

President Roosevelt was speaking not only of the Bougainville action, but of a far more bitter struggle he knew was to come 10 days later. On 20 Nov 1943 the Marines assaulted a tiny atoll in the Jap-held Gilbert Islands. The atoll was Tarawa. In the next three days the men of the Second Marine Division annihilated about 3,500 firmly-entrenched defenders of the two-mile-long coral sand strip called, as Marine Corps Commandant, raised over the Nation's capitol the flag which the Marines had carried ashore at Guadalcanal. To General Holcomb, President Franklin D. Roosevelt wrote:

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

President Roosevelt was speaking not only of the Bougainville action, but of a far more bitter struggle he knew was to come 10 days later. On 20 Nov 1943 the Marines assaulted a tiny atoll in the Jap-held Gilbert Islands. The atoll was Tarawa. In the next three days the men of the Second Marine Division annihilated about 3,500 firmly-entrenched defenders of the two-mile-long coral sand strip called, as Marine Corps Commandant, raised over the Nation's capitol the flag which the Marines had carried ashore at Guadalcanal. To General Holcomb, President Franklin D. Roosevelt wrote:

"... with the rest of the Nation, I can and do enjoy the significance of this ceremony which will honor the Marine Corps on its 168th anniversary. Even now the Corps, which never rests on its laurels, is busy attending the baptism of more battle flags, on the road to Tokyo..."
On 6 Mar 1944, units leapfrogged to Willaumez Peninsula to the east and captured Talasea airstrip for another Allied airbase.

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

First Seizure of Jap Isles

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

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

Next came the Marianas—Saipan, Guam, Tinian.

After American troops marched down the streets of Tokyo in September, the Japs said the conquest of Saipan had been the handwriting on the wall to them. Well within the inner defenses of the Japanese Empire, the Marianas gave us at once a major staging base for surface attack, and fields from which the mighty B-29s could take off on raids to reach into every factory, naval base, oil dump and ammunition depot in the Jap homeland.

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

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

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

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

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

Needed along with Angaur in the Palaus as a base for neutralizing operations against the formidable chain of enemy bases in the Carolines, Peleliu was one of the toughest fights ever experienced by the First Marine Division veterans of Guadalcanal and New Britain, although the Army had occupied Angaur at light cost. The Japs had spent years preparing Peleliu's defenses. Marines, and Army reinforcements who came in later, found some of the island's defenders shackled to their guns to make retreat impossible.

The terrain, studded with sharp ridges, required weeks of costly advance. On cave-pocked "Bloody Nose..."
Ridge”, Marine Corsairs made their shortest bombing run of the Pacific—less than a mile from the captured airstrip to the final stronghold of the Japs who had to be burned and blasted out one by one.

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

Mission to Iwo

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

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

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

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

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

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

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

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

The lack of resistance did not last long, however. The Marines found ambush-studded, mountainous terrain, but secured the entire northern section of the island in record time. Then both divisions joined the Army to attack the strong enemy defenses.
WAKE ISLAND, scene of gallant stand early in the war, is surrendered by Jap garrison, shown saluting here.

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

Action on Okinawa

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

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

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

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

For the Marines, victory at Okinawa was a fitting close to the war in the Pacific. They had launched the first offensive at Guadalcanal; they were still fighting four years later and 3,000 miles closer to Japan in the last major campaign of the war. Along that long road the Corps had suffered 70,226 casualties; 19,003 crosses marked the graves of Leathernecks who lost their lives.

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

But on 29 Aug 1945, the ready-for-anything men of the new Fourth Marine Regiment splashed ashore at the Yokosuka Naval Base near Tokyo, the first of the American occupation forces. A few days later, as the survivors of the "Old Fourth" were released from Japanese prison camps, they were welcomed in a formal review by the Marines who had carried their name to additional glory in the closing campaigns of the war. The gurb of the freed men was nondescript, but somewhere on every man appeared a Marine emblem. They still belonged to the proud outfit which cheered in the grandstand and rollicked at the party that 10 Nov 1941 in Shanghai.

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

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

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

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

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

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

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

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

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

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

- "U.S. Aid for Veterans," a round-up of ways in which Federal agencies can help veterans on housing, jobs, job training, business, farming, etc. (October, p. 16).
- "Shipping of Personal Property" (October, p. 36).
- "That Insurance of Yours" (September, p. 28).
- "Cashing in on Navy Skill," or how the Navy's rating description booklets show your prospective boss whether your war training fits you for a better job (September, p. 16).
- "After the War—School?", a question and answer analysis of the educational provisions in the GI Bill of Rights (August, p. 21).
- "Navy to Train Veterans in Shore Establishments" (August, p. 72).
- "Rules Issued on Mustering-Out Pay" (June, p. 76).

SEPARATION PROCESS

There are three avenues of separation from active naval service: personnel separation centers, the Navy's Civil Readjustment Program, and miscellaneous Federal, State and local benefits. Each Alnav brings up to date all duty stations. At the separation center you get a physical, any service pay and the first installment of any surplus property and farm machinery. Any time after it has been in force one year land before the eight years are up) it may be converted to ordinary life, 20 payments, or the administering agency for the provision listed above, as personnel are advised or the administering agencies for the provisions listed above, as personnel are advised of their rights and benefits.

GOVERNMENT INSURANCE

The National Serviceman's Life Insurance which every serviceman is given the opportunity to keep will be available assets after separation from active service.

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

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

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

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

MISCELLANEOUS BENEFITS

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

- Mustering-out payments ($100 to $200 depending on length and type of service).
- Hospitalization, medical treatment, domiciliary care and prosthetic appliances.
- Penalties for disabled veterans and in some cases for dependents.
- Review of discharges, dismissals or retirements.
- Vocational rehabilitation training (Federal and State).
- Special consideration in the purchase of surplus property and farm machinery.
- Special preferences under homestead laws.
- Exemption of non-citizen servicemen from certain requirements under the naturalization laws.
- Emergency maternity and infant care.
- Miscellaneous Federal and State rights and benefits.

This Alnav does not give the requirements or the administering agencies for the provisions listed above, as personnel are advised of their rights and benefits.

ALL HANDS 349
EMPLOYMENT RIGHTS

Any serviceman who worked for a private employer while on government active duty or on active duty training, or while on inactive duty training after 1 May 1940 has a right to his former job if (a) it was not a temporary job, (b) he holds a certificate of satisfactory service in the armed forces, (c) he is qualified under the conditions of his contract, (d) his former employer's circumstances are the same and he is still in business and employing men for such duties, (e) the service for which he is to perform the old duties, (f) his former employer's circumstances are the same and he is still in business and employing men for such duties, (g) he is qualified under the conditions of his contract, and (h) the service for which he is to perform the old duties.

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

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

If a veteran did not have a permanent job or does not want his old job back, United States Employment Service offices will help him find new work. They will also be at all separation centers. In many communities an employment information service center provides job counseling and placement.

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

EDUCATIONAL BENEFITS

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

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

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

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

Veterans Administration will pay the cost of tuition, books and other necessary fees and expenses to the institution, up to a maximum of $600 a year. While he is in school the veteran receives a subsistence allowance of $50 a month ($75 if he has a dependent). In many cases credit is given for military experience and courses completed in service (see your Educational Services Officer and special consultants at separation centers).

GUARANTEE OF LOANS

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

The government does not provide the money for the loans. They are to be obtained from private concerns, such as banks, building and loan associations, insurance companies, or federal loan agencies. After the veteran completes his arrangements, and if the loan meets the requirements of the law, Veterans Administration may then guarantee up to 50% of the loan but in no event more than $7,000. The interest for the first year, on the guaranteed amount, is paid by the Government.

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

Basic requirements for a loan are:
- Amount must not be greater than the borrower can reasonably expect to pay back:
  - If for property, the property must be useful and reasonably necessary and price paid must not exceed normal value as determined by proper appraisal;
  - If for farm or business, borrower must have enough ability and experience to have a reasonable chance of succeeding;
  - Interest rate must be no more than 4% and period of repayment must not exceed 20 years.

LAWS FOR VETERANS

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

The Soldiers and Sailors Civil Relief Act (Ref. NovPers 13014) protects the civil rights of service personnel. In cases where veterans need legal assistance officers should be consulted on this subject.

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

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

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

NOVEMBER 1945

IMPORTANCE OF RECORDS

Your processing through the separation center will be more rapid and smooth if your service record is accurate and up to date. Following items should be checked:
- Is beneficiary slip correct?
- Do pp. 9-9x show completion of each 3-year period of active duty?
- Any correction in rate or class? Prepare new page 9x.
- Step payment of quarters or subsistence allowance or commuted rations (NovPersA form 517-1).
- Credit and/or stop sea and foreign duty pay? (NovPersA form 510-1).
- Has permanent home address changed? Correct page 2.
- Enter any medals, commendations, statement of meritorious conduct, recommendation for Good Conduct Medal, awards, engagements, engagement stars.
- Order disbursing officer to make any necessary adjustment of pay for medals providing extra compensation.
- Make entry if "serving (or has served) outside continental limits of U.S. for on or after To be dated and signed by CO.
- Check page 6 and 9 entries on time lost and absence from duty, dates, and reason. All leaves to be recorded. Re-check at time of transfer and issue orders to credit any unpaid leave.
- Bring up to date: continuous service record, complete summary of service (p.12), conduct and character of discharge, list of all awards and character of discharge to which entitled (pp.9-10).
- Enter all training courses completed, examinations passed for advancement in rate, and other educational achievements. Note special qualification on p.10.

READJUSTMENT ALLOWANCE

Under the GI Bill of Rights, a money allowance may be paid to veterans who are:
- Completely unemployed.
- Partially unemployed, (weekly wage less than $23).
- Self-employed, and whose net earnings during the previous month were less than $100.
- In the event of complete unemployment, the veteran's payment is $20 per week. If par- tially employed, he receives the difference be- tween his weekly earnings and $23. If self- employed, he may be eligible to receive the difference between his monthly net earnings and $100.
- To be eligible a veteran must have 90 days' active duty since 16 Sept 1940, unless discharged other than dishonorable and must:
  - Live in the United States;
  - Be registered with a public employment agency for employment and continue to re- port to that agency;
  - Be able to work and be available for any suitable job open to him.

The unemployed veteran may receive eight weekly allowances for each month of his first three months; then, four weekly allowances for each additional month of active service from 16 Sept 1940 to the end of the war. Maximum allowed: $25 weeks of allowances.

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

Find your employment status. Allowances should be filed with the claim receiver for the 20th Unemployment Compensation agency.

LAWRENCE 315
**SPECIAL RIGHTS and benefits which apply to each individual type of enlisted discharge are shown in the chart at right.**

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

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

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

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

**KEY TO CHART**

(GRAY box) YES, you are eligible for this benefit.

(BLACK box) NO, you are not eligible for this benefit.

(WHITE box) DOUBTFUL: depends on individual circumstances.

(SYMBOL box) SPECIFIC circumstances govern; for notes, see below.

**NOTES AND SYMBOLS**

Spec. A Entitled to transportation in kind (TRI) but not subsistence.

Spec. B If discharged from naval prison, entitled to transportation in kind and subsistence to home or place of enlistment, and to a special issue of clothing.

Spec. C Special provisions govern.

1 If discharged from naval prison, entitled to transportation in kind and subsistence to home or place of enlistment, and to a special issue of clothing.

2 If dischargee makes claim.

3 If discharge has immediate need for cash.

4 Except where only active duty is for purpose of reporting for physical examination to determine fitness for active duty and discharge is by reason of failure to qualify.

5 Determining factor is whether or not discharge is granted upon serviceman's own initiative to accept employment (unless he has served outside continental U. S. or Alaska).

6 Forfeited only when guilty of mutiny, treason, desertion, or dereliction of duty; or when, because of conscientious objections, refused to perform service or to wear the uniform.

7 The individual agency should be consulted in each case.

8 May apply at any United States Employment Service local office for assistance in getting a job, but is not eligible for special veterans' services.

9 Enlisted dischargees entitled to mustering-out pay will not be credited with discharge gravity.

**TYPE OF DISCHARGE**

<table>
<thead>
<tr>
<th>TYPE OF DISCHARGE</th>
<th>MILITARY AUTHORITY</th>
<th>البيانات</th>
<th>COL.</th>
<th>COLOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Honorable</td>
<td>Art. D-1006</td>
<td>660</td>
<td>White</td>
<td></td>
</tr>
<tr>
<td>Conveniences of Government</td>
<td>Art. D-1006, and A.N. 130 of 14 June</td>
<td>660</td>
<td>White</td>
<td></td>
</tr>
<tr>
<td>Own conveniences</td>
<td>Art. D-1007 and A.N. 130 of 14 June</td>
<td>660</td>
<td>White</td>
<td></td>
</tr>
<tr>
<td>Dependency existing prior to enlistment, not convicted by GCM or more than once by SCM; min. final av. marks 3.0 prof., 3.25 cond.</td>
<td>Art. D-1007, and A.N. 130 of 14 June</td>
<td>660</td>
<td>White</td>
<td></td>
</tr>
<tr>
<td>Dependency arising since enlistment, not convicted by GCM or more than once by SCM; min. final av. marks 3.0 prof., 3.25 cond.</td>
<td>Art. D-1007, and A.N. 130 of 14 June</td>
<td>660</td>
<td>White</td>
<td></td>
</tr>
<tr>
<td>Minors enlisted without consent—under 18 at time of discharge; not convicted by GCM or more than once by SCM; final av. marks 3.0 prof., 3.25 cond.</td>
<td>Art. D-1007, and A.N. 130 of 14 June</td>
<td>660</td>
<td>White</td>
<td></td>
</tr>
<tr>
<td>Minors under age of authorized enlistment; not convicted by GCM or more than once by SCM; final av. marks 3.0 prof., 3.25 cond.</td>
<td>Art. D-1007, and A.N. 130 of 14 June</td>
<td>660</td>
<td>White</td>
<td></td>
</tr>
<tr>
<td>Disability whether or not incurred in line of duty, not qualified as misconduct; not convicted by GCM or more than once by SCM; final av. marks 3.0 prof., 3.25 cond.</td>
<td>Art. D-1007, and A.N. 130 of 14 June</td>
<td>660</td>
<td>White</td>
<td></td>
</tr>
<tr>
<td>Disability as a result of action against enemies, regardless of marks</td>
<td>Art. D-1007, and A.N. 130 of 14 June</td>
<td>660</td>
<td>White</td>
<td></td>
</tr>
<tr>
<td>Medal of Honor, Deo. for Heroism or Distinguished Service, or Ltr. of Commend.</td>
<td>Art. D-9105 (4) (3)</td>
<td>660</td>
<td>White</td>
<td></td>
</tr>
</tbody>
</table>

**UNDER HONORABLE CONDITIONS**

<table>
<thead>
<tr>
<th>TYPE OF DISCHARGE</th>
<th>MILITARY AUTHORITY</th>
<th>datasets</th>
<th>COL.</th>
<th>COLOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expiration of enlistment, convicted by SCM or more than once by SCM; min. final av. marks 3.0 prof., 3.25 cond.</td>
<td>Art. D-1006</td>
<td>661</td>
<td>White</td>
<td></td>
</tr>
<tr>
<td>Convenience of Government; convicted by SCM or more than once by SCM; final av. marks below 3.0 prof., 3.25 cond.</td>
<td>Art. D-1006</td>
<td>661</td>
<td>White</td>
<td></td>
</tr>
<tr>
<td>Own conveniences; convicted by SCM or more than once by SCM; final av. marks below 3.0 prof., 3.25 cond.</td>
<td>Art. D-1006</td>
<td>661</td>
<td>White</td>
<td></td>
</tr>
<tr>
<td>Dependency existing prior to enlistment, convicted by SCM or more than once by SCM; final av. marks below 3.0 prof., 3.25 cond.</td>
<td>Art. D-1006</td>
<td>661</td>
<td>White</td>
<td></td>
</tr>
<tr>
<td>Dependency arising since enlistment, convicted by SCM or more than once by SCM; final av. marks below 3.0 prof., 3.25 cond.</td>
<td>Art. D-1006</td>
<td>661</td>
<td>White</td>
<td></td>
</tr>
<tr>
<td>Minors enlisted without consent—under 18 at time of discharge, convicted by SCM or more than once by SCM; final av. marks below 3.0 prof., 3.25 cond.</td>
<td>Art. D-9105</td>
<td>661</td>
<td>White</td>
<td></td>
</tr>
<tr>
<td>Minors under age of authorized enlistment, convicted by SCM or more than once by SCM; final av. marks below 3.0 prof., 3.25 cond.</td>
<td>Art. D-9105</td>
<td>661</td>
<td>White</td>
<td></td>
</tr>
<tr>
<td>Disability whether or not incurred in line of duty, convicted not qualified as misconduct; convicted by SCM or more than once by SCM; final av. marks below 3.0 prof., 3.25 cond.</td>
<td>Art. D-9105</td>
<td>661</td>
<td>White</td>
<td></td>
</tr>
<tr>
<td>Disability as a result of action against enemies, regardless of marks</td>
<td>Art. D-9105 (4) (3)</td>
<td>661</td>
<td>White</td>
<td></td>
</tr>
</tbody>
</table>

**UNDESIRABLE**

<table>
<thead>
<tr>
<th>TYPE OF DISCHARGE</th>
<th>MILITARY AUTHORITY</th>
<th>datasets</th>
<th>COL.</th>
<th>COLOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Desertion</td>
<td>Art. D-9112</td>
<td>662</td>
<td>Yellow</td>
<td></td>
</tr>
<tr>
<td>Desertion without trial</td>
<td>Art. D-9112</td>
<td>662</td>
<td>Yellow</td>
<td></td>
</tr>
<tr>
<td>Fraudulent enlistment</td>
<td>Art. D-9113</td>
<td>662</td>
<td>Yellow</td>
<td></td>
</tr>
<tr>
<td>Trial and conviction by Civil Authorities</td>
<td>Art. D-9113</td>
<td>662</td>
<td>Yellow</td>
<td></td>
</tr>
</tbody>
</table>

**BAD CONDUCT**

<table>
<thead>
<tr>
<th>TYPE OF DISCHARGE</th>
<th>MILITARY AUTHORITY</th>
<th>datasets</th>
<th>COL.</th>
<th>COLOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Awarded by GCM</td>
<td>Art. D-9114</td>
<td>663</td>
<td>Yellow</td>
<td></td>
</tr>
</tbody>
</table>

**DISHONORABLE**

<table>
<thead>
<tr>
<th>TYPE OF DISCHARGE</th>
<th>MILITARY AUTHORITY</th>
<th>datasets</th>
<th>COL.</th>
<th>COLOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Awarded by GCM—sentence immediate or violation of probation</td>
<td>Art. D-9114</td>
<td>664</td>
<td>Yellow</td>
<td></td>
</tr>
<tr>
<td>Awarded by GCM—after prison</td>
<td>Art. D-9114</td>
<td>665</td>
<td>Yellow</td>
<td></td>
</tr>
</tbody>
</table>
THE BUREAU of Naval Personnel has already received 7,000 applications from reserve officers requesting transfer to the regular Navy and a recent survey indicates that a probable 12 percent of all reserve officers are interested in making the regular Navy their peacetime career, the Navy Department has announced.

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

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

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

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

Officers are guaranteed by law two opportunities for selection: first, as "best fitted," or, second, if failing such selection, as "fitted" and promoted and serve through the next higher rank, with, the chance, but admitted lesser possibility of selection. Officers of the rank of commander or above selected in either of the two categories are retired after 20 years active service with retirement pay of 2½ percent per year of active service, this pay to continue through life. Similarly, lieutenant commanders and lieutenants are honorably discharged with two years' active duty pay, and lieutenants (jg) one year's active duty pay.

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

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

<table>
<thead>
<tr>
<th>Rank</th>
<th>3 years</th>
<th>6 years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ensign, married</td>
<td>$1,980.00</td>
<td>$2,040.00</td>
</tr>
<tr>
<td>Lt. j.g., married, no children</td>
<td>$1,251.00</td>
<td>$1,291.00</td>
</tr>
<tr>
<td>Lt. j.g., married, 1 child</td>
<td>$1,564.88</td>
<td>$1,624.88</td>
</tr>
<tr>
<td>Lt. j.g., married, 2 children</td>
<td>$1,878.75</td>
<td>$1,938.75</td>
</tr>
</tbody>
</table>

* Terminating on the officer's death

Other factors entering into the financial security picture include a six months' gratuity (jump sum payment equal to six months' pay at rate received at time of death) to the widow, children or other designated beneficiary of an officer, and an annuity furnishes the officer's family with financial security. Officers are guaranteed by law two years' pay and allowances at the rate of $975 per month, plus $50 for each child under 18 years of age, or $99 for a widow and one child, with $10 for each additional child.

Opportunities for Family Life: In peacetime the officers of junior rank can expect to spend one-third of their duty ashore, and those of senior rank, one half of their duty ashore. During tours of sea duty to them off the officers of the regular Navy on active duty and not as a result of his own misconduct, and pensions, if an officer's death is service connected, during peace or of $385 to a widow, or $95 to a minor child, and improvement of what we believe to be the best Navy in the world.

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

Consider these points:

- You will be away from home a certain portion of the time.
- You will have enough to live on but never exactly what you have worked for.
- You will be required to work long hours with no consideration being given to anything but results.
- You will also encounter intolerance on the part of a few people, but this will be no greater than you would encounter in civilian life.
- You will have to adopt and live by one standard—"The good of the service.
- You will associate with what is undoubtedly the finest body of men in the world.
- You will meet the people of the world—all classes.
- Your job will seldom be dull or uninteresting.
- You will be in an honorable profession in which you can take great pride.
- You will also be in what, strange as it may seem, is the most democratic organization in the world, where your success as an individual is entirely dependent on your ability.
- You, having become an officer in the regular Navy will in every respect be on an exact par with every other naval officer. If you fail on the other hand the sky is your limit.
- You will be retired finally on some percentage of your pay.
- "The Navy of course, wants the best. We older officers are proud of our service and want to be succeeded by people who will preserve the traditions and improve what we believe to be the best Navy in the world.

Summary of Advantages: Summarizing the advantages of a peacetime career in the Navy, the Navy quotes the following comments of the commander of a carrier division in a letter to the reserves: "the Navy of course, wants the best. We older officers are proud of our service and want to be succeeded by people who will preserve the traditions and improve what we believe to be the best Navy in the world.

- The Navy, of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
- The Navy of course, wants the best.
NEW POSTWAR NAVAL RESERVE

Plan Two Main Branches
In Revised Organization

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

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

The Ready Reserve

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

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

Members of the Ready Reserve will drill one night a week in an armory, or other suitable location, for which they will receive one day's pay per drill. These drills will include practical work in their specialty, lectures, films and trips to naval and industrial activities.

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

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

THE NEED FOR A NAVAL RESERVE

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

LOUIS E. DENFELD
Vice Admiral, USN, The Chief of Naval Personnel.

12 ADVANTAGES OF JOINING THE POSTWAR NAVAL RESERVE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

As the Enterprise neared Pearl Harbor on that fateful 7 December morning, her planes prepared to take off for the airfields around Pearl, according to plan. One flight left on what seemed a peaceful Sunday morning in the tropics, but when they reached Pearl they ran right into the middle of the Japanese attack. Their radio report back to the "Big E" was the first report the carrier had that the nation was at war. Although it doesn't appear in their official scorebook, Enterprise men are certain that one of their scouts shot down the first Jap plane of the war that morning.

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

It remained for the raids on the Marshall and Gilbert Islands to account for the first entry of enemy air loss on the Enterprise bulkhead. That was in February, 1942, when Admiral Halsey and the "Big E" made their first attack on the enemy. Supported by what amounted to a little puddle of small surface vessels, the "Big E" drove deep into Jap held territory and wrote the first page in a brilliant record that within 10 months was to earn her the Presidential Unit Citation. Enterprise planes accounted for 25 Jap aircraft that bleak February day, and in addition hit 13 auxiliary and patrol vessels, one cruiser, one seaplane tender and numerous storehouses, hangars and other land targets. Five enemy dive bombers made passes at the flat-top during the action, one of which tried to make a deliberate crash landing on the flight deck which was crammed with planes. But the ship's antiaircraft batteries brought it down before any damage was done. Cost to the Enterprise: six planes.

For the next year the "Big E" was right in the thick of things, doing her share to help stem the tide of Japanese advances. Midway, Tulagi, Santa Cruz, Guadalcanal, all felt the full impact of her power. The only scrap she missed out on was the Battle of the Coral S.m. She'd been assigned as an escort for the uss Hornet, which...
IN THICK OF FIGHTING from 7 Dec. 1941, Enterprise accumulated 18 of 22 possible combat stars, was "sunk" six times by enemy claim and was first carrier awarded Presidential Unit Citation. She is "Big E" to her crew.

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

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

When Marines landed at Guadalcanal and Tulagi on 7 and 8 Aug. 1942, the Enterprise was there providing air cover. She shot down 14 Jap planes and in one day her planes dropped 56 1,000-pound bombs. The Japs tried to recapture Guadalcanal later that same month, precipitating the Battle of the Eastern Solomons, and again the Enterprise shot the works. Her planes accounted for 30 enemy aircraft and one submarine, and her antiaircraft batteries downed 41 more enemy planes. Cost to the Enterprise: nine planes lost and three damaging bomb hits.

**Battle of Santa Cruz**

After repairs at Pearl, the "Big E" pulled out again in October of 1942 as part of a task force which was gunning for the Jap fleet which had been shelling the Marine beachheads on Guadalcanal. Her search planes made contact with the enemy north of Santa Cruz Islands where there were two enemy forces: one composed of two battleships, a heavy cruiser and seven destroyers; the other, two carriers. The Enterprise went into action and the Battle of Santa Cruz was on. Her planes scored hits on a carrier and a battleship, shot down 33 enemy planes while her antiaircraft batteries were accounting for another 30. Violent maneuvering spared her several torpedo hits from attacking planes, but she sustained two damaging bomb hits. In this battle the USS Hornet suffered such severe damage that it was necessary to abandon and sink her.

In port for a quick patch job, the Enterprise was on her way again in two weeks, helping to repel another major Jap attempt to re-take Guadalcanal. Seabees were still aboard her, repairing the damage she suffered in the Santa Cruz scrap. On 13 November, one of her flights sighted a Jap battleship and destroyer escorts steaming into position to bombard Henderson Field. After her torpedo bombers rammed six torpedoes into the battleship, leaving it listing badly the "Big E" concentrated for the next two days on the Jap transports carrying invasion troops. Shuttling back and forth between the ship and Henderson Field, the carrier's planes sank one heavy cruiser, and scored "probables" on one battleship, one heavy cruiser, one light cruiser, two transports. In addition they damaged two light cruisers,
destroyer and numerous transports and shot down 17 Jap planes. The "Big E" lost five planes in this great Battle of Guadalcanal where surface ships, along with the Navy, Marine and Army planes, combined to stop the largest enemy effort to drive the U. S. forces from Guadalcanal.

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

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

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

There was still plenty of work to be done by the hardy carrier veteran. With Air Group 10 aboard, she plunged into the early stages of the advance across the Pacific—the invasion of the Marshall Islands, Hollandia and the Marianas—and the devastating strikes of Task Force 58.

It was her night fighting torpedo planes that sparked the success of the first carrier strike on Truk in February 1944, and during the battle of the Philippine Sea, it was the Enterprise planes that finally located the Jap fleet when it appeared that it had gotten away free, and finally with Air Group 20 aboard she achieved the distinction of being the only carrier in action against all three of the widely scattered Jap forces used in the Battle of Leyte Gulf. The "Big E's" victories after she joined Admiral Halsey's powerful Third Fleet in the fall of 1944 were highlighted by her work in the Leyte Gulf battle. She damaged two battleships and a heavy cruiser, and blasted a brand new Jap battleship which later sank, becoming the first modern battleship with advanced AA defense to go down under plane attack alone.

The Enterprise climaxed her achievements in the field of night combat flying during the first five months of this year when her planes flew more than 1,300 target runs from her deck. In these operations she covered the invasion of Luzon, struck against the Jap air force and installations in the China Coast, Canton, Formosa and Okinawa, made two carrier strikes against Tokyo and the Jap Inland Sea, supplied air support for the two Jima landings in February and March, and initiated the softening up bombardment and air support for the Okinawa landings in April and May. In the two Jima supporting operations, the Enterprise had planes in the air day and night for 174 consecutive hours and their pin point bombing techniques did plenty of damage in the Inland Sea battle, with her planes ranging well into Honshu where they scored 500-pound bomb hits on the Mitsubishi plant.

During her last months of operation, the "Big E" was often a target of the unpredictable Kamikaze attacks. The Enterprise came through unscathed during the first few months although she experienced many close encounters.
it was completely extinguished. Under control, and within half an hour burning area. Gun crews tossed ammunition overboard until it got too hot to handle, and then broke out fire hose and poured a steady stream of water into the magazines to keep explosions and putting a big bulge in the deck. All four were blasted by near miss on the way down and left the “Big E” sustained a serious hit. Four suicide planes went after the flat-top. All four were blasted by Enterprise gunners, but one scored a near miss on the way down and left its engine embedded in the port side.

“The explosion was under the ship and it lifted us about three feet,” said Rear Admiral Marc A. Mitscher, USN. “That bomb was still falling in a flat position when it hit. It never did get the detonating head pointed down.”

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

“How It Feels

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

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

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

“The explosion was under the ship and it lifted us about three feet,” said Cdr. C. H. Meigs, USN. “The noise and shock were terrific. We suffered ‘major damage’ to the machinery, but our veteran ‘black gang’ restored full cruising speed within a few minutes.”

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

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

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

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

All the men of the “Big E,” both past and present, feel that such a ship should be preserved to take her place with those Navy ships of yesteryear that they say showed the same fighting spirit as the Enterprise in the company of ships that had souls.
SCRUB TEAMS
Navy Men Keep It Clean Whether Their Laundries Have
The Most Up-to-Date Equipment or Washers Made of Junk

HOME-FRONTERS growled about laundry problems during the war, but the Navy, with over 3,000,000 men, had the real headaches. Part of problem was solved by men on islands (like Seabees, above) who built windmill washers out of scrap. Another solution was training of laundrymen at the Navy laundry school (below) in Washington, D. C.
SIMPLE SOLUTION to laundry problem is to anchor wash and dunk it into surf. Launderer as well as laundry gets a bath. But salt water bathing isn't too good for cloth.

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

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

FLATWORK IRONER (below) of type used on cruisers is manned by Navy laundry school student. His mates (below, left) practice on the LST laundry unit, the smallest.
the first "test" knew it then but the secret pint-sized device that fitted into the nose of the projectiles was capable of converting the Fleet's 5-in. rifles from poor AA weapons into flaming harikari swords for Jap pilots.

Last month the Navy identified the secret device as the VT (for variable time) fuze and described it as second only to the atomic bomb as the greatest scientific development of the war.

From the time it was first used in early 1943 it provided a new deadliness to artillery accuracy.

VT is a radio proximity fuze which explodes a projectile as soon as it comes close enough to a target to inflict damage. During two and a half years of war, Navy shipboard gunners used it to write an almost unbelievable record of enemy planes destroyed.

Had there been no VT to check them, the Kamikaze attacks may well have reached the effectiveness the Japanese had hoped for.

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

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

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

This Goldbergian triumph is the joint child of the Bureau of Ordnance and the Office of Scientific Research and Development. Research began in August 1940 and continued throughout the war, although the final product remained little changed from the type of fuze tested by the Cleveland. The chief problem was to develop miniature vacuum tubes—one inch long and about as thick as a pencil—radio parts small enough to fit into the nose of a projectile, yet rugged enough to withstand the shock of being fired from a gun and the centrifugal pressure created by the rotation of projec-
tiles in flight. Photo-electric triggering devices were the first to be successful, but circuits based on the principle of radio reflection—also used in radar and IFF—were later adopted as the most effective for the purpose. Other tough requirements of the ideal device which the scientists met was the creation of a rugged miniature storage battery and the provision of a very high degree of safety for handlers and gunners.

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

VT was one of the most potent factors in the Navy's fight against suicide bombers in the last desperate months of Jap resistance. Ships in the Okinawa anchorage were within easy range of Japan-based suicide raiders. A sample of what happened during the long siege of Okinawa and the part played by VT is the action in which the destroyers Hadley and Evans, the LCS(L), 84, the LCSs 82 and 83, and the LSM(R) 193 took part on 11 May.

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

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

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

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

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

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

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

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

In the early years of the war disease came near gaining the upper hand. Malaria, the oldest enemy among tropical diseases, was also the worst. Late in 1942 the malarial incidence on one South Pacific island was 1,728 cases per 1,000 naval personnel there. Impossible as that may appear, it is nevertheless true, as the figure includes relapses of men previously afflicted.

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

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

Dengue, described as the little brother of malaria, and which on one report new cases of the disease as almost nonexistent.

Dengue, described as the little brother of malaria, and which on one base caused 4,000 sick days in the first month and a half of occupation, is also disappearing. Dengue is not a recurrent fever like malaria but equally debilitating to an advanced base.

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

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

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

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

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

Now—how was this all brought about?

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

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

Drinking water must be chlorinated.

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

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

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

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

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

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

FLY TRAPS, built by men themselves, are necessary equipment to cope with tropical diseases, for the fly, like the mosquito is a dangerous enemy.
Dengue's carrier is the aegypti mosquito, which is dealt with by the same methods as his brother anopheles.

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

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

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

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

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

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

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

NOVEMBER 1945
FUELING AT SEA

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

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

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

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

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

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

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

OFF OKINAWA the Washington takes on fuel from Kaskaskia. Calling for smartest kind of seamanship, fueling at sea would be hazardous even in calm waters were it not for well trained crews to whom this job is entrusted.
WATER SWEEPS across decks of a Navy tanker as seamen strive valiantly to bring in line from Yorktown during fueling in heavy sea. Several have lost their footing, hold on to railing to keep from being swept overboard.

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

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

NOVEMBER 1945
Living off the Land

The Jap farmer was baffled. Daisy—or her Jap bovine equivalent—just wasn’t giving out anymore, particularly for the morning milking. Something was hokey-pokey in Hokkaido. Wisconsin-bred Oliver B. Rasmussen, ARM1c, laughed and laughed—from his hideout on the far side of the pasture. As unofficial tourist and unheralded guest of the Empire, he wasn’t a moo-juice mechanic for nothing.

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

“Every night I milked the cow and got along all right with what I could steal from cellars and take from gardens. I used to watch the farmer when he came out to milk the cow. He sure was puzzled,” Rasmussen said. Later, after an unsuccessful attempt to shove off for Okinawa in a stolen fishing boat, Rasmussen established himself in the hills near the coast and set up a route of five farms for nightly foraging visits. Here his high school track prowess stood him in good stead.

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

About 15 September, unchallenged American planes in the Jap skies gave Rasmussen the idea the war might be over. He headed for the beach, said, “the Japs jumped me after a dog barked a warning. I lit out from there with yelling Japs chasing me. I outdistanced most of them easily, but one was quite a sprinter and nearly got me.”

About 15 September, unchallenged American planes in the Jap skies gave Rasmussen the idea the war might be over. He headed for the beach, marked “Help” in big letters in the sand, and sat down to wait. A Jap farmer wandered by on 19 September and told him the war was over. Next day a U.S. Army team from Chitose started him back to his ship, the USS Shangri La.

Reunion off Okinawa

It was with gratitude that a mother, Mrs. Eugene F. O’Neill of Jackson Heights, N. Y., recently reported the meeting of her two sailor sons a quarter of the way around the world from home. When the USS Idaho steamed back from Japan into Buckner Bay, off Okinawa, last 3 September, Radarman 2c Eugene J. O’Neill, 25, USNR, asked his OD if he might try to contact DE 389, the Thaddeus Parker, on which his kid brother, Gerard V. O’Neill, 19, SLc, was serving.

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

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

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

No Bull—No More

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

When on 20 August the Japs paid up several years of back prison earnings (at 15 sen per day) and unlocked the gate, the liberated Americans pooled their resources and haggled down the price of the bull from $8,000 to $5,000. Disregarding sirloins, rib roasts or any other fancy cuts, they butchered the beast and dumped all 700 pounds of meat into one big six-meal stew.

“We were so nearly starved that any man who missed as many as four meals in a row became too weak to get up again,” L. W. Covert, 30, CR&IM, USN, of Amsterdam, N. Y., said last night.

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

Captain’s Birth

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

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

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

A Piece Apiece

Any collector of World War II souvenirs is asking for trouble if he...
looks for the table on which Rear Admiral F. E. M. Whiting, USN, and Jap Rear Admiral M. Matsubara signed the papers surrendering Marcus Island to the U. S. on 31 August.

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

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

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

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

So Very Sorry

Meet Myota Aganaki, 20, private first class in the Jap garrison which surrendered Marcus Island 31 Aug 1945. He's the Jap Army's candidate for International Sad Sack.

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

Aganaki was hungry and ailing like all his fellow soldiers when surrender ended their three-year stay on isolated Marcus. Unhappy Aganaki told a Navy correspondent he's afraid Uncle Sam won't let him go back to Hawaii, "I certainly don't want to go back to Japan. I wish I had never gone there in the first place. If I hadn't, I would have been an American soldier like my school friends," Aganaki said.

Easy Come, Easy Go

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

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

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

Let Joe Do It

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

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

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

Mate's Mate

Ever try being father, mother, brother, son and friend all in one? Jim McDaniels, PhM3/c, at the San Diego Naval Hospital, fills the bill for Machinist's Mate Charles V. March, USN (Ret.), a hemiplegia patient at the hospital since 1938.

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

Pop's condition requires the special attention of one who understands his ailments, needs and desires. Assigned to help the chief a year ago, Jim McDaniels enjoys his company and now can carry on a practical conversation with him by means of sign language. Through imagination, psychology and a bit of mind reading, Jim fulfills his patient's desires.

Seabee Can-do

To date no one has signed affidavits confirming this tale, but it could be because it involves a Seabee with a lot of gadgets. When he returned overseas his wife, having read so much about Seabees, suggested he build her a washing machine. So he dumped countless surplus property contraptions in the middle of the living room and began can-doing.

His wife thought it was a depth charge, but the Seabee, knowing how to turn a screwdriver, fixed the thing and it worked. The family pooch was the first to evacuate, staggering onto the lawn, there flopped making strange noises. Two days later, when the neighbors decided to investigate the celebration, they found the Seabee and his missus sprawled on the floor squeezing the drippings of soaking clothes into gaping mouths. Said the Seabee to his visitors as he handed them some wet shirts: "Have a drink. Made a shill. Must be my subconscious."
SEA LANE VIGILANTES

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

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

Today you can add: Goods delivered in time.

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

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

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

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

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

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

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

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

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

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

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

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

In September of 1942 the Armed Guard of the ss Stephen Hopkins, a Liberty ship, in an heroic and epic 20-minute battle sank with her 4-inch and 37-mm. gun one German armed
ARMED GUARD crews, serving aboard more than 4,000 ships at midsummer, 1945, are now being disbanded.

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

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

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

1,810 Casualties

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

On the asset side it wasn't so long after Armed Guard got in full swing that more and more merchant ships were returning to port with swastikas and rising suns painted on the gun tubes and funnels. And the crews were being awarded and commended for acts of heroism.

By 30 June, 7,728 awards, from the Navy Cross to service record entries had been conferred, and 24,275 personnel were authorized to wear operation and engagement stars.

With the posthumous award of the Navy Cross to Ens. Kay Vesole, of Davenport, Iowa, was this citation:

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

They saw hundreds of thousands of troops safely overseas by manning the guns both on Army and War Shipping transports. They saved many transports and untold numbers of lives of soldiers by fighting off planes, submarines, and E-boats. Particularly vital was the service they rendered in this respect during the great invasions of the war.

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

On 4,000 Vessels

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

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

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

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

The global nature of World War II made it necessary to dwarf 1917 quantities of ships and quality of armament. In the first rush to protect our
ships in 1941 the bottom of armament barrels literally had to be scraped.

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

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

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

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

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

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

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

"This is Smith—he came back."

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

**Varied Skills Needed**

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

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

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

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

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

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

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

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

The hull of a merchant ship is not a very thick affair—and almost constantly things were waiting for the torpedoes, the aerial bomb, or a shot from the prow of a neighboring ship in the convoy to come smashing through.

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

When the merchant ship came home for another cargo perhaps it was to Centralia or San Francisco, Upper Darby or New York City—to tell tales worthy of sealors and scribes. They had made a great feeling of accomplishment. Not only had they seen several thousand tons of war supplies come safely through the perils of the weather, the sea, and the enemy, but they had come through it themselves. They had a right to feel more than ever proud of their branch of the service.

They came home on leave or perhaps only extended liberty—home to Centralia or San Francisco, Upper Darby or New York City—to tell tales worthy of sealors and scribes. They had a great feeling of accomplishment. Not only had they seen several thousand tons of war supplies come safely through the perils of the weather, the sea, and the enemy, but they had come through it themselves. They had a right to feel more than ever proud of their branch of the service.

They came home on leave or perhaps only extended liberty—home to Centralia or San Francisco, Upper Darby or New York City—to tell tales worthy of sealors and scribes. They had a great feeling of accomplishment. Not only had they seen several thousand tons of war supplies come safely through the perils of the weather, the sea, and the enemy, but they had come through it themselves. They had a right to feel more than ever proud of their branch of the service.

They came home on leave or perhaps only extended liberty—home to Centralia or San Francisco, Upper Darby or New York City—to tell tales worthy of sealors and scribes. They had a great feeling of accomplishment. Not only had they seen several thousand tons of war supplies come safely through the perils of the weather, the sea, and the enemy, but they had come through it themselves. They had a right to feel more than ever proud of their branch of the service.

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

ALL HANDS
WE MAKE HER GO

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

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

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

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

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

No time to stand around, though. You go down the ladder, then up and around the flight deck. Your directions are purposeful, for you're inspecting equipment for whose functions you are responsible. Deck lights, landing signal gear, and much more. Then through the island structure to the signal bridge; further up to the navigation bridge, into the pilothouse: the navigator's electrical gadgetry, the steering gear, the telegraph, literally dozens of signaling devices.

Out again, you swing aloft, looking over certain things at the top of the smoke stack. Maybe you climb higher, up or down, to make sure the radars and other equipment are operating. You look down the ladder, then up, the hull of your ship. Planes on deck, little people hurrying about.

Now look out across the blue (or green, or black) water that stretches for thousands of miles around. A periscope? No, just the reflection of sunlight on a wave tip. The ship's bell clangs seven times. You are to take over the watch below. You stand behind your instruments. You have relieved four—square on your own. Once you have relieved the watch, it's all in your hands. Your baby now.

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

"You are relieved."

Oh, fateful words. You didn't have to say them. No one can make you do so. Any dissatisfaction with developments, anything left undone, anything being improperly handled, and you not only may, but should, refuse to take over until all has been cleared. You don't have to accept any other person's responsibilities. But in turn, you must stand four—square on your own. Once you have relieved the watch, it's all in your hands. Your baby now. Four hours to go.

You stand behind each throttleman in turn, watching as he feeds the steam—600 pounds per square inch, 800° superheat temperature, flashing through those valves and pipes. The boast of the engineers is now yours to protect: "We answer every bell."

"We answer every bell." The engineers' motto cannot be scorned this watch. You're not only may, but should, refuse to take over until all has been cleared. You don't have to accept any other person's responsibilities. But in turn, you must stand four—square on your own. Once you have relieved the watch, it's all in your hands. Your baby now. Four hours to go.

You stand behind each throttleman in turn, watching as he feeds the steam—600 pounds per square inch, 800° superheat temperature, flashing through those valves and pipes. The boast of the engineers is now yours to protect: "We answer every bell." The engineers' motto cannot be scorned this watch. You're...
BOOKS: THESE MAKE GOOD CHRISTMAS GIFTS

The bookshops on Main Street aren't ready yet with their Christmas gifts, but here are some suggestions about what books will be in the store windows and on the crowded tables inside when the Christmas shoppers start pouring in. And if you're not now near a book counter you can still buy books as Christmas presents, and for everyone in your family, including three-year-olds (there's a shortage of toys again this year).

If you're far away from Main Street when you read this, you can place your order through ships' stores or ships' service stores, or through your favorite bookstore back home. Also, The Leatherneck Magazine (478 8th Street, D.C.) and The Infantry Journal (1115 17th Street, N.W., Washington, D.C.) will take orders if you enclose the cost of the book. Dividend coupons of 15%, which may be used to purchase additional books or for refunds, are issued by The Infantry Journal. None of the books listed below is any other book if you know the author, the title, and the price.

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

Picture Books (Kids 3-6)

Too Big by Ingi and Edkar d'Aulaire (Doubladay, $1.10). Imaginative humor that appeals to the small child who knows what it is to get too big for his clothes and perhaps his hair, too. There are any little three- or four-year-old.

My Friend Flicka by Mary O'Hara (Lippincott, $3.50). A boy's how-to-go book on a popular subject for youngsters: girls. Girls will get a kick out of this.

Storm Canvas by Armstrong Sperry (Viking, $2.50). The story of Capt. Blythe of the Navy's 35th frigate Thunderbolt and a young stowaway who had his share in the sea battles of 1812.

Silverhedges by Robert O. Trumbull (Holt, $2.50). Submarines seem to have any little three- or four-year-old.

And All's Well by John R. Tunis (Harcourt, $2.75). Tunis' name guarantees a good sports story, in which sportmanship and true democracy play an important part. His other books, such as World Series pictures, are priced the same; deal with youth, sports and sportmanship; are all popular with boys.

For Grown-Ups

Fun for Growing-Ups


Outside Eden by Isabel S. Rorick (Houghton, $3.50). Reissue of the recently published novel. This makes good reading about.

The President's Book of Christmas Stories (Bobb-Merrill, $3.50). This appears to be an unusually fine collection, and includes and is adapted and simplified versions of the Nativities.

Jantary Thaw by Bellamy Partridge (Whitley House, $2.75). Complications in plenty for the Gages when the strings of the stringed instruments to the church are in disarray. They are to appear in the form of Mr. and Mrs. Roderick Johnstone and their best bedroom.

The White Deer by James Thurber (Harcourt, $2.50). This is expected to be the most popular books for Christmas 1945. A fairy tale for grown-ups—written, of course, in the inimitable style of that New Yorker favorite know well.

Some New Novels

The White Tower by James R. Ulmer (Lippincott, $.75). Dramatic story of a young American flyer forced down in neutral Switzerland where he finds the village and friends of peacetime days and returns to his beloved peak, "White Tower." This was the September Book of the Month Club selection for October, and has already been bought by NLM for the month before its appearance.

Ruckshaw Boy by Lau Shaw (Reynal & Hitchcock, $2.75). Set in Peking, this is not a war story but the personal experiences of Happy Boy whose ambition is to become a war hero but who never quite loses his gleam of hope.

Rooster Crowes for Day by Ben Lucian Hurnman (Dutton, $2.50). The story of "Rooster Doc," with outstanding story and his pony.

The Bible and the Common Reader by Mary Ellen Chase (Macmillan, $2.50). An excellent interpretative guide to the Bible, by one of America's top novelists. This was the Book-of-the-Month Club selection for October, and has already been bought by NLM for the month before its appearance.

For Varied Tastes

The Bible and the Common Reader by Mary Ellen Chase (Macmillan, $2.50). An excellent interpretative guide to the Bible, by one of America's top novelists. This was the Book-of-the-Month Club selection for October, and has already been bought by NLM for the month before its appearance.

Smaller Submarines and how to use them, as a dog story and as an account of a boy's adventures at sea battles of 1812. New that their stories are all popular with boys.

For Young People

A Child's Book of Christmas Carols (Simon & Schuster, $.75). A book with music and words and illustrations of some likely gift books follow. In addition, the books for young people are arranged by age groups. Some of the books have recently been added to ships' libraries and you may see them there before you choose.

Picture Books (Kids 3-6)

Too Big by Ingi and Edkar d'Aulaire (Doubladay, $1.10). Imaginative humor that appeals to the small child who knows what it is to get too big for his clothes and perhaps his hair, too. There are any little three- or four-year-old.

My Friend Flicka by Mary O'Hara (Lippincott, $3.50). A boy's how-to-go book on a popular subject for youngsters: girls. Girls will get a kick out of this.

Storm Canvas by Armstrong Sperry (Viking, $2.50). The story of Capt. Blythe of the Navy's 35th frigate Thunderbolt and a young stowaway who had his share in the sea battles of 1812.

Silverhedges by Robert O. Trumbull (Holt, $2.50). "There are very few boys and girls who do not go to school, having a dictionary of their own..."

For Young People

A Child's Book of Christmas Carols (Simon & Schuster, $.75). A book with music and words and illustrations of some likely gift books follow. In addition, the books for young people are arranged by age groups. Some of the books have recently been added to ships' libraries and you may see them there before you choose.

Stories for Kids 6 to 9

Animal Stories by George Duplaix (Simon & Schuster, $.75). There are very few boys and girls who do not go to school, having a dictionary of their own..."

For Young People

A Child's Book of Christmas Carols (Simon & Schuster, $.75). A book with music and words and illustrations of some likely gift books follow. In addition, the books for young people are arranged by age groups. Some of the books have recently been added to ships' libraries and you may see them there before you choose.

To read this biography, he'll find good reading in this biography.

Against These Thieves* by Stuart C obscene and native South African stories of their aboriginal past. The work has influenced the development of South Africa.

My Wayward Pigeon Ince & Coven by Elizabeth Cobb (Bobb-Merrill, $2.50). A sure-fire hit for any Cobb enthusiast. Written with affection.

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

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

Many fine souvenir publications prepared by and for personnel of Navy ships and shore stations have been received by BuPers and ALL HANDS magazine in recent months. These publications range from a 40-page booklet of the life and times of a light minelayer to a leatherbound 272-page book of the life and times of a light ship used for such publications, there are acceptable methods of financing these books, and the Welfare Activity of BuPers encourages such efforts by ships' companies to provide literary souvenirs of their Navy days, either for themselves or friends, or to send to next of kin in remembrance of dead shipmates. There is more time to produce such souvenirs, now, that war duties are ended, but no time should be lost in beginning, if a book is desired.

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

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

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

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

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

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

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

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

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

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

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

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

OVER-ALL APPROACH should be a happy medium between cold departmentalization of the ship's activities and an illustrated history of its career. Some books, like high school and college annuals, show individual pictures of each crew member. Some have a chronological history of events. Some do a more-or-less literary account designed to capture the spirit and color of the war days. Some evaluate seriously the contribution of the ship or activity to the war, so the owner of the book may take rightful pride of the part he played. Not all pictures of the ship or a favorable view of the station, and other photographs that will bring back memories in later years. Most books have room for autographs (and home addresses, in some cases).
The Long Way Home

SIR: After hearing all the griping about high point men not being sent home, I think there may be a bit of praise in this line. Two days after I was transferred from the USS Randolph (CV-15) to a receiving ship at a loading base, I was aboard the USS Baltimore on my way home. We had no high point men. I have never seen a better crew. We were a 'well done.' We had the best of treatment in food and clothing and had a quick trip. I am very grateful to them.

I'm not just out—but I'm told another well done to all men in the tri-state area in regard to their extension of the new uniform program. — R. E. Musick.

New Uniform


Dear friend: the design and samples of materials to be sent to stations that have orders were directed to the Bureau of Naval Personnel. Information will be forwarded to stations as soon as it is received.

P. J. M. PMCo.

The recruiting officer was Robert J. Piochi, Chief Ship's Clerk, usn.—J. L. M., Comdt, usn.

Satisfied Sailor

SIR: We have been in the Navy for more than 12 years, and in the Army for several years. We have seen nothing but rock and water. We are not looking for a vacation trip. We are very grateful to them.

Musk

SIR: I am very grateful to them. I am very grateful to them.

In granting the fixed 10-point credit for combat service and encourage campaigns, this method being easy to administer, increases the speed with which all persons discharged under unfavorable conditions. The dependents provision still open to unofficial communications from within the Navy service on matters of general interest. However, it is not intended to conflict in any way with J. D. G., GMc, usn.

Hardship Cases, USN

SIR: I am serving on a regular Navy enlistment and consequently am not eligible to receive any of the benefits of this legislation. However, serious illness at home, involving acute financial needs, it is imperative that I be at home where I can help solve some of the problems which now confront my family.

Will the Navy give any consideration for releasing men in the situation which I am in?—J. B., GMc, usn.

First on Okinawa

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

Beac, Frank Joseph, Stc, Garwood, N. J.
LaPorte, Edward Donald, Fm (MoMM), Hamburg, N. Y.
Marshall, Jack George, RMc, Coyle, Okla.
Petty, James Allen, Stc, Dalton, Ga.
Ricketts, Bobbie Catherine, Ctr, Coyle, Okla.

The recruiting officer was Robert J. Piochi, Chief Ship's Clerk, usn.—J. L. M., Comdt, usn.

100% Bond Sales

SIR: Our ship, the uss Lamoine (DE-743), hit the top in the last bond drive. 100% participation of the 208 officers and men. When the purchase of $30,975 face value of bonds—or approximately $145.00 per man.—A. Z., Lt. (jg).

Esports Left in ETO

SIR: On behalf of the crews of the four PCs which still remain in the ETO, we would like to correct a statement made on p. 7 about the Bennett case. In discussing the armada of 2,493 ships which made the Normandy invasion and plied the Black Sea and forth across the English Channel, you said that on 6 June, the assault of the U. S. Navy escort ships left Le Havre.

We urgently protest that we are still in Europe and as unrecognized as ever. We brought our PC across in March 1944, and we are as unrecognized as ever. We made many dangerous channel island patrols. Even now there seems little hope of an early Permanent Home. The Navy has not forgotten us.—H. W., SKc.
USS Block Island

Sirs: We of the USS Block Island (CVE 21) would like to have your ship mentioned on p. 19 July 1945 ALL HANDS. You may recall that this ship, then Lt. (jg) Norman Aug, arrived in the Pacific on 15 Aug 1945 (Pacific date), when the Japse surrendered, the new USS Block Island (CVE 21) was almost ready for its first combat tour. She is classified as a night-fighter, with more than 500 men who served on the first and only name, had been in the same battle in the Pacific for more than three months. Sixteen men of those who served on the old ship and nearly 300 men were planks-owners of the old ship, having served for 30 months in this one ocean.

I should like to correct one error in your account of the battle. Lt. (jg) Mark E. Fitzgerald (then ensign) would be the first to dismount in the attack, which you related. Ensino Fitzgerald was riding in the plane that morning as an officer of the bomb gunner. The pilot was Lt (jg) Norman Brown, from Cape Cod, Mass., who had only 48 hours before distinguished himself by his brilliant tracking through the night of another sub, resulting in its destruction next morning.

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

Ensino Fitzgerald was the sole survivor. Bobbing about in his rubber raft, he had the startling experience of accepting the surrender of the U-boat skipper and two of the crew (not eight). These men, so far as known, had no more than half a mile with life-jackets to reach the raft. Fitzgerald's unpremeditated would win their deep gratitude by dressing their wounds and giving them rescue.

Lt, (jg) Dowty was posthumously awarded the Silver Star for his exploits. He added the Navy Cross to his many honors we hope to deliver in task against the first night the war was sunk.-R. L. S., Lt., USN.

Wolf, Wolf

Sirs: It would do our morale a lot of good to obtain some photographs of those dollars you published on p. 55 of your July issue.-R. J. H., SM3E.

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

GCM vs. Honorable Discharge

Sirs: I am a general court-martial prisoner and read your answer in the September issue of "Letters to the Editor" column on "GMC vs. Honorable Discharge."

You stated that a man who has a conviction of general court-martial can receive an honorable discharge unless he fulfills one of the following conditions: (1) when sentenced by a general court-martial, a Medal of Honor, or has been decorated for heroism, or for distinguished service, or recommended for promotion by the Secretary of War SecNav; or (2) when he is discharged as a result of the action of the Secretary of the Navy, who has determined that an honorable discharge be issued.

My question is how it works out if we can make a record here. We will recommend officially that if we do not get into further trouble while on probation of after, we will be paid off with a "white ticket." Who is right?—M. R. E., AS.

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

When you are released from confinement, you are required to serve a probationary period about one year. If during that time you maintain a clear record, the CO of that ship or station may recommend that you be discharged for an honorable discharge, at such time as you are eligible for discharge from the service.

You would likewise be eligible for an honorable discharge if you fulfilled either of the other two requirements mentioned in your letter.

But if your CO did not specifically recommend you for an honorable discharge, be discharged for an honorable discharge "under honorable conditions" would be stricken from your record. This, like an honorable discharge, is a "white ticket" of which you can be proud. It will entitle you to an honorable service label button and to all veterans' rights and privileges.-ED.

November 1945

Who Gets What?


• See above, read below:

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

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

Middle right—Honorable discharge button; issued to all enlisted men who receive discharges under honorable conditions. (Pin for women: lapel button for men.)

Bottom center—U. S. Marine Corps honorable discharge button; issued to all Marine enlisted men and women who are honorably discharged or who receive discharges under honorable conditions. Marine Corps officers who are honorably discharged from the regular Navy. This label button is not, however, issued to those who receive "discharges under honorable conditions." (Pin for women: lapel button for men.)

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

• Not illustrated—U. S. Marine Corps Reserve active duty component personnel pinned on inactive status.

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

Neptune Certificate

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

• The CO of the ship on which you were assigned is the one who issued your certificate. If you fulfilled neither of the other requirements mentioned in your letter, your CO did not specifically recommend you for an honorable discharge, "honorable discharge "under honorable conditions" would be stricken from your record. This, like an honorable discharge, is a "white ticket" of which you can be proud. It will entitle you to an honorable service label button and to all veterans' rights and privileges.-ED.

Income Tax Hint

Sirs: The bowl of anguish that you received a few days ago (one V-1 or V-2) was a gift to you by the Japs in Tokyo Bay (and elsewhere) when they paid you $631 in Dec. ALL HANDS has informed the Commissioner of Internal Revenue that the tax on their bonus would not be due for a year, and if he does not have to count the entire bonus in the year's pay, he would pay only $631 in income taxes.

Several A-V(N)s have suddenly received a maximum (equal to 100 per cent) of $3,000 only to turn around and give approximately half of it to BuPers as a bonus. Several of these bonuses will likewise put many of us into the higher income tax bracket.

For instance, an officer's terminal leave expires 31 Jan 1946. He will be paid for two days' work. That money, plus his honorable pay, constitutes service pay in 1946, and $1,500 of it would be excluded from gross income and $1,500 of it will be taxable by the income tax. There will, therefore, save there a substantial amount of income tax.

We feel pretty jittery about seeing our ‘nest eggs’ gobbled up by taxes, but the mentality of the BuPers is that some of the men retain part of their bonus. Of course, it’s up to you, within the law.-J. C. L., Conimdr, USSR.

Number of SK(D)

Sirs: We notice with some consternation that those of us who are rated SK(D) are not always clear who are regular Navy men. We are under the impression that naval demolition plan "until further notice." Since the Navy is not as self-sufficient as other services, we wonder what we're supposed to do about the atomic bomb. How much does the bomb weigh? How much does the Capt. weigh? Is there any question of the atomic bomb affecting the principles of actual war, the inventor says he has no intention of using them, but others have decided to simulate the real thing. Because the atomic bomb is a new factor, "Chapin No. 1" to the rules as published last December has been issued as follows: "At any time when a battle fleet has stored up 1000 tons of oil, he may precipitate an atomic explosion by taking overt action. An atomic bomb capable of destroying any unit or double unit in any army, any navy, any air force in the equivalent of 20 tanks of oil: thus the first 1000-ton unit may destroy any units on five squares of the board—but they have to touch upon one another, in any pattern. Concurrently with or after the first 1000-ton unit, any second 1000-ton unit may be dropped singly or together on any square on the board. One 2000-ton bomb may drop singly or on the board. One 2000-ton bomb destroys the unit or units on the same any units on one square. Victory through atomic war comes as a victory of attrition. That is, when five army units and three navy units are killed—by an atomic bomb or otherwise—the war is over.

"Note: There is no such counter as an atomic bomb. But you can put on the transformers of oil necessary, designate which squares you are obliterating, and remove the pieces thus destroyed."—All Hands.
'BACK HOME' became a rising tide last month as Pacific Fleet ships brought veterans to both coasts. Above, men crowd rail of the Shangri-La at Los Angeles. Below: Welcomes for a sailor and an honored dead. Flower ceremonies, like the
SHIPS, MEN COMING HOME... NAVY STREAMLINES FOR POSTWAR JOB

PERIOD 21 SEPTEMBER THROUGH 20 OCTOBER

New Patterns

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

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

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

But there still was work to be done in the Navy. The worst typhoon in years wiped out nearly every installation on Okinawa, killed men, sank or beached Navy ships, and undid much of the effort invested in the base. Marines and Navy personnel were busy at the tasks of occupation or visiting remote islands to accept the surrender of weakened Jap garrisons. On many atolls and islands, the job of roll-up and reduction was just beginning. On Guam, work continued heavy, but there were fewer men to carry on after the first flood of demobilization had swept the base. Demobilization was running ahead of schedule and one-third of the Navy could expect to be out by 1 January under new lower point scores (see p. 64).

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

Fleet Units Home

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

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

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

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

Counting yard repairs and other delays, the average round-trip transport run in the Pacific takes about two months, depending on the weather. Plane space ranges from 3,400,000 veterans (1,800,000 of them Navy, Marines and Coast Guard) to 670,000.

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

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

The WSA ships are allocated by the Joint Military Transportation Com- mittee according to relative need, the Navy's load being greater in the Pa-cific and the Army's in the Atlantic. Joint loading of Navy and Army per- sonnel is prescribed when necessary to insure full use of spaces.

NTS estimates that Navy-controlled ships will bring home more than 2,000,000 of the Pacific returnees. APAs, accommodating about 1,500 each, will bring 800,000, CVEs 100,000, other fleet units 900,000 and troopers and hospital ships the balance. The baby flat-tops were converted as rapidly as they arrived in West Coast ports and their crews were cut to 800 from a wartime strength of over 800. Although the personnel flow is al-most entirely homeward, about 200,000 Navy, Marine and Coast Guard re-placements—to make up the full contemplated Pacific strength—will be sent out from the West Coast before next June. This is necessary to fulfill the Navy's pledge that all sep-
ratees will be started home by that date.

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

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

Navy Day 1945

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

The Presidential review of more than 100 warships and Navy units on the North River was scheduled to last two hours and put on display virtually every variety of fighting ship that helped crush the Axis navies. They were to range in size from the 45,000-ton super-carrier Midway to destroyer-escorts and a sub chaser. Plans called for a line including the Missouri, battleships, the heavy cruisers Macon, Helena and Augusta; light cruiser Boise, baby flattop Crotan; destroyers, sub-tenders, subs and transports.

The President's Navy Day statement read:

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

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

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

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

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

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

Yeoman's Chantey Heads List Of Navy Show Contest Winners

Rolling out a sea chantey entitled "Haul Away Maties, We're Almost Home," Yeoman Second Class Francis Ryder, Y3c, USNR, now stationed at Naval Mine Depot, Yorktown, Va., won the grand prize of a $500 war bond for best entry in the Navy Show Contest sponsored by the War Writer's Board.

Ryder's chantey, based on a traditional folk song of his own Negro people, topped 1,331 entries from men and women enlisted personnel and officers of the Navy, Marine Corps and Coast Guard. Overseas personnel submitted 756 of the skits, skits, blackouts, monologs, master of ceremony patter and songs entered in the contest.


Two years were Vice (then Rear) Admiral W. M. Callaghan, former skipper of the USS Missouri.

Yeoman's Chantey Heads List Of Navy Show Contest Winners

N. F. Ryder

Yeoman's Chantey Heads List Of Navy Show Contest Winners

Rolling out a sea chantey entitled "Haul Away Maties, We're Almost Home," Yeoman Second Class Francis Ryder, Y3c, USNR, now stationed at Naval Mine Depot, Yorktown, Va., won the grand prize of a $500 war bond for best entry in the Navy Show Contest sponsored by the War Writer's Board.

Ryder's chantey, based on a traditional folk song of his own Negro people, topped 1,331 entries from men and women enlisted personnel and officers of the Navy, Marine Corps and Coast Guard. Overseas personnel submitted 756 of the skits, skits, blackouts, monologs, master of ceremony patter and songs entered in the contest.


Two years were Vice (then Rear) Admiral W. M. Callaghan, former skipper of the USS Missouri.

Yeoman's Chantey Heads List Of Navy Show Contest Winners

Rolling out a sea chantey entitled "Haul Away Maties, We're Almost Home," Yeoman Second Class Francis Ryder, Y3c, USNR, now stationed at Naval Mine Depot, Yorktown, Va., won the grand prize of a $500 war bond for best entry in the Navy Show Contest sponsored by the War Writer's Board.

Ryder's chantey, based on a traditional folk song of his own Negro people, topped 1,331 entries from men and women enlisted personnel and officers of the Navy, Marine Corps and Coast Guard. Overseas personnel submitted 756 of the skits, skits, blackouts, monologs, master of ceremony patter and songs entered in the contest.


Two years were Vice (then Rear) Admiral W. M. Callaghan, former skipper of the USS Missouri.
NAVY UNVEILS NEW JET FIGHTER

Without any fanfare the Navy, on 26 September demonstrated a jet-propelled fighter plane that may lead to the development of new tactics for carrier-based fliers. The new plane, which strutted its stuff at the Naval Air Station Anacostia, looks like a single-engine job, has a 1,350 horsepower engine in the nose in addition to the jet propulsion engine in the rear. Travelling on its radial engine alone it can do 320 miles an hour. What it can do with both engines is a Navy secret.

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

The slight variance of the speed curve from sea level to 25,000 feet makes it possible for the pilot to engage the enemy at any point without worrying about seeking a more favorable altitude. The high economy of the radial engine makes possible a range of 1,500 miles at a cruising speed of 207 miles an hour.

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

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

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

No Ships Shirking

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

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

"It is doing more than that. Each warship is bringing back as passengers as many high-point service men as it can handle. Incidentally, fighting ships—battleships, cruisers, etc.—are inherently inefficient transports but they are taking aboard, as many men as they can. The carrier Ticonderoga, for example, is bringing back 2,240 passengers, the battleship Wisconsin 1,411, and the cruiser Vicksburg 875.

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

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

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

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

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

Honors for Col. Devereux

The story of Wake Island was completed in Washington on 27 September when Lt. Col. James P. S. Dever-
oru, USMC, received the Navy Cross from Acting Secretary of the Navy Artemus L. Gates for "distinguished and heroic conduct in the line of his profession in the defense of Wake Island, Dec. 7 to 22, 1941."

In spite of his ordeal as a Jap prisoner, Col. Devereux looked fit and at ease during the ceremony and the press conference that followed. He said the Jap navy officers were "pretty decent on the whole."

He estimated that the garrison on Wake had sunk about 10 Jap ships including submarines and praised the conduct of the men under him.

Floral Tributes

In memorial services at 28 American ports on Navy Day, Sunday, 21 October, thousands of flowers from all over the country were taken out to sea and strewn on the water in honor of those who died at sea while serving their country in World War II.

Chaplains representing the Protestant, Catholic and Jewish faiths participated in the exercises which began with brief programs ashore. Following this, Navy ships carried out to sea the flowers donated by friends and relatives of those who had died, and out of sight of land the traditional ceremony was concluded as the flowers were placed on the water.

Seventh at Hong Kong. Delayed by typhoons, units of the Seventh Fleet arrived at Hong Kong on 8 October after having sunk at least one floating mine by gunfire en route. The ships were under command of Rear Admiral Elliott Buckmaster, USN.

New CincPac flagship. The USS Missouri, on which Japanese surrender terms were signed, has been designated flagship of the Commander in Chief, Pacific Fleet, replacing the USS Pennsylvania.

NOVEMBER 1945

Ovations for CincPac

Washington and New York, the nation's capital and its greatest metropolis, turned out in homage last month to a man who had come from a small Texas town to become one of the nation's top military leaders. Within one week millions of Americans, from the President to shrilling schoolchildren, gathered in three tumultuous ovations for Fleet Admiral Chester W. Nimitz, overseer of America's vast naval operations in the Pacific.

There were awards, dinners, speeches and parades galore as the white-haired Texan returned in triumph with fourteen Navy and Marine winners of the Congressional Medal of Honor to reap the rewards of his country's victory.

But amid the cheers and festivities, the admiral himself struck a solemn note, very much as had Generals Eisenhower and Wainwright who had been previously welcomed in similar fashion. In a speech before a joint session of Congress he warned against discarding a strong Navy and urged the maintenance of "our fighting forces ready for use if required."

In accepting from President Truman a Gold Star in Place of the Distinguished Service Medal (see p. 56), Admiral Nimitz termed the award a tribute to the 2,000,000 men who had served under him in the Pacific. "I accept this honor," he said, "as your 'well done' to the job that they have done."

For the Washington celebration on 5 October the Navy prepared a special treat. A thousand Navy planes roared overhead and while hundreds of thousands of spectators cheered, the fliers spelled out "NIMITZ" in letters a block-long and wrote his name against the sky in a fancy sky-writing exhibition.

Immaculate in dress blues, but wearing only a few of his decorations, Admiral Nimitz delivered a short speech in the shadow of the Washington Monument. Declaring the world's future had been greatly altered by the development of the atomic bomb, he pointed out, however, that the Japs had sued for peace before the atomic bomb and the entire war. In New York City on 9 October Goathemites turned out by the millions to shout their acclaim as the admiral toured the city with the Medal of Honor winners. At City Hall, where he was made an honorary citizen, 350,000 persons roared approval. The Admiral was flabbergasted by the demonstration. "This is overwhelming," he said. "I can't believe this is happening to me. I think I'm in a dream."

Before returning to Honolulu for Navy Day, he visited his native state of Texas and received his third big public greeting at Dallas.

Admiral Demobilizes

Admiral William F. Halsey Jr., USN, commander of the Third Fleet, announced to his press conference on 28 September that he was requesting retirement, and said:

"I'm an old man. Let the young fellows take over."

This came as a surprise to Americans, few of whom had realized that "The Bull," who had worked so hard, fought so savagely during the entire Pacific war, was only 53 months shy of the statutory retirement age of 64. His broad grin, confidence and colorful speech were so characteristic of youth it was difficult to imagine "(Ret)" after his name.

The son of a Navy captain, Admiral Halsey became familiar with the Navy long before he was appointed to the U. S. Naval Academy by President McKinley in 1900. At the Academy he played football, won the Thompson trophy cup in athletics and graduated on 1 Feb 1904.

By a curious coincidence Admiral Halsey's first sea duty was in the USN Missouri, predecessor of the battleship that 40 years later became the flagship of his mighty Third Fleet. In 1906 he was commissioned ensign, after serving the two years sea duty required for a commission in those days. Three years later, after having travelled around the world aboard the Kansas, he was promoted to lieutenant (jg) and lieutenant.

During the next eight years he had duty aboard destroyers; commanded a torpedo flotilla; and was an executive officer on the academic staff of the U. S. Naval Academy, getting his next half-stripe shortly before he went overseas during World War I.

As commanding officer of the destroyers USS Benham and USS Shaw, he won the Navy Cross for "important, exacting and hazardous duty of patrolling the waters infested with enemy submarines and mines, in escorting and protecting vitally important convoy of troops and supplies through these waters, and in offensive and defensive action, vigorously and unremittingly prosecuted against all forms of enemy naval activity."

Between wars his duties varied,
Two years later and while serving in that assignment he was promoted to rear admiral.

In April of that year, Admiral Halsey's title was changed to Commander, Carriers, Pacific Fleet, with additional duty as Commander, Carrier Division Two. On 15 June 1944, he became commander of the Third Fleet.

In addition to the Navy Cross and Distinguished Service Medal, Admiral Halsey holds Gold Stars in lieu of second and third Distinguished Service Medals, the Army Distinguished Service Medal and several foreign decorations.

Future Blueprinted

Closely allied to the problems of demobilization is the size of the post-war Navy. For the guidance and information of Congress, which in the final analysis determines the Navy's size, Secretary of the Navy Forrestal prepared an explicit, authoritative outline of the peacetime Navy to date. He considered not merely size and striking power, but also the role the Navy must play in America's national and international policy. "The size of the Navy," he said, "must vary from time to time in direct ratio with what you might call the blood pressure of the international community."

Accordingly, Secretary Forrestal's blueprint divided the post-war Navy into five sections: active, ready reserve and laid-up reserve.

In the active category would be 300 major combatant ships, or about 28 per cent of the total fleet, together with auxiliary craft. The active fleet would thus be numerically smaller than the American fleet of December 1941. In addition, there would be approximately 100 additional major combatant ship in the ready reserve. The following is the Secretary's approximation of the makeup of the various categories:

- **Active and ready reserve**: 11 battleships, 15 aircraft carriers, including three 45,000-ton flattops; 21 escort carriers; 22 heavy and large cruisers; 29 light cruisers; 176 destroyers; 40 destroyer escorts; 90 submarines; ten repair ships; five depot, service and replenishment craft. All battleships, carriers, cruisers, destroyers and submarines in this fleet are new ships, completed since 1940.

- **Laid-up reserve**: Seven old battle-wagons; 22 carriers, all built since 1940; 58 escort carriers, all since 1940; 14 light cruisers; five depot, service and replenishment craft. All battle-wagons, escort-carriers, light cruisers and depot, service and replenishment craft in this fleet are new ships, completed since 1940.

The inducements set forth in the bill are based on an effort to have reenlist in the Naval service personnel now in the Navy when their terms of enlistment expire; to encourage those enlisted personnel now in the Reserve to transfer to the Regular Navy; to encourage those induced in the Navy and provides added inducement for those persons who consider enlisting in the Naval service as a career.

The important inducements are the following:

1. If enlisted men reenlist within 24 hours after their enlistments expire, they will be given a double pay allowance. The regular enlistment allowance for the first three pay grades is $50.00 multiplied by the number of years in previous enlistments. For other men in the lower grades of the service, it is $25.00 multiplied by the years served in previous enlistments. If the last enlistment were for 6 years, personnel in the first three pay grades who reenlist within 24 hours will be given $600.00; reenlistment after a 4-year enlistment, $400.00.

2. If personnel reenlist within 120 days after the Naval Academy, they will be eligible for transfer to the Fleet Reserve after 16 years of service; if they do not elect to reenlist within 120 days, they will be eligible for transfer to the Fleet Reserve only after 20 years of service instead of 16.

3. Enlisted men of the Reserve who are discharged therein, to be eligible to enlist in the Regular service shall be entitled to travel expenses at the rate of five cents per mile to their original place of enlistment.

4. An enlisted man who reaches the chief petty officer is guaranteed a commission in the Regular Navy if he passes the examination. That the Navy will from time to time give to chief petty officers recommendation for promotion.

5. An enlisted man who has not reached the rank of chief petty officer, and who may be only a seaman, who has served 4 years in the Navy—the same length of time that a man studies at the Naval Academy—to become eligible for a commission—will be entitled to take an examination and be commissioned an officer in the Navy on the same basis that he attended the Naval Academy. The Navy Department maintains courses in various subjects so that young men who are ambitious and desire to attend the Naval Academy, but who do not attend the Naval Academy, will be given the opportunities to study and qualify for commission rank.

6. Similar retirement benefits are guaranteed to enlisted men who are disabled as are now given to officers, permitting them to retire at the highest rank which they held while in active duty status.

7. Those who are now in the Fleet Reserve, after having served 16 years' active service and who were recalled to active duty, will be given credit for the additional years served during the present war. In other words, if they served 4 years in the present war, they will be given credit for active service and receive the Fleet Reserve pay that is given to men who have served 20 years in the Naval service.

8. Instead of receiving a maximum of 50 per cent of their pay which they receive when transferring to the Fleet Reserve after 20 years' service, enlisted men will receive that percentage of pay which they receive when transferring to the Fleet Reserve after 20 years' service, which is twice the number of years of service. A man who has served 20 years will be entitled to receive the same percentage of his pay which he received when transferring to the Fleet Reserve after 20 years' service, which is twice the number of years of service.
get 2½ times 20 or 50% of his pay annually for the rest of his life. A man who has served 25 years will get 55% of the base pay received in active service. This amount increases for every additional year of service until the total amount that one can receive is 100% of his base pay.

The inducements contained in the Bill are the result of study by the Navy Department and conferences held with enlisted men now in the Naval service. It is believed that these inducements will serve to keep in the Navy for a longer period of time those men who might be disposed to leave the Naval service after one or two enlistments. The substantial increase in the amount received by those who have served 20 years in the Navy upon transferring to the Fleet Reserve is expected to be an inducement for young men to enlist in the Navy and make it their career. The increase that personnel receive who transfer after 20 years to the Fleet Reserve over present law may amount to as much as $41.40 per month in their annual allowance. This change can be illustrated by assuming a boy enters the Navy at 18 years of age and is in rank during his 20 years' service to chief petty officer. At the age of 38 he would transfer to the Fleet Reserve and receive an annual check from the Government of $110.40 a month for the rest of his life. Under present law persons of like age and with similar length of service receive approximately $69.00 a month.

The proposed legislation referred to above (S. 1438) has been approved by the Senate Naval Affairs committee with amendments, and is now on the Senate calendar.

The House Naval Affairs committee has not as yet held hearings on the measure, and therefore the action of that body cannot be anticipated.

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

To be admiral:
Samuel M. Robinson, USN.

To be vice admiral:
Louis E. Denfeld, USN, to be Chief of the Bureau of Naval Personnel for a four-year term effective 15 Sept 1945.

To be rear admiral:
Louis B. Combs, USN, to be Chief of Naval Research.

Armed forces, while serving as commandant, U. S. Naval Reserve, China.

To be commodore:
William J. R. Wilkerson, USN, as chief of staff to ComCincLant.

Benjamin V. McCandlish, USN, as commander of a NOB.

Gordon Rowe, USN, as commander NOB, Midway Island.

Elliott H. Nixon, USN, as chief of staff to ComCaribbean.

James K. Vardaman, Jr., USN, as naval aide to the President.

William S. Patrinos, USN, serving with the Naval Photographic Institute.

William W. Behrens, USN, as commandant NOB, Port of Subic Bay, Philippines.

Mark L. Hersey, Jr., USN, as commandant NOB, Autumn Bay, Milford.

To be major general in the Marine Corps:
Archie F. Howard, USMC.

To be brigadier general in the Marine Corps:
Samuel L. Howard, USMC.

FASHION EYES of these Spars are turned to civilian future. Spar Owens (right) tries on a new bonnet while other studies ways to convert service blues.

Storms over Okinawa
Typhoons, the scourge of Oriental waters, struck twice at Okinawa in less than a month to level southern Okinawa, sink 13 vessels, ground 200 more. In the first storm, 85 were dead or missing; in the second, 43 were dead, 50 missing and 49 injured.

On Okinawa, more than 2,000 hospital patients were temporarily without shelter as the 100-mile wind made a shambles of nearly all buildings on the lower part of the island. Almost immediately the Navy dispatched three hospital ships to evacuate the hospital cases, including more than 800 bed-patients. Food-carrying planes were rushed to the scene to replenish the seriously depleted stores.

The first of the typhoons hit Okinawa between 16-18 September, striking the minesweepers YMS 98, 341, 421, and the subchaser SC 636. The second typhoon, which was much more destructive, lashed Okinawa on 9 October. In this storm eight other vessels were swamped and buildings were demolished, while approximately 200 small craft were sent aground.

Photographers Cited
In recognition of the important war role of Navy, Marine Corps and Coast Guard photographers, 150 citations for the best naval photography in World War II were awarded 25 October by the U. S. Navy Photographic Institute in ceremonies at the National Press Club, Washington, D. C.

Presenting the awards at the ceremonies which were attended by high ranking Navy, Marine Corps, Coast Guard and Government officials was Fleet Admiral William D. Leahy, USN (Ret.), Chief of Staff to the President. Seventy-five per cent of the citations were for combat action work in both still and motion picture photography.

Headed by Capt. Edward J. Steichen, USNR, commander of all Navy combat photographers and director of the photography for “The Fighting Lady,” the Navy Photographic Institute held an exhibition of the best naval photography in conjunction with the ceremonies.

Utah Plaque
In honor of the six officers and 52 enlisted men who died when the uss Utah was sunk at Pearl Harbor, remaining crew members of that ship have forwarded funds for a memorial plaque in the State Capitol at Salt Lake City, Utah.

A check for $1,000, representing the remaining Ship’s Service funds of the Utah, was sent to Gov. Herbert B. Maw, of Utah. He has agreed to inscribe the 58 names on the plaque. The Utah is still almost entirely submerged near Ford Island in Pearl Harbor. At the time of the attack the battleship had already been converted into an antiaircraft training ship and experimental laboratory for the Pacific Fleet.

 Minesweepers lost. Two of the eight mine sweepers assigned to Greece by the United States were lost when they struck mines while on mine sweeping duty in Saronicos Gulf. The ships were the YMS 191 and YMS 74. Three members of the Greek crews were killed in the sinkings.

Jap Starvation. The efficiency of American blockade of by-passed islands was demonstrated after the Jap surrender of Woleai Atoll in the Carolines. Cut off from supplies for nearly six months, the Jap garrison surrendered from 6,500 men to 1,550.

Mail delay from Pacific areas is attributable to the plane priority accorded wounded evacuees. When planes are not available because they have been set aside for wounded, mail is put on fast ships bound for the U.S.
WAR CAST MOVIE SHIP IN NAVY ROLE

HER decks once ran with blood. Pirates swarmed through her rigging, slashing at each other with curved cutlasses, plunging overboard from the dizzy heights of her masts. Once she flew the British flag and once a brutal captain delighted in lashing his men with a cat-o’-nine-tails. Once mutineers seized her and set her captain adrift. But, through most of World War II, the USS Metha Nelson floated calmly at anchor outside Los Angeles harbor, placidly acting as an identification ship for all inbound and outbound vessels.

Net for years had the Metha Nelson sailed the seas in reality but only in the imaginary world of motion pictures. Along with other old windjammers, schooners and the like she had been tied up in a backwater of the harbor for many years. Only when she was needed to portray an old-time sailing ship was she hauled out to sea. Her most famous role was in “Mutiny on the Bounty” with the infamous Captain Bligh as her skipper. Extras were her crew, ketchup the split blood on her holy-stoned decks. Pirate pictures, including “Captain Blood,” were her favorite vehicles for them, with a minimum of remodeling, she could play a part to perfection.

Metro-Goldwyn-Mayer studios sold the Metha Nelson to the Navy soon after U.S. entry into war. Her war job was to lay off the harbor, checking identification of all ships and acting as a “boarding house” for ten pilot officers who guide ships into their berths.

Before turning to a histrionic career, the Metha Nelson, plying between Maine and Singapore with various types of cargo, mostly lumber. Built in 1896 at Dixon’s Shipyard in Eureka, Calif., she also had been outfitted for a treasure-hunting cruise on one occasion. Legend has it that one of her skippers had a price on his head.

The Navy has made a few changes including an engine room and a signal bridge. But a magnetic compass, made in Tokyo, is still on board.

More Education

Steps have been taken to make the benefits of the Navy’s Educational Services Program available to every man in the Pacific area. All commanding officers have been directed by an ALPOA to establish educational services programs which will meet the interests and needs of their commands. These activities are part of the Navy-wide program (ALL HANDS, Sept. 1944, pp.32,33), designed to help naval personnel prepare for their return to civilian life by using idle time for the advancement of educational and vocational careers.

As a first step in carrying out the program, the ALPOA instructs each command to make a special survey to determine the interests of personnel in education and vocational work, and the facilities and gear available for classroom instruction, shop work, and on-the-job training.

Participation will be on a voluntary basis and those who enroll will have a free choice in selecting courses of study.

Instructors and assistants will be chosen from local personnel. For those who might stay out of the program because their points are close to the total needed for release, assurance is given that participation in the program, either as teacher or pupil, will not interfere with separation from the service. Where practicable, the program may operate during on-duty as well as off-duty hours.

The Pacific educational program will offer two broad courses of study. One will enable the prospective civilian whose duties may have prevented much study of recent history to catch up on current events and take a refresher course in the civic responsibilities that await his return to home duty. This first activity will be informational in nature. The second and larger activity will be on a vocation. Here, the educational bill of fare to meet almost any man’s taste, from the basic bread-and-butter desire for self-improvement in a vocation to purely cultural interests. The exact nature of any activity will depend upon the expressed interests of the men themselves and the time and facilities available to carry on the work.

Informational activities will provide opportunities to study such subjects as “The Foundations of National Power,” “The United Nations Organization,” “The Role of the Navy in Peace,” and “A Citizen’s Duties in a Democracy.”

Educational activities on Pacific ships and stations call for the establishment of group classes and the teaching of a wide range of academic subjects. The classroom course will be arranged to serve the needs of the most interested and who otherwise his education was interrupted in grade school, high school, or college.

For those who plan to earn their way in some particular vocation after discharge, prevocational training using the use of naval facilities —will be available. On-the-job training will also be given special attention in the educational program. To accomplish this, men may be assigned as apprentices and assistants to qualified technicians and maintenance men and given special opportunities to gain experience or improve skills in chosen trades.

Special training in the “three R’s” will be available to men having less than 5th grade mastery in these subjects.

For the individual who has some special need or interest that won’t be reached by the local program, assistance will be available toward enrollment in correspondence courses. The teaching courses offered by the U.S. Armed Forces Institute (USAFI). The educational program will be rounded out by correspondence and vocational plans and assistance in gaining high school or college credit for work and training in the Navy.

Full-time educational services officers will be in charge of the Pacific area educational program at the larger activities. At other places, officers will be assigned to collateral duty on the program.

Antarctic Medal. In recognition of valuable service to the nation in the field of polar exploration and science, the members of the U.S. Antarctic Expedition of 1939-41 are to be awarded medals, as provided for by Public Law 85-312 recently passed by the 79th Congress.

The medal is to be awarded in three degrees of importance—gold, silver and bronze—and it is estimated that approximately 161 men are eligible to receive the award.

New Fighter. The F8F, fastest single-engine, carrier-based fighter,
L is a sea-level speed of 400 miles an hour and can climb more than 5,000 feet a minute with the aid of water injection. The fighter, known as the Bearcat, has four wing-mounted .50-caliber guns and is equipped to carry both bombs and rockets on offensive missions.

The new Navy plane combines the maneuverability of the Jap aircraft with the high horsepower, heavy armor and ruggedness of Navy fighter planes. Its small size makes it possible to load more of them on a carrier.

Navy chaplains are busy men. If you don’t believe it look at these figures released last month: Divine services conducted during 1944—450,294. Attendance at these services—37,062,428. The chaplains conducted 397,428 services on their own ships or stations, 35,791 on other than their own ships or stations, and 17,075 services in civilian churches. In addition, during the year they officiated at 3,982 marriages, performed 14,793 baptisms and conducted 12,710 funerals. In affairs other than those directly relating to their religious duties, the chaplains sponsored 46,683 lectures, rehearsals, discussion groups or song fests; held 3,183 study classes and 52,285 entertainments other than movies, with a total of 7,274,839 in attendance. The chaplains also made 5,470,565 visits to persons in hospitals, sick bays and brigs.

Huge economies have been effected by the Navy’s salvage operations, which recovered about $600,000,000 worth of sunken ships and cargo in coastal salvage operations. In addition, the Navy saved millions of dollars in military and Navy craft salvaged while clearing harbors for advancing Allied forces.

One of the largest of these salvage jobs was the clearing of 600 vessels from Manila Bay. This task began in January 1945, with 60 officers and 600 enlisted men coping with Jap snipers and wrecking it to devote its attention exclusively to major fleet units.

Located on the waterfront, the store stocks all foods necessary to feed the crews of crash boats, subchasers, tugs, minesweepers and other small craft. All a seagoing chef needs is a Navy requisition to obtain a daily or weekly supply of food, depending on the proposed length of his craft’s next cruise.

Rapid turnover of stock enables the store’s staff to maintain a constantly fresh supply of succulent items. The dry-stores stock is replenished twice a week while perishable goods, such as fruits and vegetables, are obtained daily.

General manager of the store heads a staff of two experienced butchers who man the meat department, two storekeepers who handle the dry stores department and a third storekeeper who handles fruits and vegetables.

Like all good country stores this Navy grocery shop boasts a cat, a checker game and a novel method of trapping flies. The cat, “Bonny,” is evidently held in awe by mice and rats for these pests haven’t poked a nose into the premises. “Every day I find a pile of bugs under my desk. It’s Bonny showing off her prowess,” the officer-in-charge reports.

A continual checkers competition is carried on by store personnel in spare moments, which incidentally are very rare. No champion has been officially declared, as one man is defeated almost as soon as he wins the title.

The store maintains a complete stock, even to ice cream for the blue-jackets. One day’s notice is all that’s necessary and the ship will be supplied with many of America’s favorite delicacies.

The final touch in country-store atmosphere is manifested in the ingenious rig devised to combat flies. A board to which strips of fly paper are attached is suspended from the ceiling by a tiny pulley. An attached string allows easy hoisting and lowering.

It seldom takes a shopping sailor longer than 15 minutes to obtain everything he needs for his men. Most cooks can carry their own supplies but, if an order is unusually large, a “jitney” is loaded quickly and rumbles down the pier to the ship where the food is unloaded directly aboard.

Supply officers as well as those commanding the smaller craft heartily approve of the store. Not only can requisitions be filled quickly but much waste is eliminated with the day-to-day method of purchasing.
Marshall Urges Preparedness

Pulling no punches, Gen. of the Army George C. Marshall, Army Chief of Staff, laid before the American people a 72,000-word report in which he summarized the war and pleaded with Americans to establish compulsory military training lest they bring on a disaster that would dwarf World War II.

The famous soldier-statesman disputed the arguments of opponents of universal military training and declared that the United States was not ready to mobilize an Army of 4,000,000 within one year after any future international crisis. He denied that America’s security is in question because the Army is a mere shadow of its former self. He showed that the American Army is not only strong, but is a bulwark of democracy. He warned against ignoring the

Marshall Urges Preparedness

Pulling no punches, Gen. of the Army George C. Marshall, Army Chief of Staff, laid before the American people a 72,000-word report in which he summarized the war and pleaded with Americans to establish compulsory military training lest they bring on a disaster that would dwarf World War II.

The famous soldier-statesman disputed the arguments of opponents of universal military training and declared that the United States was not ready to mobilize an Army of 4,000,000 within one year after any future international crisis. He denied that the Army was a mere shadow of its former self. He showed that the American Army is not only strong, but is a bulwark of democracy. He warned against ignoring the
“tragedies of the past and present which we are seeking to avoid for the future,” and said that in 1938, when he became Chief of Staff, the United States was “sick” and “not even a third-rate military power.”

“We finish each bloody war with a feeling of acute revulsion against this savage form of human behavior,” he asserted, “and yet on each occasion we confuse military preparedness with the causes of war and then drift almost deliberately into another catastrophe.”

**Vets Have ‘Super-Seniority’**

Veterans have been granted “super-seniority” in regaining jobs by a Selective Service ruling. Selective Service declared that union membership or other conditions not specifically enumerated in the Selective Service Act could not be required of a veteran as a prerequisite to his reinstatement in civilian work.

Section 8 of the Selective Service Act provides that all men or women who entered the armed forces after 1 May 1940 have the right to restoration of their old jobs or other jobs of like seniority and pay, with protection against arbitrary dismissal or layoff for one year.

The new regulations of Selective Service are contained in a handbook issued by Maj. Gen. Lewis B. Hershey and supersede all earlier interpretations of Section 8. Where there are borderline cases, says the general, “the doubt . . . should be resolved in favor of the veteran.”

What vets want to do was the subject of a survey by the New York State Commerce Department. Indications are that the greatest interest in post-war fields centers on gasoline filling stations and small retail stores. There were many inquiries from ex-servicemen concerning electrical appliance stores and grills. The list of occupations that aroused veterans’ curiosity included a diaper laundry service and goat-raising. Two service men apparently planned to combine business with pleasure because they wanted the details on a fishing and boating service.

**Taxes Going Down.** The first major tax slash in 16 years seemed at hand last month when the House of Representatives quickly passed a measure that would reduce taxes by more than $5,000,000,000. The bill, if passed by the Senate and signed by the President, would strike more than 12,000,000 persons from the income-tax rolls.

Under the proposed tax bill, no person would get less than a 10% income tax reduction and the cut could go as high as 40%. The tax burden on corporations would also be reduced by $1,888,000,000 including a partial repeal of war excess profits levy and lowering of business surtax rate. The $5 automobile use tax is to be abolished on 1 July. Frozen by the bill was the social security tax in 1946 at 1 per cent each on employer’s pay and employer’s payrolls. Without this freeze the rate would have increased to 25 per cent on 1 Jan 1946.

**NEW CARS once more roll off Ford River Rouge production line.**

**Home-Town Topics**

There’s a guy in New York City who’s really breaking the cops’ hearts with his generosity. Regularly he leans out of a window in a Fifth Avenue skyscraper and tosses quarters, nickels and dimes to the street. What that does to traffic shouldn’t happen to a task force. Finally three uniformed men and a couple of plain-clothes police were planted outside the building. They waited in the rain, along with scores of other New Yorkers. But this day he didn’t show up. Maybe it’s a case for Dick Tracy.

Another tale about money comes from the New York Central terminal in Buffalo, N. Y. One day 61 service men and women passing through the station were handed envelopes containing from two to five dollars. Seems the National Corps Ladies Auxiliary, Army and Navy Union, U. S. A., had decided it had too much money in the treasury and figured a good post-war plan would be to give money to service men and women rather than toss a party. Then there’s the story from Kalamazoo, Mich., about the 11-year-old boy who told police he had “found” four dollars. By the time the cops caught up with him he had eaten a sandwich, a pound of peanuts, a bag of popcorn, eight candy bars, 30 cents worth of penny candy. Then he washed it down with eleven ice cream sodas.
TRYING HARD is Detroit's catcher, Paul Richards, as he swings and misses in last game. By this time fans had seen everything in touch-and-go series.

All this in one hour, which is a chow hound in any outfit.

For the benefit of jivers who think rug-cutting is the fastest thing on feet, General Electric scientists in Schenectady, N. Y., made a little test. They concluded that jitterbugs were a bad second to polka dancers. According to the scientists the polka raps out 170 vibrations per second, which is 50 better than the jive artists could do. . . . Things are really tough all over.

Three masked bandits copped a safe in Boston, Mass. Inside was $5,000. Several hours later the police found them in the woods trying to open the safe. There was an exchange of shots, the robbers fled. The thieves had been unable to open the safe. . . . Out San Francisco way, the folks really know the war is over because the street car lines have started courtesy classes for conductors. . . . For years fishermen have been telling tales about the "monster" that inhabited Round Lake, Saratoga County, N. Y. It was a menace to all sorts of fishing tackle. Now the mystery is solved. The Conservation Department says the "monster" is a 30-inch, 11-pound bass. It was found dead. The previous State rod and reel record was 10 pounds, six ounces. . . . Another story for animal lovers concerns the cow in Alexandria, La. She gave birth to triplets. Mother and children are doing fine.

SPORTS

Tigers are Champs

The theme song for the World's Series could have been borrowed from a lament familiar to the ever-hopeful rooters at Ebbets Field, Brooklyn—"Wait till next year." For although the series, copped by Detroit in seven games, set a new attendance record, it was probably the sloppiest baseball classic in recent years.

The slow fielding and numerous errors made the series look like a sequence from a Marx Brothers movie, but this haphazard brand of baseball gave the games a hectic quality, with fans wondering from inning to inning what strange twist of baseball would come next.

Of particular interest to servicemen still "sweating out" their points was the role played by two honorably discharged veterans, one from the Navy and the other from the Army. Virgil Trucks, discharged from the Navy just a few weeks before the series, pitched Detroit to its first victory over Chicago. Hank Greenberg, late of the Army, was slugging hero of the series with two homers.

The tilt opened in Detroit on 3 October before 54,637 frost-bitten spectators, who paid $221,833. In the first inning the Cubs teed off Hal Newhouser for four runs. They nailed him for three more in the third and that ended his work for the day. The Cubs scored a couple of more for good luck, but they need not have reached first after the first run. For Hank Borowy, sold to Chicago for $100,000 in July, hurled a fine game to blank the Tigers 9-0, with only six hits.

The shoe was on the other foot in the second game, but it was a very tight fit. Not until the fifth inning did the victorious Bengals move into the lead, after trailing 1 to 0. But in the thrilling fifth, after the tying run had scored, husky Hank Greenberg came to bat with two men on to face Hank Wyse. The man who had clinched the pennant for his team with a homer, brought the fans to their feet in awry—after winning vital seventh game.
FIREBALLER Trucks fires one for Tigers in winning second game.

feet with a towering jackpot hit deep into the left field stands.

From then on, it was up to the Navy's Virgil Trucks. Behind him, as he burned in his famous fast ball was the same slow-fielding team that looked so bad against the flashy Cubs.

But Trucks manned his battle station in superb fashion and the Chicago kamikazes never had a chance, with the game ending 4-1, knotting the series, 1-1.

The third game provided the best-pitched game in series history as Claude Passeau tossed a one-hit shutout, facing only 28 Tigers. Only once before since the series began in 1903 has there been a one-hitter and that too was hurled by a Cub moundsmen. But that pitcher, Ed Reulbach, allowed a run. Passeau, a 34-year-old right hander permitted only two Tigers to reach first and neither of these got to second. The final score of 3-0 put Chicago in the lead for the title, 2 games to 1.

Then the series moved to Chicago's Wrigley Field, but that was small solace for the local folks. By the end of the day the series was knotted once more. This time the honors went to bespectacled Paul Trout, who pitched

C-NOTE means civilian and road to million-dollar gate for Joe Louis.

NAVY SAVVY demonstrated by Bill Barron, finally nabbed after gaining 17 yards against Duke in second quarter. Navy won 21-0 before 43,000 fans.
London Conference Stalemate

After 22 days of conferring and bickering, the world's first peace conference ended in stalemate. The foreign ministers of the United States, Great Britain, Russia, China and France finally found something in common on 3 October when they agreed to end the London sessions.

Apart from the deadlock on how to make the peace, the conference highlighted a cleavage among the nations that aligned four powers against Russia on nearly all major issues. At times there were personal recriminations which enveloped the Council of Foreign Ministers in pessimism, making the role of peacemakers more difficult.

Secretary of State James F. Byrnes said the meeting broke up because Russia refused to accept the principle of admitting other nations, notably China and France, to discussions of questions not involving them directly.

Soviet Foreign Commissar Vyacheslav M. Molotov, sought to exclude both China and France from discussion of peace terms for the Balkans.

On the other hand, the Russians were critical of American government in Japan and demanded an Allied commission take over in which Russia would have a voice. The criticism of America's occupation policy in Japan brought a quick, sharp rejoinder from Secretary Byrnes.

He pointed out that the matter of Japanese occupation was not on the agenda; that if the Russians questioned our policies they should have made objections through regular diplomatic channels. Mr. Byrnes was supported by President Truman, who reminded the Soviets that until then they had never expressed dissatisfaction with America's independent control of Nippon.

At first, however, British Foreign Secretary Ernest Bevin soon learned that the Australians and other dominion representatives were in favor of the Russian proposal for Allied control of Japan, and Britain opposition was withdrawn.

Two days after the conference ended, Mr. Byrnes said he would continue to work for another peace meeting because he felt that a world war should be settled only by all the United Nations. He pointed out that the Russian delegate had not rejected the American proposal for a peace conference.

"My hope," said Mr. Byrnes, "is that after he (Molotoff) has conferred with his Government, his Government will agree that the nations that fought the war—the World War—shall have a chance to make the world peace. . . . The United States is willing to dictate terms of peace to an enemy but is not willing to dictate terms of peace to its allies."

New Japan Taking Shape

With Japan disarmed, Gen. of the Army Douglas MacArthur, Supreme Commander for the Allied Powers, began a thorough overhauling of that nation's war-making potential and also laid the groundwork for a more democratic political life as a safeguard against the rejuvenation of militarism.

One of his first steps was a series of orders freezing Jap trade and smashing the Jap Government's close supervision of news sources and facilities. He called the trade freeze a program for "fingerprinting the nation's assets here and abroad."

The directive on trade prohibited the Jap Government from exporting or importing all means of carrying on Japan's war-making potential as well as Japanese newspapers. He forbade "preferential treatment" for any Jap government, who formed a sort of Japanese Gestapo. These were direct blows at the roots of the Imperial totalitarian system.

Within three days there was a new Jap Premier, as Baron Kimura, succeeded Prince Narihiko Hisahara. The new Premier began reshuffling the Cabinet.

Perhaps the most dramatic incident since the Jap surrender occurred on 27 September when Emperor Hirohito in a non-divine role received by visiting Gen. MacArthur in the main living room of the United States Embassy in Tokyo. The conference lasted half an hour and the subjects of discussion were not revealed.

In Washington, on 10 October Secretary of State Byrnes invited nine nations to send delegates to the American capital for a conference to establish an Allied Advisory Commission, which would consider Japanese occupation policy. Although Russia was among the invited nations, the President rejected the Soviet request for an Allied Commission to sit in Tokyo and govern Japan.

Japs Killed Doolittle Flyers. Conclusive evidence shows that the Japs executed three of the Americans who flew in the famous Doolittle raid over Tokyo from the carrier Hornet. Documents discovered by Army officials show that three flyers were killed by a firing squad at the Shanghai race track after a farcical thirty-minute trial. Another flyer in the 1942 raid died of ill treatment in a Nanking prison camp.

The records of the court-martial proceedings show that not only were they conducted without regard for the generally accepted rules, but that they were held in Japanese.
MEDALS OF HONOR AWARDED 14 HEROES

President Truman Presents Citations on Nimitz Day

ELEVEN MARINES and three Navy men who displayed great heroism and leadership in the Pacific received Congressional Medals of Honor in special ceremonies at the White House on Nimitz Day, 5 October.

Among the men who received their medals President Truman was Lt. Col. Gregory Boyington, USMC, Okanogan, Wash., Marine flying ace recently freed from a Japanese prison camp. Lt. Col. Boyington's citation, awarded while he was a major and signed by the late President Roosevelt, was for action against the Japanese in the Solomons Area from 12 Sept 1943 to 3 Jan 1944 when he was CO of Marine Fighting Squadron 214 and personally destroyed 28 of the Jap planes shot down by his squadron.

On the same occasion, Comdr. George L. Street, III, USN, Bon Air, Va., was decorated for his conspicuous gallantry as CO of the USS Tiranante during her first war patrol, off the coast of Korea. On 14 Apr 1945 the Tiranante sank a large Japanese ammunition ship and two other vessels in the harbor of Quelpart Island in defiance of five shore-based radar stations, menacing aircraft and numerous patrolling vessels.

Eight of the men won their awards for distinguishing themselves above and beyond the call of duty on Iwo.

- Sgt. William G. Harrell, USMCR, Mercedes, Tex., leader of an Assault Group in the 5th Marine Div., killed at least five Japanese in hand-to-hand combat on 3 Mar 1945 despite critical injuries to both hands, his leg and side while defending his command post.
- Corp. Douglas T. Jacobson, then Pvt., USMC, Port Washington, N. Y., destroyed a total of 16 enemy Japanese positions and annihilated approximately 75 Japanese on 26 Feb 1945 as his unit of the 4th Marine Div. fought desperately toward the summit of Hill 382 to penetrate the heart of Jap cross-island defenses.
- Pvt. Jacklyn H. Lucas, USMCR, Belhaven, N. C., on 20 Feb 1945 hurled himself over two grenades, absorbing the explosions in his own body in order to shield his companions of the 5th Marine Div. He is the youngest man of the Navy or Marine Corps or Coast Guard to receive the Medal of Honor in this war.
- Pvt. Franklin E. Sigler, USMCR, Little Falls, N. J., on 14 Mar 1945 took command of his rifle squad of the 5th Marine Div., after the leader became a casualty, and led a bold charge against a Japanese gun installation. Reaching the enemy ahead of his squad he successfully surprised the enemy with a furious one-man assault and personally annihilated the entire crew. Although severely wounded, he returned to his position to continue fighting and evacuating other casualties.
- George E. Wahlen, PhM2c, USNR, Ogden, Utah, received his decoration in recognition of his heroism and self-sacrifice in caring for Marine wounded on 3 Mar 1945 when he consistently disregarded all danger and his own wounds to attend fighting comrades.
- Pvt. Wilson D. Watson, USMC, Earl, Ark., serving with the 3d Marine Division, on 26 and 27 Feb 1945 fought furiously and alone in an exposed position for 16 minutes, killing 60 Japanese before his ammunition was exhausted and his position was able to join him.
- Corp. Hershel W. Williams, USMCR, Fairmont, West Va., was credited with being directly instrumental in neutralizing one of the most fanatically defended Japanese strong points on Iwo Jima after he daringly went forward alone on 28 Feb 1945 to attempt the reduction of devastating machine-gun fire from the unyielding positions.
- Corp. Richard E. Bush, USMCR, Glasgow, Ky., was decorated for gallantry at Okinawa. While serving...
with the 6th Marine Div. during the final assault against Mt. Yaetake on 16 April 1945. Corporal Bush was with the first unit to break through the inner defense of Mt. Yaetake and fought relentlessly in the forefront of the action, repeatedly wounded and evacuated with others under protecting rocks. Although prostrate under medical treatment when a Japanese hand grenade landed in the midst of his group, Corporal Bush unhesitatingly pulled the deadly missile to himself and absorbed the shattering violence of the exploder charge himself, saving his fellow marines from severe injury or death despite certain peril to his own life.

- Robert E. Bush, HACLc, USNR, Raymond, Wash., was a medical corpsman with a rifle company of the 5th Marine Div. While he was administering blood plasma to a wounded marine on 2 May 1945, the Japanese launched a savage counterattack, but he resolutely maintained the flow of life-giving plasma. With the bottle of plasma held high in one hand, Bush drew his pistol with the other and fired into the enemy's ranks until his ammunition was expended, accounting for six of the enemy despite his own serious wounds and the loss of one eye suffered during his desperate battle in defense of the helpless man.

- 2nd Lt. (then Pfc.) Arthur Jackson, USMCR, Portland, Ore., received his medal for action with the 1st Marine Div. on Peleliu on 18 Sept 1944 when he wiped out a total of 12 pillboxes and strongly held bastions of the Central and Eastern Carolines and secured in quick succession Peleliu, Angaur and Ulithi. With reconnaissance of the main beaches on Leyte effected, approach channels cleared and opposition neutralized in joint operations to reoccupy the Philippines, the challenge by powerful task forces of the Japanese Fleet resulted in a historic victory in the three-phased Battle for Leyte Gulf, October 24 to 26, 1944. Accelerating the intensity of aerial offensive by pressure exerted at every hostile strong point, Fleet Admiral Nimitz culminated long-range strategy by successful amphibious assault on Iwo Jima and Okinawa.

“A wise, steadfast and indomitable leader, Fleet Admiral Nimitz, by his daring strategy and his faith in the courage and skill of the officers and men under his command, faced representative forces of the United States Navy in the harbor of Tokyo for the final capitulation of the Japanese Empire. Through his mastery of naval warfare, his strategic skill, his sound judgment and his inspiring leadership, he demonstrated the highest qualities of a naval leader and rendered services of the greatest distinction to his country.”

**LCI (G) Group 8 and LCI (G) Flotilla 3 Receive Awards for Pacific Actions**

The extraordinary heroism of 12 officers and the crews of 12 Landing Craft, Infantry (Gunboat) in the pre-invasion days of Iwo Jima was told with presentation of the Medal of Honor to Lt. Rufus G. Herring, Roseboro, N. C.; Naval Crosses to 10 other officers and the Presidential Unit Citation to LCI (G) Group Eight, to which they were attached.

At the same time LCI (G) Flotilla Three, Amphibious Forces, Pacific Fleet, of which Group Eight was a part, was awarded the Navy Unit Commendation for its earlier heroic action in the Pacific.

Manned by fighting and skilled seamen, the lightly armored ships of LCI (G) Group Eight advanced steadily under constant hostile fire in support of beach reconnaissance by Underwater Demolition Teams at Iwo Jima on 17 Feb 1945, and led the way for the invasion days later.

With guns silenced, fires spreading in ready ammunition and engine rooms flooded, those ships still operable towed their powerless companion ships clear of enemy fire. Although suffering desperate casualties, the unit evacuated the wounded, extinguished their fires, and returned to the firing line.

Only when the beach reconnaissance had been accomplished did LCI (G) Group Eight retire after absorbing an hour and a quarter of devastating punishment in support of the stout-hearted swimmers of the Demolition Team.

LCI (G) Flotilla Three, Amphibious Forces, Pacific Fleet, received the Navy Unit Commendation for participating in actions in support of amphibious landing on Kwajalein and Eniwetok, and LCI (G) Flotilla Two, and on Saipan, Guam and Tinian in the Marianas from January 31 to July 28 1944. Preceding the assault waves in poorly charted waters off the reef-studded shores of these heavily fortified hostile bases, and repeatedly navigating unswept channels to unlay concentrated rocket and gunfire at perilously close range against beach entrenchments, pillboxes and blockhouses, the ships of Flotilla Two returned to the firing line 6th his 20-mm. guns killing or fatally wounding most of his officers and leaving the ship without navigational control.

Lt. Herring, recovering the second time, climbed down on the house, took over the helm and carried on until relief could be obtained. When he could no longer stand he propped himself against empty shell cases. He called his men to the aid of the wounded. Meanwhile he held his ship's position in the firing line with his 20-mm. guns and conned his crippled craft to safety.

Naval Crosses were awarded to the following 10 officers who commanded the units of LCI (G) Group Eight during the close-in fire support operations against Iwo Jima on 17 Feb 1945 for which Group Eight won the Presidential Unit Citation: Lt. (jg) Forrest W. Bell, USNR, Lubbock, Texas, CO of LCI (G) 449; Lt. (jg) Wallace A.
Pacific Marine Corp Units Receive Citations for Work in Island Battles

The Presidential Unit Citation has been awarded to Marine Corps units for their distinguished service in the epic battle for the island of Saipan, the Gilbert Islands, Tinian, and Wake.

The WAKE detachment of the first Defense Battalion, U. S. Marine Corps, under command of Lt. Col. (then Major) James P. S. Devereaux, USMC; Marine Fighting Squadron 211 of Marine Aircraft Group Twenty-One, under command of Major Paul A. Putnam, USMC; and Army and Navy personnel present: For courageous conduct against an overwhelming superiority of enemy air, sea, and land attacks from 8 to 22 Dec 1941, during which these heroic officers and men manned their shore installations and flew their aircraft so well that five enemy warships were either sunk or severely damaged, many hostile planes shot down, an unknown number of land troops destroyed.

- **Marine Aircraft Group Twenty-Two**, composed of Headquarters and Service Squadron Twenty-Two; VMF-221, Marine Fighting Squadron; VMSB-241, Marine Scout Bombing Squadron: For conspicuous courage and heroism in combat under tremendously adverse and dangerous conditions in the defense of Midway during June 1942.

- **First Marine Division, Reinforced**, under command of Major General Alexander A. Vandegrift, USMC: For demonstrating outstanding gallantry and determination in successfully executing forced landing assaults 7-9 Aug 1942 against a number of strongly defended Japanese positions on Tulagi, Gavutu, Tanambogo, Florida and Guadalcanal, British Solomon Islands, completely routing all the enemy forces and seizing a most valuable airfield within the enemy zone of operations in the South Pacific Ocean. From the above period until 8 Dec Marine Division not only held their important strategic positions despite determined and repeated Japanese naval, air, and land attacks, but by successive and offensive operations against strong enemy resistance drove the Japanese from the proximity of the airfield and inflicted great losses on them by land and air attacks.

- **Second Marine Division, Reinforced**, consisting of Division Headquarters, Special Troops (including Company D, 2nd Armored Amphibian Battalion) Service Troops. 24, 6th, 8th, 10th and 18th Marine Regiments in the Battle of Tarawa: For outstanding performance in combat during the seizure and occupation of the Japanese-held Atoll of Tarawa, 20 to 24 Nov 1943.

- **Fourth Marine Division, Reinforced**, consisting of Division Headquarters; Division Special Troops; Division Service Troops; 23rd, 24th, 25th Marines; 20th Marines (Engineers); 121st Naval Construction Battalion, temporarily attached to the 20th Marines (Engineers); 1st JASCO; 834th and 773rd Amphibian Tractor Battalions (Army); 10th Amphibian Tractor Battalion; 708th Amphibian Tractor Battalion (Army); VMO-4; 2nd Amphibian Truck Company; 14th Marines (Artillery); 311th and 539th Port Companies (Army); Detachment 7th Field Depot, 1st Provisional Rocket Detachment, 5th Amphibious Corps; Detachment, Air Warning Squadron 10 (Howitzers) Corps Artillery, 5th Amphibious Corps; 14th Marines (Artillery), 2nd 155mm Howitzer Battalion, Company C, 114th Marine Artillery, less 3rd and 4th Battalions; Headquarters, Provisional LVT Group, 5th Amphibious Corps; 2nd and 3rd Amphibious Tractor Battalions; 715th Amphibious Tractor Battalion (Army); 1341st Naval Construction Battalion; Company C, 114th Marine Artillery, less 3rd and 4th Battalions; Headquarters, Provisional LVT Group, 5th Amphibious Corps; 2nd and 3rd Amphibious Tractor Battalions; 715th Amphibious Tractor Battalion (Army); 1341st Naval Construction Battalion; Company C, 114th Marine Artillery, less 3rd and 4th Battalions; Headquarters, Provisional LVT Group.

The WAKE detachment of the first Defense Battalion, U. S. Marine Corps, under command of Lt. Col. (then Major) James P. S. Devereaux, USMC; Marine Fighting Squadron 211 of Marine Aircraft Group Twenty-One, under command of Major Paul A. Putnam, USMC; and Army and Navy personnel present: For courageous conduct against an overwhelming superiority of enemy air, sea, and land attacks from 8 to 22 Dec 1941, during which these heroic officers and men manned their shore installations and flew their aircraft so well that five enemy warships were either sunk or severely damaged, many hostile planes shot down, an unknown number of land troops destroyed.

- **Marine Aircraft Group Twenty-Two**, composed of Headquarters and Service Squadron Twenty-Two; VMF-221, Marine Fighting Squadron; VMSB-241, Marine Scout Bombing Squadron: For conspicuous courage and heroism in combat under tremendously adverse and dangerous conditions in the defense of Midway during June 1942.

- **First Marine Division, Reinforced**, under command of Major General Alexander A. Vandegrift, USMC: For demonstrating outstanding gallantry and determination in successfully executing forced landing assaults 7-9 Aug 1942 against a number of strongly defended Japanese positions on Tulagi, Gavutu, Tanambogo, Florida and Guadalcanal, British Solomon Islands, completely routing all the enemy forces and seizing a most valuable airfield within the enemy zone of operations in the South Pacific Ocean. From the above period until 8 Dec Marine Division not only held their important strategic positions despite determined and repeated Japanese naval, air, and land attacks, but by successive and offensive operations against strong enemy resistance drove the Japanese from the proximity of the airfield and inflicted great losses on them by land and air attacks.

- **Second Marine Division, Reinforced**, consisting of Division Headquarters, Special Troops (including Company D, 2nd Armored Amphibian Battalion) Service Troops. 24, 6th, 8th, 10th and 18th Marine Regiments in the Battle of Tarawa: For outstanding performance in combat during the seizure and occupation of the Japanese-held Atoll of Tarawa, 20 to 24 Nov 1943.

- **Fourth Marine Division, Reinforced**, consisting of Division Headquarters; Division Special Troops; Division Service Troops; 23rd, 24th, 25th Marines; 20th Marines (Engineers); 121st Naval Construction Battalion, temporarily attached to the 20th Marines (Engineers); 1st JASCO; 834th and 773rd Amphibian Tractor Battalions (Army); 10th Amphibian Tractor Battalion; 708th Amphibian Tractor Battalion (Army); VMO-4; 2nd Amphibian Truck Company; 14th Marines (Artillery); 311th and 539th Port Companies (Army); Detachment 7th Field Depot, 1st Provisional Rocket Detachment, 5th Amphibious Corps; Detachment, Air Warning Squadron 10 (Howitzers) Corps Artillery, 5th Amphibious Corps; 14th Marines (Artillery), 2nd 155mm Howitzer Battalion, Company C, 114th Marine Artillery, less 3rd and 4th Battalions; Headquarters, Provisional LVT Group, 5th Amphibious Corps; 2nd and 3rd Amphibious Tractor Battalions; 715th Amphibious Tractor Battalion (Army); 1341st Naval Construction Battalion; Company C, 114th Marine Artillery, less 3rd and 4th Battalions; Headquarters, Provisional LVT Group.

French Give Dual Honors To Two Navy Captains

Vice Admiral Raymond Fennard, chief of the French Naval Mission to the United States, recently presented the Legion of Honour, Rank of Commander, and the Croix de Guerre with Palm to Capt. Adolph H. Oswald, USN, and Capt. Frank B. Gary, USNR, both of Washington, D. C. "For exceptional services of the American Navy in the course of operations for the liberation of France.

Capt. Oswald is now serving on the staff of the Commander in Chief, United States Fleet, and Capt. Gary is on duty in the Central Division of the office of the Chief of Naval Operations.
charges. Nine minutes after the third torpedo salvo the carrier broke up and disappeared beneath the sea. But the Saffish then found herself under attack from depth charges dropped by a Japanese cruiser.

Striking at enemy convoys accurately and with aggressive determination for two subsequent attacks during the same patrol, the Saffish completely destroyed three important freighters and inflicted heavy damage on many others.

This war patrol brought fame to a submarine which as the Squitos figured in tragic prominence when she sank in 240 feet of water off Portsmouth, N. H. during diving exercises on 23 May 1939.

**Medals of Honor Given Two Marines Posthumously**

For saving the lives of his comrades by throwing his body upon an enemy Japanese sniper while carrying out his hazardous mission, Commodore Parsons has also been awarded posthumously for saving the lives of his comrades by throwing his body upon an enemy fire. He was mortally wounded by a Japanese sniper while carrying out his hazardous mission.

**Commodore Parsons Honored for Work On Atomic Bomb**

Commodore William S. Parsons, USN, Coronado, Calif., has received the Distinguished Service Medal for his work in connection with the development of the atomic bomb since May 1943 while in the rank of captain.

The citation reads, in part, as follows:

For exceptionally meritorious service to the Government of the United States in a duty of great responsibility in connection with the development of the atomic bomb. Working with great energy, courage and foresight, Commodore (then Capt.) Parsons applied himself to the tremendous task of transforming the theory of atomic fission into an effective weapon of war capable of being manufactured by American production methods at a time when the task appeared all but impossible. He applied his specialized knowledge in personally directing much of the design and development of the many components of the atomic bomb and in formulating and coordinating the plans for disseminating the manufacture of these components. In addition, he also organized much of the procedure required in assembling the components into an effective weapon under conditions of utmost secrecy. He devoted himself fully to these tasks from May 1943, to the initial bomb attack on Hiroshima in which he took part...
WINNERS OF NAVY CROSS

Forrest W. Bell, Lt.(jg), USNR
Wallace A. Brady, Lt.(jg), USNR
Gerald M. Connors, Lt., USNR
Theodore E. Chandler, Rear Admiral, USN

Charles E. Fisher, Lt., USNR
Lloyd C. Flynn, Lt., USNR
Harry L. Gruver, Lt.(jg), USNR
James J. Horovitz, Lt., USNR

Daniel S. Kalus, Lt., USNR
Donald D. DiMarco, Lt., USNR
William R. McKinney, Lt.(jg), USNR
Justin A. Miller, Comdr., USN

Donald W. Morris, Lt.(jg), USNR
Bernard J. Powers, Lt.(jg), USNR
Matthew J. Reichm, Lt.(jg), USNR
Jacob M. Reisert, Lt., USNR

Wayne D. Romain, Lt., USNR
James V. Shankley, Capt., USMCR
Orville O. Vaugh, Corp., USMCR
Robert E. Ward, Comdr., USN

November 1945
Carrier-based torpedo aircraft during the Second Battle of the Philippine Sea, he attacked the USS Belleau Wood, he skillfully maneuvered his division for a fierce attack on hostile warships off Iwo Jima in the Nansel Shoto on 1 Mar 1945. Despite terrific antiaircraft fire he obtained a direct hit on the forecastle of an enemy destroyer as well as a very near miss alongside. Although severely wounded when his plane was seriously damaged by an exploding shell, he remained at the controls of his crippled bomber until a rescue ship was reached approximatly two hours later. After two aircrewmen had parachuted and were taken safe on board the surface ship he was unable to release the parachute.

**RORRMAN, Wayne D., Lt., USNR, Blue Earth, Minn.: As CO of a Navy Liberators plane in operation against the enemy in the western Pacific on 27 March 1945, he destroyed a heavily armed and armored picket boat in a brilliant executed low level attack. Although fire from the enemy ship seriously damaged his plane and made control of its flight very difficult, he succeeded, with outstanding skill and determination, in bringing the plane to a safe landing back at its base.**

**STREET, George L., III, USN, Bon Air, Va.: As CO of a submarine, during a war patrol of that vessel he launched aggressive attacks which resulted in the sinking of three ships and numerous small craft totalling approximately 7,500 tons. In addition to the submarine sank a Japanese carrier and three important freighters and damaged another freighter in aggressive attacks on Japanese task force and enemy convoys.**

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

**NIMITZ, Chester W., Fleet Admiral, USN. (See page 56.)**

**OLDENDORF, Jesse B., Vice Admiral, USN, Downey, Calif.: As commander of a bombardment and fire support group, prior to and during the invasions of Leyte Island and Lingayen Gulf on 20 Oct 1944 and 9 Jan 1945 respectively he assisted the Philippine attack force commander in planning the Leyte operation and then directed the sustained bombardment that silenced enemy batteries on Leyte with such force and precision that landings were quickly effected with light casualties to our forces. Disregarding suicide planes which dived repeatedly on units of his task force moving into Lingayen Gulf, he hurled the full fighting strength of his warships and escort carriers against the enemy's well-organized defenses. Vice Admiral Oldendorf also effectively protected our shipping in the Lingayen area from concentrated air attack and, by his determined initiative and brilliant coordination of all elements under his control, contributed to the prompt seizure of Jap-held bases.**

**First award:**

**BOGAN, Gerald F., Rear Admiral, USN, Mackinac Island, Mich.: While serving as a commander assigned to duty with carrier task forces of the Pacific Fleet during the period 1 Sept 1944 to 25 Jan 1945, he successfully carried out all missions assigned to his task group, including the support of our assault landings on Peleliu and Angaur in the Palau Group as the result of damaging air strikes against enemy air bases on Mindanao, the Visayas and Luzon in the Philippines and also against Loechow in support of our landings at Leyte. Under his direction highly successful operations were completed against enemy aircraft, shipping and land installations in the Philippine Islands, the Nansel Shoto Islands, and the coast of Indo-China.**
**Commodore Nelson Given French Honors**

The Croix de Guerre with the Bronze Star has been awarded to Commodore Howard B. Mealey, USN (Ret), Newport, R. I.: CO of an advanced naval base in the South Pacific from 24 Dec 1943 to 15 July 1945.

Commodore Nelson, at present Commandant of the Naval Operating Base, Guam, was based in England from August 1945 until January of this year, during which time he served as operations officer of landing craft and bases. In this capacity he worked with the amphibious forces in the invasion of France, and later organized the boat units for the original Rhine crossings by LCMs and LCVFs.

**WIEBER, Carlos W., Capt., USN, San Diego, Calif.: CO of the USS Essex 26 Aug 1944 to 5 Nov 1944.**

**YANCEY, Edwin W., Comdr., USN, Owenton, Ky.: Screen commander of an Atlantic Fleet anti-submarine task group, 9 July to 29 Dec 1944.**

Note: The award of a Legion of Merit to Capt. Prentiss P. Bassett, USNR, reported in last month’s issue, was made by the Army, a fact not noted in the listing.

**Gold star in lieu of third award:**
- **BECOT, Frederick J., Comdr., Washington, D. C.: CO of the USNS Lafayette during action against Japanese forces at Ormoc Bay 7 Dec 1944.**
- **BAKER, Douglas, Lt. (jg), USNR, Lindsay, Okla.: Pilot of a fighter plane attacked and damaged an enemy destroyer before crash-landing 67**

**First award:**
- **BAMHKE, Owen H., PhM2c, USNR, Queens, N. Y.: With the 4th Marine Div. on Saipan, rendered valiant service in treating and evacuating casualties from the battle area.**
- **SMITH, George S., Lt., USNR, Salisbury, Md.: Second pilot of a Navy patrol plane during action against an enemy submarine in the Atlantic 12 Oct 1944.**
- **KUEPER, Dixie, Commodore (then Capt.), USN, Kansas City, Mo.: As CO of the USS Ticonderoga he skillfully and courageously fought his ship in such manner as to contribute greatly to decisive victories over the enemy in the Far Western Pacific.**
- **KING, Robert N., S2c, USNR, Cleveland, Ohio: (posthumously): Member of a 20-man group on USS St. Louis, Leyte Gulf 27 Nov 1944.**
- **Baker, Douglas, Lt. (jg), USNR, Lindsay, Okla.: Pilot of a fighter plane attacked and damaged an enemy destroyer before crash-landing.**
- **Fallon, James V., Lt., USNR, New Haven, Conn.: As commander of a patrol plane, attacked and damaged an enemy destroyer before crash-landing.**
- **Kaufman, Roland P., Capt., USNR, New York, N. Y.: As executive officer of a carrier-based fighter plane in attacks over Tokyo, the Philippines, Formosa, and French-Indo-China, Nansei Shoto, Honshu and Nanpo Shoto.**
- **Scott, James E., Lt., USNR, Sequel, Calif.: Pilot of a carrier-based fighter plane in an attack on the Tokyo area 16 Feb 1945.**

**Gold star in lieu of second award:**
- **Bading, Douglas B., Lt., USNR, Los Angeles, Calif.: For participation in 20 combat missions in the Southwest Pacific area from 4 Jan 1945 to 23 March 1945.**
- **Burton, John W., Lt. (jg), USNR, Burlingame, Calif.: Pilot of a carrier-based night fighter plane from 13 Nov 1944 to 20 Feb 1945.**
- **Byers, Floyd J., Lt. (jg), USNR, Pittsburgh, Pa.: For participation in 20 combat missions in the Southwest Pacific area from 25 Dec 1944 to 1 March 1945.**
- **Dyar, Will H., 1st Lt., USMC, Grand Prairie, Tex.: For destroying storage warehouses on Wotje Island by direct hits from dangerously low altitudes 11 Oct 1944.**
- **Jeen, Howard M., 1st Lt., USMC, Salina, Kan.: For participation in five combat air patrols, completing his 20th mission against the enemy on Okinawa Shima and Nansei Shoto.**
- **Jones, Howard T., S1c, USN, Ovalo, Tex.: Air gunner of a Navy search bomber from 5 Jan 1945 to 21 Jan 1945 participating in many haz-
Distinguished Flying Cross Cont.

ardous missions deep in enemy territory.

KEMP, Eugene L., Lt., USNR, Cosselton, Ohio: For participating in bombing attacks in the Philippines.

KILGORE, Donald E., Lt. (jg), USNR, Detroit, Mich.: Pilot: 20 combat missions in the Southwest Pacific area, 26 Dec 1944 to 5 March 1945.

KING, Paul E., Ens., USNR, Murphyboro, Ill.: Shot down an enemy merchant vessel in the Tokyo area 16 Feb 1945.

LAVENDER, John H., Jr., Lt. (jg), USNR, Texarkana, Tex.: Pilot of fighter plane in Air Group THREE attached to the USS Yorktown, operating against Japanese forces in the vicinity of the China Coast 16 Jan 1945.

LEACH, Arthur R., Lt. (jg), USNR, Bloomington, Ill.: Pilot of a carrier-based fighter in the vicinity of Tokyo 16 Feb 1945.

MILLER, Justin A., Comdr., USN, in the Southwest Pacific area.

MILLER, Richard F., AMM, USN, Oceanside, Calif.: For participating in 20 combat missions over enemy territory in the Southwest Pacific area.

PHOENIX, William C., Lt. (jg), USNR, Bristow, Okla.: Fighter pilot attached to USS Essex, Tokyo area 16 Feb 1945.


ROWLAND, Henry M., Lt. (jg), USNR, Dunm, N. C.: Pilot escorting a large group of bombers and torpedo planes that attacked an engine plant in the Tokyo area 17 Feb 1945.

SMITH, Edward M., Lt., USN, Orinda, Calif.: Pilot participating in an attack on a heavily guarded convoy of enemy troop transports, scoring direct hit on an escorting destroyer in Ormoc Bay.

TAYLOR, Will W., Lt., USNR, Bertram, Tex.: Led his division against numerically superior formation of enemy fighters, shooting down two and causing a third to explode in mid-air in the Tokyo area.

TUTTLE, William J., USNR, Birmingham, Ala.: Pilot, scored direct hits on two enemy merchant vessels in the northern Philippine area.


First award:

BARRIEK, Joseph R, CCM, USNR, Waterbury, Conn.: Off Shikoku Island, 19 March 1945.

CROSSMAN, Paul J., Bkr2c, USNR, Hudson Falls, N. Y.: Off Shikoku Island, 19 March 1945.

DE TURA, V. Frank, 1c, USN, Jersey City, N. J.: Aboard a carrier off Kyushu, 19 March 1945.

DOYLE, Thomas D., 1c, USMC, Indiana: Marine battalion, Saipan, 15-27 June 1944.

VALE, Naval Station, N. Y.: Aboard a carrier off San Francisco, 15-27 June 1944.


Bronze Star Medal

Gold star in lieu of second award:

WILMER, John W., Lt., Comdr., then Lt. (jg), USNR, Baltimore, Md.: Executive officer of the USS Variar in offensive action against an enemy submarine on 24 April 1945.


First award:

ANDERSON, Arthur E., Lt., USNR, Los Gatos, Calif.: Sky control officer on a cruiser in the Southwest Pacific area.

ANDREWS, Salvatore, S2c, USNR, Albany, N. Y. (posthumously): Member of an anti-aircraft gun crew on an aircraft carrier in action off the Philippines.

CUMINGS, Schuyler F., Capt., USNR, Bronxville, N. Y.: Convoy commodore, 1 July 1942 to 8 May 1945.

CUMMINS, John W., Capt., USN (Ret), Portsmouth, Va.: Convoy commodore, 12 Jan 1942 to 8 May 1945.

DEBBY, Charles H., Comdr., USN, Melrose, Mass.: For planning, supervising, and expediting the roll-up of naval bases, administering CBs and CBMUs, and expediting the spectacular movement of lend-lease material.

FITZGERALD, William H., Comdr., USN, Brooklyn, N. Y.: Officer in charge of a naval construction regiment, 15 May 1944 to 29 June 1945.


HAGSICK, Frederick C., GM1c, USNR, Fair Lawn, N. J.: Member of an assistant

sault unit, Saipan and Guam, June and July 1944.


HUGHES, Martin Jr., PhM2c, USNR, Hathorne, N. J.: Medical corpsman with a Marine infantry battalion, Iwo Jima, 24 Feb 1945.

HRAPOVIC, Joseph A., PHM2c, USNR, Bridgeport, Conn. (posthumously): Hospital corpsman with the 4th Marine Div., Saipan, 2 July 1944.

JACOBS, Charles B., Corporal, USMC, Houston, Tex.: For assuming duties of platoon sergeant when his platoon sergeant became a casualty, Iwo Jima.

JOHNSON, Andrew V., Sergeant, USMC, Negaunee, Mich.: For action at Bougainville, Guan, and Iwo Jima.

KITTREDGE, Tracy B., Comdr., USNR, New York, N. Y.: Assistant to ComNavEn, in connection with diplomatic affairs of the French government, May 1942 to June 1944.

KOBAY, Theodore H., Capt., USN, Balboa, C. Z.: CO of the USS Miller, Central and South Pacific areas, February through June 1944.

LANMANN, Charles B., Comdr., USNR, Chey Chas, Md.: Navigator attached to USS Intrepid in the Pacific, September through November 1944.

LYON, V. F., Lt., USN, Los Angeles, Calif.: On the staff of CinPac-CinPo as public information officer, 31 Aug 1943 to September 1945.

MCCOY, Robert B., Capt., USN, Larchmont, N. Y.: Assistant communications officer for operational communications of the Pacific Fleet, 1 Aug 1942 to 7 Feb 1945.

MILLER, Harvey E., Pfc., USMC, Racine, Wis.: Wireman with a Marine artillery battalion, Iwo Jima, 24 Feb to 16 March 1945.

O'REILLY, Charles, Corp., USMC, Gary, Ind.: With a provisional field artillery group of a Marine Amphibious Corps landing force, Iwo Jima, 19 Feb to 16 March 1945.

OTTMAN, Robert A., CPhM, USNR, De Ruyter, N. Y.: Assault and capture of Saipan and Guam, June and July 1944.
Mail call in Pacific brings out line-ups like this to get V-mail from home.

**AMPHIBIOUS V-MAIL**

Floating post offices that followed hard astern of assault craft in amphibious operations, and provided incoming and outgoing V-mail facilities for bluejackets on and around the beachhead within hours of landing, were the crowning achievement of the Navy's postal experts in the war. This feat also climaxed the war record of V-mail, the hasty war baby which put wings on two billion letters after the Jap surrender made space saving less vital, both the Navy and Army stopped processing V-mail on 15 October, but recommended continued use of the lightweight V-mail forms for faster delivery of personal messages.

V-mail made its invasion of Okinawa in fitting style, on an LST—fitted with all the equipment necessary to process 30,000 outgoing letters a day—which anchored offshore with the invasion fleet. Naval personnel were quick to take advantage of the opportunity and, within nine days, several hundred letters had been received at the central processing station in Chicago.

The LST post office was only the advance unit of the system tried there for the first time. Twenty days after the initial landings the second echelon arrived, ready to receive as well as send V-mail. Microfilm equipment such as fresh supplies of photographic paper, receiving units with which V-mail from home could be developed and delivered to the men, generators and hospital tents were part of the new equipment. Before arrival of the second group V-mail for men on Okinawa was processed at Guam and flown in from there.

Completing the overall plan of operation, the third echelon arrived on D-plus-45 with lumber, quonset huts, cement, plumbing supplies, tools, a truck and a jeep and the men with the know-how to convert all these items into a complete shore-based post office.

The Okinawa operation was the latest development in a long series which has assured Navy men quick and efficient service in sending and receiving V-mail. First established in 1942, the V-mail service, through the use of portable machines and equipment, has established stations on every island wrested from Jap control.

One of the most important steps is the training of personnel to handle the job. Specialists (P) (VM) and mailmen are selected for their aptitude and civilian experience in related fields, and ability.

In all operations previous to Okinawa V-mail units were established ashore after our landing troops had secured their objectives. Although V-mail was the first mail leaving by air there was usually a delay of several days before it could begin operations ashore. Therefore, the new operation was planned.
NAVY DEMOBILIZATION: POINT SCORE CUT

Substantial changes in the provisions of the Navy's demobilization plan were announced during the past month, including the lowering of required points for almost all eligible categories of personnel, and the addition of certain ratings to the list of those now eligible for discharge.

As the Navy's demobilization system swung into high gear, a total of 39,548 officers and 261,518 enlisted personnel had already been returned to civilian life by the end of October. This momentum is expected to increase to meet the timetable for release which calls for 1,196,000 personnel to be out of the service by the end of 1945, and the complete demobilization down to the anticipated postwar naval strength of 500,000 enlisted men and 53,000 officers by September 1946.

The toughest nut to crack continues, however, to be the problem of returning point-rich personnel from the widely scattered areas. The Navy is extremely interested in returning to the United States, at the earliest practicable time, all service personnel entitled to discharge.

From the day hostilities ceased every naval vessel, combatant or auxiliary, returning to the States has been utilized to the maximum extent to transport personnel, and plans are now being carried out to place into the transportation service all naval vessels reasonably efficient for the purpose as rapidly as they become available.

A brief resume of the changes in the point system put into effect since publication of details in the October 1945 ALL HANDS, pp. 66-69, follows:

**Ineligible at Present**
- Added to the list of those ineligible for demobilization until further notice are officers and enlisted personnel in the Hospital Corps who possess a technical specialty in occupational therapy or physical therapy and who are now assigned to such duty in continental naval hospitals or special hospitals (Alnav 306-45: NDB, 15 Oct. 45-1887).
- Other enlisted personnel ineligible at present are: Specialist (S)—shore patrol; Specialist (1)—punch card accounting machine operator; Specialist (X)—key punch operator; Specialist (X) —transportation; and Storekeeper (disbursing).
- Added to the special categories of officers who are eligible only upon specific approval of BuPers are those in the Cost Inspection Service who may, however, if they have sufficient points, submit requests to BuPers for consideration (AlStaCon, 29 September).

**Declared Eligible**
- Previously excluded from the point system are Specialist (C)—classification—and Mailmen (MaM) who have been declared eligible for discharge under the demobilization plan as of 1 November (Alnav 345-45: NDB, 31 October).

**No Points Required**
- Made immediately eligible for demobilization regardless of the number of points held are regular and reserve enlisted personnel and reserve officers who have been for 60 days or more in the control of enemy occupied territory. Personnel eligible for release under the directive may, however, if they so desire, request retention on active duty.
- Medical, dental and theological students in the V-12 program can now get out without points if they meet the requirements reported on p. 70.

**Points Required for Release**

<table>
<thead>
<tr>
<th>Score</th>
<th>1 Nov</th>
<th>1 Dec</th>
<th>1 Jan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male officers (except those classified MC and naval aviators in flight status)</td>
<td>49</td>
<td>46</td>
<td>44</td>
</tr>
<tr>
<td>Male officers (classified MC—doctors)</td>
<td>60</td>
<td>53</td>
<td>48</td>
</tr>
<tr>
<td>Male officers (classified HC, H. chief pharmacist and pharmacist)</td>
<td>49</td>
<td>46</td>
<td>44</td>
</tr>
<tr>
<td>Naval aviators in flight status (ensign)</td>
<td>38</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>Naval aviators in flight status (other than ensigns)</td>
<td>38</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>Male enlisted personnel (except those listed below)</td>
<td>44</td>
<td>41</td>
<td>39</td>
</tr>
<tr>
<td>Male yeoman and storekeepers (except SKD)</td>
<td>44</td>
<td>44</td>
<td>44</td>
</tr>
<tr>
<td>Male specialists (C) and mailmen</td>
<td>not eligible</td>
<td>44</td>
<td>44</td>
</tr>
<tr>
<td>Female officers (including those classified MC, prisoners of War)</td>
<td>35</td>
<td>32</td>
<td>30</td>
</tr>
<tr>
<td>Nurse Corps</td>
<td>35</td>
<td>32</td>
<td>32</td>
</tr>
<tr>
<td>Female enlisted personnel (except those listed below)</td>
<td>29</td>
<td>26</td>
<td>24</td>
</tr>
<tr>
<td>Female yeoman and storekeepers (except SKD)</td>
<td>not eligible</td>
<td>29</td>
<td>29</td>
</tr>
<tr>
<td>Female specialists (C) and mailmen</td>
<td>not eligible</td>
<td>29</td>
<td>29</td>
</tr>
</tbody>
</table>

Married Waves

A Wave married to a serviceman or civilian may be separated from the service upon her written request after one year of active duty, according to new instructions which liberalize the release policy for married Waves (WR Circ. Ltr. 9-46, 1 October).

In addition, a Wave may be separated from the service, upon her written request, if she is married to a veteran of World War II, a former member of the merchant marine who is disabled, or to a serviceman of World War II who has been medically surveyed for limited duty or who is hospitalized awaiting survey to limited duty or separation from the service. She may be released without respect to the date of marriage, length of service, number of points, military necessity or the type of billet in which she is serving.

- The extended leave policy which provided for concurrent leave up to 45 days for wives of servicemen returned from overseas for duty has also been modified to exclude Waves who are eligible for release under existing discharge policies at that time and Waves whose husbands are on terminal leave or eligible for separation from the service. Likewise, transfers which are authorized under previous instructions for Waves married to servicemen returned from overseas have been discontinued.

<table>
<thead>
<tr>
<th>Points Required for Release</th>
<th>Previous Score</th>
<th>1 Nov</th>
<th>1 Dec</th>
<th>1 Jan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male officers (except those classified MC and naval aviators in flight status)</td>
<td>49</td>
<td>46</td>
<td>44</td>
<td>43</td>
</tr>
<tr>
<td>Male officers (classified MC—doctors)</td>
<td>60</td>
<td>53</td>
<td>48</td>
<td>51</td>
</tr>
<tr>
<td>Male officers (classified HC, H. chief pharmacist and pharmacist)</td>
<td>49</td>
<td>46</td>
<td>44</td>
<td>43</td>
</tr>
<tr>
<td>Naval aviators in flight status (ensign)</td>
<td>38</td>
<td>20</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>Naval aviators in flight status (other than ensigns)</td>
<td>38</td>
<td>20</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>Male enlisted personnel (except those listed below)</td>
<td>44</td>
<td>41</td>
<td>39</td>
<td>38</td>
</tr>
<tr>
<td>Male yeoman and storekeepers (except SKD)</td>
<td>44</td>
<td>44</td>
<td>44</td>
<td>44</td>
</tr>
<tr>
<td>Male specialists (C) and mailmen</td>
<td>not eligible</td>
<td>44</td>
<td>44</td>
<td>44</td>
</tr>
<tr>
<td>Female officers (including those classified MC, prisoners of War)</td>
<td>35</td>
<td>32</td>
<td>30</td>
<td>29</td>
</tr>
<tr>
<td>Nurse Corps</td>
<td>35</td>
<td>32</td>
<td>32</td>
<td>32</td>
</tr>
<tr>
<td>Female enlisted personnel (except those listed below)</td>
<td>29</td>
<td>26</td>
<td>24</td>
<td>23</td>
</tr>
<tr>
<td>Female yeoman and storekeepers (except SKD)</td>
<td>not eligible</td>
<td>29</td>
<td>29</td>
<td>29</td>
</tr>
<tr>
<td>Female specialists (C) and mailmen</td>
<td>not eligible</td>
<td>29</td>
<td>29</td>
<td>29</td>
</tr>
</tbody>
</table>
Temporary USN Officers

- Alnav 299-45 (NDB, 30 Sept, 45-1304) provides for the release from active duty or discharge under the demobilization program of approxi- 
  mately 150,000 Navy enlisted personnel who are temporarily serving as warrant or com-
  missioned officers:
  - Regular Navy retired 
  - Fleet Reserve, Regular Navy 
  - Regular Navy serving under expired enlistments.
- Under the new authorization COs are directed to recommend to BuPers the release from active duty of those temporary warrant and commissioned officers whose permanent enlisted status is USN retired. Such recommendations are to be made regardless of the point scores of such personnel and other enlisted status or officer classification. They are to be released to inactive duty in their permanent enlisted status. Applications for release from active duty in their present officer-status may, how-
  ever, be made to BuPers.
- COs are also to recommend to BuPers the release from active duty to the Fleet Reserve of those tempo-
  rably warrant or commissioned officers whose permanent enlisted status is in the Fleet Reserve, USN, and whose critical score or scores authorized under the point system equal or exceed those currently prescribed for release as de-
  fined for officers of the reserve. Members of the Fleet Reserve are those who have completed 16 or 20 years of service in the Navy and then transferred to inactive duty in the Fleet Reserve. Those of the Fleet Reserve to whom the release is recommended are subject to the point system and to the point enrollment for the Reserve. The majority of these men were recalled to active duty at the outbreak of the war.
- Those temporary officers whose permanent status is USN enlisted and who are serving beyond the expira-
  tion of their enlistments or voluntary extension thereof may request the termination of their temporary appoin-
  tments and subsequent discharge from the USN if their critical scores as officers meet the requirements of release for USNR officers. Personnel in this category who do not request discharge will be retained on active duty as officers until the termination of their temporary appointments.
- Those officers whose permanent status is USN enlisted and who are eligible to apply for transfer to the Fleet Reserve prior to 15 Aug 1945, may request termination of their temporary appointments and subsequent transfer to inactive duty in the Fleet Reserve. Requests for termination of temporary warrant or commissioned rank of personnel whose permanent status is USN enlisted and whose enlistments or extensions thereof have not expired will not be considered unless they had the required service on 15 Aug 1945, to transfer to the Fleet Reserve.
- Excluded from eligibility for re-
  lease are certain specialist classifica-
  tions listed in Alnav 252-45 (NDB, 15 Sept, 45-1169) in the groups discussed above as well as in the reserve.

Two Points to Go

- In those infrequent cases where the Navy can find a useful reassignment for a reserve officer who lacks the necessary points for release, the Navy will consider releasing him prov-
  ided he is within two points—or four months—of attaining the sufficient number of points. In such cases similar cases arising in the future will not be considered on the basis of applications from the officers themselves, but will be decided by BuPers upon its own motion after attempts to find useful billets for the officers involved. For the most part, officers affected will be older men in specialized work who may become available for reassignment be-
  cause the naval activity to which they are assigned contracts or is abolished but who can not be employed in other assignments.

The Navy considers it impractical to reassign officers within four months of separation to billets requiring any appreciable change in their composition in view of the im-
  minence of their separation from the service. Nor is there any justification for holding officers in idleness merely so that he can accumulate points.

The policy does not apply to enlisted personnel, as they can be effectively reassigned and profitably employed for short periods, and as a 5-point differen-
  tial has already been allowed.

Another policy recently announced by BuPers is that officers who are within three points of having sufficient points are not to be sent outside of the continental limits of the U. S., unless they indicate their intention of remaining in the service beyond the date on which they would otherwise be eligible for release.

Hardship Cases

- A further relaxation of the hard-
  ship rule is contained in Alnav 298-45 
  (NDB, 30 Sept, 45-1303) which says that enlisted men of any classification and warrant or commissioned officers who were eligible for release under the point system have been assigned duty at separation centers, receiving stations or similar activities authorized to de-
  moralize personnel.

As pointed out by Al StaCon dated 22 September, this is contrary to the demobilization plan, except in those cases where personnel have requested in writing that they be retained in the naval service beyond the time of normal release.

COs have been directed to take im-
  mediate action, retrospective to 15 Au-
  gust, for the release of such personnel the point scores which entitle them to release under Alnav 196-45 (NDB, 15 Aug, 45-970) or Alnav 252-45 (NDB, 15 Sept, 45-
  1169).

Demobilization Centers

For Navy Nurses Listed

Navy nurses eligible for release under the point system are to be demobilized by the following Wave sep-
  aration centers:

- Naval Barracks, (WR), 2162 Broadway, N. Y., 24, serving 1st ND and 3ND, including all of New Jersey.
- Naval Training Center, Great Lakes, Ill., serving 5ND, except Kansas, Mis-
  souri, Kentucky.
- Naval Barracks, (WR), Balboa 
Park, San Francisco, 12, Calif., serv-
  ing 11, 12 and 13ND.
- Naval Air Technical Training Cen-
  ter, Memphis, Tenn., serving 6, 7 and 
  8ND, plus Kansas, Missouri, Ken-
  tucky, North Carolina.
- Naval Barracks, West Potomac 
Park, Washington, D. C., serving 4 and 5ND and Potomac and Severn River Commands, excluding North Carolina.
- Coast Guard officers entering the continental U. S. are to be ordered to appropriate personnel separation units (WR) via male officer intake stations at nearest ports of entry.

This procedure was established by Alnav 282-45 (NDB, 30 Sept, 45-1287).
Further Reduction Is Made In USN Period of Enlistment

A further reduction in the enlistment period was made by the Navy Department, when it announced, effective October 1st, and at the option of the applicant concerned, varying lengths of terms of enlistment in the regular Navy:

- Applicants 17 years of age will be enlisted for either two or three years, or not to exceed minority.
- Applicants in the age group 18 to 30 inclusive will be enlisted for two, three, four or six years at the option of the applicant.

Applications from civilians for first enlistments in the regular Navy may be made only as: apprentice seaman, hospital apprentice, stewards' mate second class, and seaman first class (RT).

Inducements for men considering the regular Navy have been augmented by these provisions of the Voluntary Service Act of 1945:

- Reenlistment gratuity of $50 in all pay grades for each year served in the current term of active duty. Previous minimum was only $50, men below the first three pay grades.
- Immediate payment of mustering-out pay, instead of waiting until final separation from service.
- Up to 60 days leave with transportation provided both ways.
- Permanent extension of wartime 20 percent extra allowance for sea and overseas duty.
- Family allowances extended for full period of enlistments and reenlistments contracted prior to 1 July 1946.
- Option re-opened for men in first three pay grades to receive either money allowance for quarters for dependents or family allowance.
- G.I. Bill of Rights benefits assured at end of new enlistment.
- Free postage until 31 Dec 1947.

USNs to Get Sea Duty After 2 Years Ashore

Transfer to sea duty of all regular Navy enlisted personnel who have completed a normal tour of shore duty is provided in procedure outlined in BuPers Cir. Ltr. 311-45 (NDB, 31 October).

The circular letter defines "normal tour of shore duty" as two years, and specifies that duty in ship's company at all continental shore activities and all fleet activities based on shore in the continental United States shall be included as well as all time at service schools lasting more than six months. Time in recruit training, general detail, hospitalization and instruction at service schools of less than six months is not counted.

BuPers announced that it will assign deserving fleet personnel to shore duty as they become available, although reductions in shore activities to post-war allowances are expected to provide the required personnel for reassignment by shore administrative commands.

In reporting men whose tour of shore duty has been completed, CO's have been instructed to only men who have been found by medical survey to be qualified for shore duty only, and men assigned to shore administrative commands as members of war-depleted families. Men assigned to shore duty for humanitarian reasons, such as family hardship, will be included in the report, but the calculation as to whether such assignment and status should be continued and how long.

Except in unusual circumstances, earned leave shall be granted prior to availability date for transfer, the circular letter states.

District commandants are directed to submit quarterly reports to BuPers, listing by activity regular Navy enlisted men who have completed a normal tour of shore duty. These reports are to be submitted on the 15th of November, February, May, and August.

Guidance on Security Given New Civilians

Clarifying earlier reminders that release or discharge carries with it responsibility for protection of military information, security officers have requested that no technical information, even from classified or highly specialized units or equipment be disclosed by demobilized personnel. (See back cover.)

Generally, anything that has been published can be discussed. This permits accounts of combat actions including dates, places, ship damage and casualties as well as generalized references to ship speeds, ordnance, specifications—even radar.

However, strict security should be given the technical phases of research and development, classified materials and processes, techniques and tactics and future movements of United States warships if the mission is of military or international significance. High on the list of subjects to be guarded are antisubmarine measures and equipment, certain submarine gear, cryptography, intelligence, counterintelligence, war plans and, of course, the atomic bomb.

Best advice: when in doubt, don't risk revealing military information by talking.

Increase in Per Diem Allowance Announced

Increase from $6 per day to $7 per day of the maximum allowed for actual and necessary travel of men specified in orders, or for per diem in lieu of subsistence in absence of such specification, is authorized for enlisted personnel traveling by commercial or Government aircraft under competent authority on duty without troops by Alnav 347-45 (NDB, 31 October).

Other changes or additions to Art. 2503-6(a) (1) and Art. 2503-6(a) (5) of the Navy Travel Instructions covered by the Alnav include:

- Fractional parts of a day, except temporary absence from official station between 0800 and 1800 in one day, will be considered a whole day for the purpose of air travel allowance payment.
- When government quarters are furnished, the per diem allowance will be $3; when subsistence is furnished while away from a permanent station, $1 per meal will be deducted from the per diem up to $3 per day.
- Quarters furnished or made available on the day of return to or arrival at permanent station if furnished prior to departure from, or return to or arrival at permanent station, will not be considered as furnished in figuring air travel per diem.
- Commuted ration or station subsistence allowances do not constitute subsistence furnished by the Government, but such allowances shall not be credited for any day on which air travel status exists.

The purpose of these new regulations is to place enlisted personnel in an air travel status on approximately the same basis as officers. Particular attention is called to the fact that these increased allowances are effective on orders issued on or after 15 October.

Additional USN Rates Open

Sixteen ratings, in addition to the 100 announced in the September 1943 ALL HANDS, p. 67, have been opened in which men are eligible for reenlistment or transfer to the regular Navy. They are:

- FC3c SoM2c AerM2c CPtMr1
- FS3c PrtIc PhoM3c PrtL1c
- CR4M ACMMT SKD2e Bugle1c
- RM4c AMM1t1e SKD3c Bugle2c

Whereas the original directive, BuPers Cir. Ltr. 224-45 (NDB, 31 July, 1945-911), stated that recommendations for enlistments were not desired except for those ratings specifically listed as being open, the new directive revised this so that recommendations may be submitted to BuPers, via official channels, for consideration for any rating.

The directive, BuPers Cir. Ltr. 224-45 (NDB, 9 Oct, 1945-1232), points out that ship's cook, third class, contained in the original listing of eligible rates, includes those men with the butcher designation of SCB3c.
New Ruling Will Extend Leave Granted to Men Reenlisting

By granting permission to combine accrued reenlistment leave with rehabilitation leave or with the grace period between discharge and reenlistment, BuPERS has made it possible for USN personnel to obtain 90 days of leave when returned to the U.S. from overseas for reenlistment leave, not to exceed 60 days of reenlistment leave.

Permission to combine rehabilitation leave up to 30 days with the reenlistment leave, granted, makes it possible for USN personnel to obtain 90 days of leave, when returned to the U.S. from overseas for reenlistment. Provided leave is not granted at the time of previous reenlistment.

In the case of reserves entering USN, after service overseas a 60-day leave is possible by combining the 30-day shipping-over leave with rehabilitation leave when returned to the U.S. for reassignment.

Reenlistment leave is also granted in the case of enlisted men of the regular Navy who extend their enlistments.

In all instances, men must reenlist within 90 days of date of discharge not to be eligible for reenlistment leave.

Accumulated Leave May Be Granted to Reserve Officers Asking Retention on Active Duty

All reserve and temporary officers who submit requests for retention on active duty because they have submitted or contemplate submitting applications to transfer to the regular Navy under Alnav 202-45 (NDB, 31 Aug, 45-1086), when made available, may be granted the balance of their accumulated leave. This announcement was made by Alnav 256-45 (NDB, 15 Sept, 45-1173) and amended by Alnav 289-45 (NDB, 20 Sept, 45-1285).

This leave is computed from the date of request for retention on active duty in a warrant or commissioned officer status at the rate of two and one-half days per month plus all leave previously granted (except where officers specify sick leave or convalescent leave), not to exceed 120 days.

As personnel may not be readily spared later, it is desirable that the leaves be used during the demobilization period. Commands authorized to write release orders may grant accumulated leave.

Officers receiving accumulated leave are to be ordered to report to the

Mutual Aid Association Opens Membership Rolls To Regular Navy Officers

Membership in the Navy Mutual Aid Association has been reopened after being closed during the war, and new allotments to cover premiums may now be registered.

Eligible for membership are all regular permanently commissioned and warrant officers of the Navy, Marine Corps and Coast Guard on the active list, not over 45 years of age, midshipmen of the Navy and cadets of the Coast Guard. New premiums are now in effect, based on the AM (5) Mortality Table, 2½ per cent interest, and the benefit is $7,500. There are four plans of protection, paid-up at any ship or station prior to 1 July of the year in which the entrance to the Naval Academy is desired.

For the duration of the present emergency, the requirement of nine months’ sea duty has been modified to accept nine months’ active service in any ship or station prior to 1 July of the year in which entrance to the Naval Academy is desired. To be considered, men should have a General Classification Test score of 88 or above on the OCT given prior to 15 June 1943, or a score of 80 or above on the new-type test given since that time.

Other qualifications required for nomination, specified in BuPers Manual, Art. D-6102, are that they be citizens of the U.S.; be not less than 17 nor more than 21 years of age on 1 April of the year in which the examination is held; have completed at least three years of high school or the equivalent and have received credit for the satisfactory completion of one year of algebra and one year of geometry; and be able to pass the required physical examination.

For Academy Candidates

Minimum visual requirements, recently liberalized for enlisted personnel and reserve and temporary officers who transfer to the regular Navy, have now been liberalized for candidates to the Naval Academy and for commissions in the regular Navy as follows:

• Naval Academy candidates with a slight degree of myopia may now be considered for acceptance.

• Minimum vision required of line candidates for commissions in the regular Navy is 15/20 in each eye, corrected to 20/20; for line candidates and officers assigned to engineering duty only and other specialized duty, 8/20 in each eye, correctable to 20/25.

These requirements are authorized by joint letter, BuPERS-BuMed, dated 22 Oct 1945, approved by SecNav.

Visual requirements for aviation will be prescribed separately.

COs Asked to Name Men For Academy Prep Course

COs of all ships and stations have been asked to survey all enlisted men in their commands and select qualified men for a course at the Naval Academy Preparatory School to prepare them for the entrance examinations to be held 17 April 1946. No applications received after 1 Jan 1946 will be considered.

During the war, many USN enlisted men were not granted leave upon reenlistment or extension of their enlistments because of the emergency. New ruling, according to BuPERS Clic. Ltr. 308-45 (NDB, 15 Oct 45-1453), such men are to be granted the accrued reenlistment leave to combine with leave for their current terms of enlistment to exceed 60 days of reenlistment leave.

By granting permission to combine accrued reenlistment leave with rehabilitation leave or with the grace period between discharge and reenlistment, BuPERS has made it possible for USN personnel to obtain 90 days of leave, when returned to the U.S. from overseas for reenlistment. Provided reenlistment leave was not granted at the time of previous reenlistment.

In the case of reserves entering USN, after service overseas a 60-day leave is possible by combining the 30-day shipping-over leave with rehabilitation leave when returned to the U.S. for reassignment.

Reenlistment leave is also granted in the case of enlisted men of the regular Navy who extend their enlistments.

In all instances, men must reenlist within 90 days of date of discharge not to be eligible for reenlistment leave.

Mutual Aid Association Opens Membership Rolls To Regular Navy Officers

Membership in the Navy Mutual Aid Association has been reopened after being closed during the war, and new allotments to cover premiums may now be registered.

Eligible for membership are all regular permanently commissioned and warrant officers of the Navy, Marine Corps and Coast Guard on the active list, not over 45 years of age, midshipmen of the Navy and cadets of the Coast Guard. New premiums are now in effect, based on the AM (5) Mortality Table, 2½ per cent interest, and the benefit is $7,500. There are four plans of protection, paid-up at any ship or station prior to 1 July of the year in which the entrance to the Naval Academy is desired. To be considered, men should have a General Classification Test score of 88 or above on the OCT given prior to 15 June 1943, or a score of 80 or above on the new-type test given since that time.

Other qualifications required for nomination, specified in BuPers Manual, Art. D-6102, are that they be citizens of the U.S.; be not less than 17 nor more than 21 years of age on 1 April of the year in which the examination is held; have completed at least three years of high school or the equivalent and have received credit for the satisfactory completion of one year of algebra and one year of geometry; and be able to pass the required physical examination.

Eye Requirements Changed For Academy Candidates

Minimum visual requirements, recently liberalized for enlisted personnel and reserve and temporary officers who transfer to the regular Navy, have now been liberalized for candidates to the Naval Academy and for commissions in the regular Navy as follows:

• Naval Academy candidates with a slight degree of myopia may now be considered for acceptance.

• Minimum vision required of line candidates for commissions in the regular Navy is 15/20 in each eye, corrected to 20/20; for line candidates and officers assigned to engineering duty only and other specialized duty, 8/20 in each eye, correctable to 20/25.

These requirements are authorized by joint letter, BuPERS-BuMed, dated 22 Oct 1945, approved by SecNav.

Visual requirements for aviation will be prescribed separately.
Eligible Veterans May Take Apprentice Training from Navy

Aimed at providing a supply of well-trained artisans with superior knowledge and skill fitting them for jobs as key employees and supervisors, the Veterans Administration's program of apprentice and "on-the-job" training for veterans of World War II is meeting with great success at shore establishments where such training is underway.

Prompted by numerous inquiries, the training branch of the Navy Office of Industrial Relations has detailed the procedure for entrance and listed the apprentice categories available in the program which permits veterans to get not only the prevailing wage but also subsistence or disability allowance.

Under the program, which was set up through an agreement with the Veterans Administration, an eligible veteran is entitled to one year of apprentice training. If he had not passed his 25th birthday at the time of enlisting service, he may receive additional training in proportion to the time spent in service. If he was over 25 when he entered service, he is still entitled to the same amount of training beyond the first year if his training was impeded, delayed or interrupted during service. However, under no condition can the apprentice training exceed 48 months.

Applications for apprenticeship training in a naval installation should be made to the U. S. Civil Service district manager in the district in which the activity is located. Before the application can be considered a certificate of eligibility and entitlement must be presented to the activity where the applicant anticipates serving. Forms for the certificates and assistance in filling them out are available at VA offices.

Acceptance for apprentice training not only is subject to eligibility of the veteran but also to quotas based on the number of artisans employed at the activity. Information concerning quotas can be obtained at district Civil Service Boards or the Labor Board at the activity.

Upon acceptance for training, the veteran is assigned as a fourth-class apprentice. However, if he has had previous trade experience or trade training in the armed forces he may apply for an advancement examination after a period of three months.

Assignments for training under the program are war-service appointments, and as such, do not insure permanency. However, the policy of giving preference to veterans and to war-service employees assures such trainees a forward position in acquiring regular Civil Service status.

As of August 31, apprentice trades represented at the various navy yards, air stations, drydocks, supply and ordnance depots were:

- Aircraft mechanic including instrument, general and motor; blacksmith, boilermaker, boilermaker, shipwright, toolmaker, draftsman.

Veterans in training under the program may obtain subsistence under the GI Bill of Rights, disability pay under Public Law 16 in addition to the regular apprentice pay. However, combined payments from wages and government aid do not exceed regular journeymen's wage rates.

Permanent USN Ranks Given 805 Reservists

Appointment of 805 former A-V(N) and NROTC Naval Reserve officers to permanent rank in the line of the regular Navy was announced last month by BuPers. Appointments are subject to acceptance by the officers and fitness for duties at sea as determined by medical examination.

Thirteen of the appointees were to the permanent rank of lieutenant (junior grade) and 792 to the permanent rank of ensign although all officers receiving the permanent appointments will continue to serve in their present temporary rank until such time as action is taken to effect a general redistribution of rank for the entire service.

The officers are listed by name in the directi ve BuPers Cir. Ltr. 305-45 of 15 Oct 1945 (NDB, 31 October).

Aviation Ground Billets To Be Filled by Aviators Or Other Line Officers

Although there continues to be a need for aviation ground personnel in the Naval Reserve, current plans for the postwar Navy provide that these needs are to be filled either by naval aviators or by other line officers.

Under tentative arrangements naval aviators are to be assigned to such duties as have been performed by administrative, education, personnel, navigation, electronics, air intercept, engineering, equipment and survival, air plot, flight deck, hangar deck, combat, arresting gear, recognition, gunnery, communications and air combat information officers. Other line and warrant officers will fill duties in photography and aerology and in those jobs now performed by gasoline officers. An exception to this plan may be made, however, in the case of personnel working in the technical fields of airborne electronics and aeronautical engineering.

Personnel now assigned to aviation ground officer duties are to be given an equal opportunity with all others to qualify as line officers of the regular Navy, if they so desire, and aviation ground officers qualified in the duties listed above are urged to submit requests for transfer to the Regular Navy.

The reduction in aviation ground officers is to be effected over the period of time necessary to establish all aviation activities at the peacetime level. Some activities may be reduced immediately to peacetime allowances while others will continue to operate at present or reduced allowances for some time.

The announcement in BuPers Circ. Ltr. 271-45 (NDB, 30 Sept, 45-1323), advised COs to take appropriate action so that relief would be provided to carry on the essential work now performed by ground officers, with a view toward assigning personnel in those tasks who would be eligible to continue in the jobs in the peacetime Navy.

"Frankly, I'm afraid you're not mature enough to make chief."

Aviation Ground Billets To Be Filled by Aviators Or Other Line Officers

Although there continues to be a need for aviation ground personnel in the Naval Reserve, current plans for the postwar Navy provide that these needs are to be filled either by naval aviators or by other line officers.

Under tentative arrangements naval aviators are to be assigned to such duties as have been performed by administrative, education, personnel, navigation, electronics, air intercept, engineering, equipment and survival, air plot, flight deck, hangar deck, combat, arresting gear, recognition, gunnery, communications and air combat information officers. Other line and warrant officers will fill duties in photography and aerology and in those jobs now performed by gasoline officers. An exception to this plan may be made, however, in the case of personnel working in the technical fields of airborne electronics and aeronautical engineering.

Personnel now assigned to aviation ground officer duties are to be given an equal opportunity with all others to qualify as line officers of the regular Navy, if they so desire, and aviation ground officers qualified in the duties listed above are urged to submit requests for transfer to the Regular Navy.

The reduction in aviation ground officers is to be effected over the period of time necessary to establish all aviation activities at the peacetime level. Some activities may be reduced immediately to peacetime allowances while others will continue to operate at present or reduced allowances for some time.

The announcement in BuPers Circ. Ltr. 271-45 (NDB, 30 Sept, 45-1323), advised COs to take appropriate action so that relief would be provided to carry on the essential work now performed by ground officers, with a view toward assigning personnel in those tasks who would be eligible to continue in the jobs in the peacetime Navy.
Appointments As EDOs
In Regular Navy Open
To Qualified Officers

Officers who have been performing
duties relating to certain professions
and specialties, others whose edu-
cation and experience is such that
they feel qualified, are invited to apply
for appointment as Engineering Duty
Officer (EDO) officers in the regular
Navy. The offer is open only to those
above the rank of ensign (BuPers
Circ. Ltr. 303-45; NDB, 15 Oct,
45-145). Officers selected for ap-
pointment will not necessarily perform
duties in the professions or specialties
listed below under the various bureaus
and offices which at present have cogni-
ze of the work performed:

- BuOrd (applicants not required to
be aviators):
  (Aeronautical)
  Astronautics
  Aeronautical engineering
  Industrial and Management engineering
  Mechanical engineering
  Metallurgy
  Naval engineering
  (Aircraft electronics)
  Electrical engineering
  Illuminating engineering
  Mechanics
  Physics
  Nuclear engineering

- BuShips:
  Naval architecture
  Naval engineering (mechanical)
  Naval engineering (civil)
  Electronic engineering
  Radio engineering
  Radar engineering
  Electrical engineering
  Petroleum engineering
  Metallurgical engineering
  Chemical engineering
  Industrial and Management engineering
  Materials engineering
  Vegetables engineering
  Illuminating engineering
  Physics
  Mathematics
  Optics
- Office of Research and Inventions:
  Patent attorneys
  Mathematical physicists
  Nuclear physicists
  Organic chemists
  Physical chemists
  Biochemists

- Office of Naval Intelligence:
  Language officers
  (sub-officers are highly trained on
  foreign areas
  Officers experienced in Intelligence
  Techniques)
- Director of Naval Communications
  Officers who are specialists in communica-
tion intelligence and security

Included are certain specialists
whose duties have no direct relation-
ship to engineering but for which
there is no more applicable classifica-
tion at present. These men are to be
designated as EDO until a more exact
classification for their specialist duties
is provided.

Applicants for the first five cate-
gories will be required to have a col-
lege degree or demonstrate in a test
that they have the equivalent general
background. Applicants under the
final category will be required to have
only two years of college or demon-
strate its equivalent by means of a
test. All applicants must have had ex-
perience in the field.

Applications are to be submitted in
the form and manner prescribed in the
basic circular letter covering transfer
of temporary USN and reserve officers
to the regular Navy (BuPers Circ.
Ltr. 288-45), in which service, physi-
cal, and age requirements are set
forth. Officers may apply after release
to inactive duty or separation from
the service and may accept or resign com-
misions as provided in the circular
letter covering transfers.

BuPers points out that the EDO
designation is an opportunity for
officers to follow a specialized career
in the Navy, with the same equality
of treatment afforded regular line
officers. They will be eligible to apply
for postgraduate courses in their spe-
cialties or for flight training, as ap-
propriate, and will be counted upon
to help keep the Navy's technical service
the finest in the world.

EDO officers will be eligible for
any shore duty assignable to other line
officers and can succeed to command
ashore. In pursuit of their specialty
they may be assigned to sea duty, but
they will not become eligible for com-
mand afloat. In promotions, they will
not compete with unrestricted line
officers but will be assigned "extra
numbers" and be considered separately
by selection boards.

Book of 100 Navy Photos
Available to All Hands

Ample copies of "U. S. Navy Photog-
raphs", a 108-page publication con-
taining 100 photographs portraying
ships, planes, battles and personnel
in action which have been selected by
experts as being the best pictures
taken by Navy photographers during
the war, will soon be available for
shipment to Ships' Services and Stores.

The book is being made available
because of the belief that each mem-
er of the Navy will very likely desire
to carry away with him a photog-
ographic record depicting the part he
and others played in the defeat of
Germany and Japan. It is also being
made available because men and
women were prevented by security
reasons from privately assembling
their own albums.

The book will be offered for general
sale at approximately $1.00 per copy,
although CO's, who so desire, may
purchase the books with available welfare
funds and distribute them free on an
equitable basis.

(For details on ordering and ship-
ment of volume, see BuSandA ltr.
dated 27 Sept 1946 (NDB, 30 Sept.,
45-1339).

Some A-V (N) s Eligible
For Lump Sum Payments

Officers classified as A-V(N), (A1)
and (A2), who were in an aviation
cadet status on or before 3 Sept 1942,
are among the beneficiaries, are now
eligible for lump sum payment at the rate of
$500 per year for fractional parts of
the first year served, in accordance
with a decision by the Comptroller
General on 10 Aug 1945, contained in
BuPers Circ. Ltr. 298-45 (NDB, 15
Oct, 45-1445). This decision applies
also to Marine Corps officers of corre-
sponding classification.

Previously, provisions of the law
authorizing lump sum payments to
officers of such basic classifications
(BuPers C. C. 281-45; NOFB, cum.
ed., 1945, 43-1760) were inter-
preted to mean that payment did not
accrue unless the officer concerned had
at least one year or for disciplinary
reasons, the lump sum payment shall
be prorated for a fractional part of
a year's commissioned active service,
even if the total of such service is less
than a year. For fractional parts of
a year, the monthly and daily rates
of $72.67 and $1.389, respectively,
will be used in computing the amount
due. Officers or their beneficiaries
who may now be entitled to lump sum
payment may submit a claim as follows:

- Officers now on active duty in
other classifications may submit a
claim on GAO Form 2034 which can
be obtained from disbursing
officers.
- Officers now on inactive duty or
who have been discharged, or the
beneficiaries of deceased officers
may submit a written claim to the
General Accounting Office, Claims
Division, Washington, D. C. on GAO Form
2034, or by letter. Such claims should
be forwarded via the Chief of Naval
Personnel.

Lump sum payments, however, are
not authorized upon transfer to the
regular Navy or discharge from the
Naval Reserve to accept appointment
in the regular Navy. (For additional
mention of A-V(N) payments, see p. 39).
No More Lugging: Mattresses
Now Provided by Ship, Station

Enlisted men will no longer be required to lug a heavy mattress from duty station to duty station under a plan announced by Alnav 278-46 (NDB, 30 Sept. 45-1293) in which mattresses are hereafter to be provided by the ship or station for all personnel on board. Individual ownership of mattress covers will, however, be continued and their use is mandatory.

Navy-issue mattresses became Government property as of 15 October, at which time ships and stations assumed the responsibility for providing mattresses. As hampocks are no longer issued to recruits, and since they are also Government property, men will not be burdened with carrying them from ship to ship, as they likewise are to be provided, where needed.

If a man purchased a mattress with his own funds, and he wishes to keep it, he may do so by having that fact entered into his service record. Likewise, he may keep the mattress he now has until such time as he moves on to another ship or station.

Many of the same being instituted by BuShips for the sterilization of mattresses afloat and ashore, as required. Used mattresses may be re-issued without sterilization, however, provided they are not infested or have not been used by persons having a communicable disease.

The directive also abolishes the practice of issuing mattresses to re-enlistments previously established for transfers to the sterilization of mattresses.

Cash Prizes Offered
For Best Craftwork

Prizes amounting to $3,300 are being offered by Popular Science Monthly in a contest to find the best in craftwork made by servicemen and women and veterans. Entries must be in by 1 Apr 46.

Eligible to enter the contest are men and women now serving in any branch of the armed forces, men and women who have been honorably discharged from any of these services since 7 Dec 1941, and men who served in the merchant marine during the wartime months.

Each article entered must have been made personally by the contestant and may represent any type of craftsmanship or handwork except paintings, drawings, prints, renderings, or photography. All entries must be accompanied by a statement giving name, educational requirement of the contestant; the materials and tools used; the approximate date when the object was completed and if a veteran, the date of discharge, or if a merchant seaman, the beginning and closing dates of his service at sea.

The first prize is $1,000; second, $600; third, $300; fourth, $125; fifth, $100; sixth, $75, and seventh, $50. Fifty other awards of $25 each will also be made.

When entries are packed for shipment they should not weigh more than 50 pounds and must be postmarked not later than 1 Apr 1946. Mail entries and direct to Servicemen's Handicraft Contest Editor, Popular Science Monthly, 333 Fourth Avenue, New York 10, N. Y.

V-12 Medical, Dental, Theological Students May Finish Training

V-12 medical, dental and theological students who are scheduled to graduate upon completion of the current term which was begun prior to 1 Nov 1945 are to be permitted to continue their college training and upon graduation will be commissioned. Others in the professional or pre-professional stages of V-12 medical, dental, and theological training are to be offered their choice of: (1) release to inactive duty upon completion of their intention of completing their professional education at their own expense, or (2) transfer from the V-12 program to general enlisted duty.

This plan, announced by V-12 Bulletin No. 327 dated 24 Sept. 1945, does not affect others in V-12.

Those students (medical, dental and theological) who choose to complete their studies begun under V-12 will be required to submit satisfactory statements that they will continue their professional training in civilian schools on inactive duty. In the case of pre-professional students, an agreement to pursue appropriate professional training after finishing the pre-requisite courses must be included in their statement.

Upon receipt of such statements, COs of V-12 units are authorized to transfer these students to the nearest separate training center to inactive duty in the rating of apprentice seaman, Class V-12, USNR.

To enable USN and USN-I men who are now in V-12 medical, dental, or theological programs to complete their professional or pre-professional education, provision is made in the directive for their discharge from the regular Navy, immediate reenlistment as AS in the reserve and then for release to inactive duty in the Naval Reserve.

V-12 students who choose to complete their studies on inactive duty are eligible for Government aid under the G. I. Bill of Rights, provided, of course, they meet the minimum service requirement of 90 days' active service in general enlisted status.

Determination of eligibility for such educational benefits is made by the Veterans Administration.

Those men who desire to complete their educations, but who do not have sufficient service time to make them eligible for Government aid under the G. I. Bill of Rights, could, of course, elect to be transferred to general service. They would, however, not be eligible for release upon completing the period of service time required to eligibility under the G. I. Bill of Rights, but would then be eligible for sufficient points for discharge under the demobilization system, details of which may be found on p. 64.

V-12 Grads to Receive Commissions as Ensigns

V-12 engineers, physics majors, aeronautics majors and deck students scheduled to complete V-12 training on or about 1 Nov 1945 will be commissioned as ensigns in the Naval Reserve and assigned to active duty in officer status if they meet all the requirements previously established for transfer to reserve midshipmen's training, according to Navy V-12 Bulletin 331, dated 2 Oct 1945. They will not be commissioned at V-12 units, but will report to specifically designated activities for commissions.

The bulletin also provides that pre-Supply students who will complete their allowed V-12 training on or about 1 Nov 1945 will be transferred to the Navy Supply Corps School for approximately three months' training leading to appointments as Ensigns (SC), USNR.

V-12 Dischargees May Draw Clothing

Students in V-12 who are eligible for release under the Navy's demobilization plan are to be permitted to retain sufficient Navy clothing for travel to the separation center and to keep all items so issued upon return to civil life, V-12 Bulletin No. 333, dated 8 Oct 1945, announced.

NROTC and medical, dental and theological graduate students are to receive one each of the following: blue uniform, raincoat-overcoat, blue woolen gloves (if required), black tie, officer-style cap or blue garrison cap, black belt and all insignia.

All other apprentice seaman V-12 are to receive one each of the following items of enlisted gear: blue trousers, overcoat, raincoat (if necessary), neckerchief, dress blue jumper, blue woolen gloves (if necessary) and cap (blue or white as appropriate).

Mexico Travelers Warned Of Currency Restriction

Personnel making unofficial visits to Mexico are advised by BuPers Cir. Ltr. 267-45 (NDB, 30 Sept. 1945-1282) that a Treasury Department regulation forbids the exportation to Mexico or importation from Mexico of U. S. currency in denominations larger than $20.

Details governing travel to Mexico by naval personnel appear in BuPers Cir. Ltr. 178-45 (NDB, 30 June, 1945-726).

ALL HANDS
Alnav Promotions Open To Inactive Officers, Also Those on Leave

Officers of the rank of lieutenant commander and below, with the exception of warrant officers, who have completed or may complete continuous active service in rank for certain stipulated lengths of time, may expect to be considered eligible for promotion, as directed by Alnav or letter of promotion authority, in accordance with Alnav No. 346, of 16 Oct 1945.

Time required in rank in the various grades is as follows: Warrant officers, ensigns and lieutenants (jg), 18 months; lieutenants, 24 months; lieutenant commanders, 24 months, subject to recommendation by a selection board. Promotion of commanders and above will be handled individually by selection boards.

Prior to the end of terminal leave, commanding officers of all naval activities must insure that officers under their command are given all promotions due under existing promotion authorities. If the appointment to a higher rank makes the officer ineligible for mustering pay, he may either elect to be promoted or receive the mustering out pay.

If an officer is in a terminal leave status, and has not previously refused to accept the promotion, he may request the promotion from the commanding officer of any naval activity, which is directed to honor the request, subject to the following instructions:

The officer must meet the eligibility requirements of a promotion authority, prove identity and eligibility for promotion, show terminal leave status and present his officer qualification jacket. In effecting the promotion, commanding officers should follow the procedure as prescribed by the promotion authority of BuPers Circ. Ltr. 222-45, except that the lack of a positive recommendation in the qualification jacket will not prevent promotion.

A request for a temporary officer serving in rank will be accepted as proof, and the acceptance or refusal of the appointment, signed by the officer, will be forwarded to BuPers.

Officers of the rank of lieutenant commander or below in an inactive duty status, who have not previously refused the promotion, and who consider that they have completed the prescribed continuous active duty in rank, may formally entitled to bear the official title of the higher rank and wear the uniform of such rank, pursuant to Alnav 246-45, provided the inactive duty status was started subsequent to 8 May 1945.

Reserve officers on terminal leave or in an inactive status should advise the promotion section of BuPers of their home address so that when and if they become eligible for promotion, BuPers may take the necessary action.

Promotion authorities to date since 1 July 1945 are as follows: Alnvals 1293, 150, 185, 277, 298, 304, 305, 317, and Circ. Ltr. 220-45. Action taken in accordance with this Alnav should not impede demobilization in any way, and the provisions terminate concurrently with the temporary promotion law.

Alnav Directs Release Of All Married Nurses

Provision for the release of all married nurses in the regular and reserve Nurse Corps was announced in Alnav 339-45 (NDB, 30 October) which requests such officers to submit resignations to the CO. When submitted, resignations will be reviewed through official channels. The Alnav rescinds, as of 1 November 1945, war-time measures granting active duty to married nurses. 700 married nurses are made eligible for release by the Alnav.

Officers in the regular Nurse Corps are to remain pending action on their resignations, while those in the Naval Reserve are to be released to inactive duty after submission of their resignations.

The Alnav adds that, at present, resignations of Nurse Corps officers for the purpose of marrying will not receive favorable action.

Temporary Commissions Limited to Former POWs

The only personnel eligible at the present time for temporary commissions to warrant or commissioned officer ranks are former prisoners of war, BuPers Circ. Ltr. 304-45 (NDB, 15 October) announced by the CO. It was decided that the need develop for additional temporary officers during the transition period from the wartime to peace time Navy. Despite recommendations, and at that time the names and applications of individuals in the following categories will be considered without further recommendation being necessary from the CO.

- Those candidates previously notified who were placed on the eligibility list for appointment but who have not as yet been appointed.
- Those who were notified that they met minimum requirements for appointments to certain ranks, but were not placed on the eligibility list because there were at the time a sufficient number on that list to meet the number of required appointments for the next 12 months.
- Those previously notified that they were not selected but that their recommendations would be considered at a future date.
- Those whose recommendations were forwarded to BuPers prior to receipt of BuPers Circ. Ltr. 304-45, but who have not received individual notification of the action taken on such recommendations.

How To Find Out Battle Stars You Rate

It is now possible for you to definitely determine how many engagement stars you are eligible to wear on your area campaign ribbons. A 115-page book listing individual ships and units entitled to engagement stars for particular in operations and engagements was mailed to BuPers the last month to all ships and stations.

The book contains all campaigns through the Western Carolinas operation, except for the consolidation of the Northern Solomons. As records are received and authorization given for subsequent engagements, supplemental issues will be distributed. The book (NavPers 15,632) is available for distribution except for official use.

Copies, however, have been sent to all ships and stations so that personnel may determine the number of stars to which they are entitled. COs having enlisted men's records in their custody are directed to review such records immediately and make appropriate entries of operations and engagement stars to which the officer is entitled, and to delete those which are already in the jacket, but which are not in conformance with the authorization contained in the book. COs are also to issue to officers in their command a statement of their operation and engagement stars, a copy of which is to be issued by each Commandant, Marine Corps or Commandant, Coast Guard, as appropriate.

Daily Comics Offered To Ships' Newspapers

A daily page of eight of the most popular syndicated comics used by U.S. newspapers may be furnished to mimeograph and photo-offset daily newspapers at sea and overseas in a new service now being offered by the Ships' Editorial Association, (SEA) according to BuPers Circ. Ltr. 295-45 (NDB, 15 October 45-1442).

If sufficient interest in the proposed venture, it will provide mimeograph papers with six pre-cut stencils per week, and photo-offset papers with page reproductions which could be photographically offset plates. Letter-press papers may also subscribe to the photo-offset service if they wish to make their own plates, and a kit service will be undertaken if there is sufficient interest to warrant it.

Cost of the service to commands using it is estimated at $4.00 per week, and the assessment may be paid from appropriated Welfare & Recreation funds, from Ship's Stores profits and from Welfare funds (non-appropriated).

Interested commanding officers are requested to inform BuPers of their desire for the service as soon as possible and to indicate preference, the eight comic strips desired most by men in their command. An enclosure to the letter lists the available comic strips from which selections are to be selected, and final selection will be based on a compilation of the preferences indicated.
BuPers, BuSandA Outline

Procedures for Release
Of Officers Outside U. S.

Regulations governing the release of officers outside the continental United States and release of officers with homes of record outside the continental United States, have been set up in a joint letter from BuPers and BuSandA.

An officer eligible for release from active duty, whose home of record was within the continental United States at the time he was ordered to active duty, may request to be released outside the continental limits. If he is stationed in territories or possessions of the U. S. at the time of his eligibility for release, he must submit a written request for such release to the Chief of Naval Personnel, via the authority designated in AlNavs 198-45 and 229-45. This authority can approve or disapprove the request without prior reference to BuPers.

If the officer desires to be released in a foreign country or its possessions, he must first obtain permission to remain in that country through the U. S. diplomatic or consular office. In addition, he must submit a written request for release in the foreign country to BuPers via the authority designated in AlNavs 198-45 and 229-45. This authority can approve or disapprove the request without prior reference to BuPers.

Approval of an officer’s request for release outside the continental limits of the U. S. carries with it the stipulation that there will be no reimbursement for travel outside the continental limits after the date of release. If the officer does not wish to assume such expense, the authority for his release will be revoked.

Advance payment of mileage will be computed from the port of entry into the U. S. nearest the place from which the officer was called to active duty, to that place or to his home of record. One of the following constructive ports of embarkation nearest the officer’s home of record will be used: Boston, Mass., New York, N. Y., Norfolk, Va., Charleston, S. C., Miami, Fla., New Orleans, La., Wilmington, Calif., San Francisco, Calif., and Seattle, Washington. Transportation of dependents released outside the continental limits will be in accordance with the regulations in BuSandA Manual, Art. 1870. If the officer does not desire to return to his home or record outside the continental U. S., or to the appropriate naval authorities if the dependents are overseas, commercial land travel is authorized for dependents.

An officer on duty at a station outside the continental U. S., or on a ship not in a U. S. port, will be returned to his home of record outside the U. S. if he so desires. If he does not want to return to his home, he may be released from active duty in a possession or territory of the U. S., or in a foreign country, provided the request is approved and he waives claim to any further transportation at government expense.

In all cases, the shipment of household effects at government expense will be in accordance with the regulations in BuSandA Manual, Art. 1870.

Enlisted men and women may also be released from the service outside the continental limits of the U. S. at their own request, and in accordance with the provisions of BuPers Manual, Art. D-7018 and D-7019. As in the case of officers, they must waive transportation back to the U. S. and comply with all of the requirements necessary for their legal entry into the country. For detail see Alnav 302-45 (NDB, 30 Sept. 45-1307) and reference above.

Volunteers Desired
For Publications Billets

Fully qualified editorial, art, circulation, production and photolithographic personnel, officer and enlisted, are needed for ALL HANDS magazine and Ships' Editorial Association (SEA) in Washington, for the Navy News Bureau (a wire service) in San Francisco, and Navy News (Guam and Philippine editions), the Pacific daily newspapers.

By Alnav 331-45, volunteers are invited to submit requests through official channels for this duty.

WHEN THE USS GAMBIER BAY CROSSED THE EQUATOR elaborate “Crossing the Line” ceremonies were held and ship’s photographers took some 30 photographs and sent them to the United States for printing. Before the pictures could be returned, the Gambier Bay was sunk in the Battle for Leyte Gulf. About 400 sets of the pictures are on hand and survivors may obtain them without charge by writing to BuPers (Merchandise Services Section), Navy Department, Washington 25, D. C.
For Exchange Relief

Exchange relief has been limited to the enlisted personnel and civilian employees attached to such offices; Readjustment Act of ties are not available, and ties are available. "Quarters" is defined by the Alnav to include both quarters and messing facilities. Quarters or Coast Guard is entitled to exchange losses due to the appreciation of a foreign currency in relation to the U. S. dollar, details for which may be found in BuSandA Memo, Art. 2140-0.

Except for those mentioned above, no person in the Navy, Marine Corps, or Coast Guard is entitled to exchange relief when on duty where both government quarters and messing facilities are available. "Quarters" to include both billets and tents, and "messing facilities" to include officers' messes, general messes and contract messes. Quarters are considered as being available in any case where personnel are not required to procure quarters at their own expense.

Applications Requested For Tabulating Course

In view of the definite need throughout the Navy for operators of electric tabulating equipment, Alnav 322-45 (NDB, 15 Oct. 44-1040) asks for immediate applications for a course in instruction in the operation of these machines.

Applications are desired from line officers with background in personnel administration, supply officers, electrical tabulating machines, BuPers officers and pay clerks experienced in stock control and inventory systems, disbursing and general supply, and Civil Engineering Corps officers, particularly those experienced in stock control and inventory systems.

Eligible to apply are officers and warrant officers of the regular Navy and Naval Reserve officers and warrants who have applied for transfer to the regular Navy and who are of the rank of Lieut. or above and under 36 years of age. Instruction will include a two week familiarization period at a Navy Tabulating Installation, a four week intensive factor course in methods, procedures, scheduling of work load, etc., and additional training in a Tabulating Installation being established at duty in this field. When forwarding applications commanding officers should indicate whether the applicant is recommended for this training and if relief is needed.

Applications Invited For Photographic Pilots

Officers with experience and technical knowledge gained during the war in aerial photographic reconnaissance supporting combat operations are invited to apply for related training, to receive additional training as necessary and to serve as aerial photographic pilots for the purpose of research and development of aerial photography, photogrammetry and aerial navigation cartography, Alnav 355-45 (NDB, 15 Oct. 45-1417) states.

Nonpilot applicants must be less than 27 years of age and their applications endorsed by medical examiners as to physical qualifications for flight training. Scores on aviation aptitude tests also must be given with the applications. Most qualified applicants are now in the naval reserve and to be eligible must request transfer to the regular Navy. Enlisted personnel are not eligible.

Nonpilot graduates of photographic school or photographic interpretation school will be sent to flight training and photographic operational training. Other nonpilots with hydrographic or cartographic experience will be sent to photographic school or photographic interpretation school— as well.

In addition, applications for aviation photographic duty are desired from photographic-reconnaissance trained carrier photographic pilots. They will be sent to photographic school or photographic interpretation school and to photographic operational training as necessary.

All applications should be submitted through official channels to BuPers via CNO (Att: Op 92).

USN Yeomen, SK Rates Open to Specialists (I)

Envisioning the fleet's need for personnel experienced in the operation of electrical tabulating machines, BuPers has offered Specialists (I) the opportunity to enlist or reenlist in the regular Navy for duty utilizing their special training.

Inasmuch as there is no provision for specialist ratings in the postwar Navy, Specialists (I) are being encouraged to qualify for storekeeper and yeoman ratings which will be given electrical tabulating machine operators.

Authority for transfer of Specialists (I) to rates of equal pay grade for the purpose of enlistment or reenlistment in the regular Navy has been granted in BuPers Circ. Ltr. 306-46 (NDB, 15 Oct., 45-1451).

Physical Exams Scheduled For USN, USMC Officers

Boards of medical officers will convene during January 1946 to conduct physical examination of Navy and Marine Corps officers of the regular service on the active list who will have attained the age of 50 during 1946, and those over 50 years of age, to determine their physical fitness to perform all duties at sea or in the field.

Details were announced by BuPers Circ. Ltr. 293-46 (NDB, 15 Oct. 45-1440).
Safety Measures Urged To Hold Down Accidents During Demobilization

Stressing the importance of "surviving the peace," the Safety Branch, Shore Establishments Division of the Navy warns those who survived the war that large numbers of men moving as a result of the demobilization program, personnel must be alert to avoid accidents.

Auto accidents and accidents occurring on roads have been found to be far the greatest hazard, accounting for 25% of all accidents, according to figures from February through May this year at the Navy Training and Distribution Center and Frontier Base, Treasure Island, Calif., considered typical of large naval bases.

Safety measures urged for preventing this type of accident include:
- Proper maintenance of vehicles.
- Maintenance up to a safe standard of all roads, bridges, and intersections.
- Alertness on the part of drivers, passengers, and pedestrians.

The safety experts also call attention to the fact that a substantial number of the 591 accidents analyzed at Treasure Island occurred in activities other than those associated with duty during normal duty hours. Of the 591 accidents, 107 took place during physical training and only seven aboard ship. It is also significant that of the 591 accidents, 231 were wounds, 88 fractures, and 145 sprains—the kind of accidents that do most to disable men.

CincPac Stresses Serious Results of Missing Ship

Failure to realize the serious consequences of liberty-breaking and missing ship in Pacific Coast ports has by far the greatest hazard, accounting for 25% of all accidents, according to figures from February through May this year at the Navy Training and Distribution Center and Frontier Base, Treasure Island, Calif., considered typical of large naval bases.

Safety measures urged for preventing this type of accident include:
- Proper maintenance of vehicles.
- Maintenance up to a safe standard of all roads, bridges, and intersections.
- Alertness on the part of drivers, passengers, and pedestrians.

The safety experts also call attention to the fact that a substantial number of the 591 accidents analyzed at Treasure Island occurred in activities other than those associated with duty during normal duty hours. Of the 591 accidents, 107 took place during physical training and only seven aboard ship. It is also significant that of the 591 accidents, 231 were wounds, 88 fractures, and 145 sprains—the kind of accidents that do most to disable men.

CincPac Stresses Serious Results of Missing Ship

Failure to realize the serious consequences of liberty-breaking and missing ship in Pacific Coast ports has by far the greatest hazard, accounting for 25% of all accidents, according to figures from February through May this year at the Navy Training and Distribution Center and Frontier Base, Treasure Island, Calif., considered typical of large naval bases.

Safety measures urged for preventing this type of accident include:
- Proper maintenance of vehicles.
- Maintenance up to a safe standard of all roads, bridges, and intersections.
- Alertness on the part of drivers, passengers, and pedestrians.

The safety experts also call attention to the fact that a substantial number of the 591 accidents analyzed at Treasure Island occurred in activities other than those associated with duty during normal duty hours. Of the 591 accidents, 107 took place during physical training and only seven aboard ship. It is also significant that of the 591 accidents, 231 were wounds, 88 fractures, and 145 sprains—the kind of accidents that do most to disable men.

CincPac Stresses Serious Results of Missing Ship

Failure to realize the serious consequences of liberty-breaking and missing ship in Pacific Coast ports has by far the greatest hazard, accounting for 25% of all accidents, according to figures from February through May this year at the Navy Training and Distribution Center and Frontier Base, Treasure Island, Calif., considered typical of large naval bases.

Safety measures urged for preventing this type of accident include:
- Proper maintenance of vehicles.
- Maintenance up to a safe standard of all roads, bridges, and intersections.
- Alertness on the part of drivers, passengers, and pedestrians.

The safety experts also call attention to the fact that a substantial number of the 591 accidents analyzed at Treasure Island occurred in activities other than those associated with duty during normal duty hours. Of the 591 accidents, 107 took place during physical training and only seven aboard ship. It is also significant that of the 591 accidents, 231 were wounds, 88 fractures, and 145 sprains—the kind of accidents that do most to disable men.

A Wave's Angle On GI Insurance

Many Waves getting out of the service are asking, "What's the best thing for me to do with my GI insurance? Keep it, convert it, or what?" Last month's ALL HANDS article on insurance, p. 28, printed the general answer for most naval personnel. A Wave who thinks there may be some special angles for Waves to consider has submitted the following memorandum endorsed by the BuPers' Insurance Section.—Ed.

Almost every woman, including Waves, believes that sooner or later she'll marry and honor and cherish her—and pay the bills. Statistics prove it.

The husbands carry insurance for the protection of their wives and families and for savings. Wives approve the idea, reap the benefits, but, in the main, have not carried insurance policies so much themselves.

The war introduced a new trend. When women went on Navy rosters, they also went on National Service Life Insurance rolls—with more than 80,000 applications for more than $445,000,000 of insurance protection. The ladies of the Navy were quick to recognize a good thing—complete protection at minimum rates.

Will they let it go when they put aside their garrison hats for dizzy feathered creations? Probably not if they knew the facts. Here are some angles worth considering.

For instance, after you've had your National Service Life Insurance for one year, it can be converted to ordinary life, 20-payment life or 20-payment life.

Suppose you are married or will be soon. If you have children, you'll want to save for their college education or other advanced training. Why not do it with a converted National Service Life Insurance policy, say a 20-pay or 30-pay contract? You'll have a life insurance policy protecting your family during your unhappiness or disability. For instance, in 20 years, when the children are almost grown up, the cash value of a 20-payment life policy in most cases will equal or exceed the cash value of your GI policy just one time—or another, or another? You can't treat an insurance policy like other property. There is no sale or exchange. You can't take it out of one contract and put it in another. It's yours to keep or convert as you see fit.

For instance, after you've had your National Service Life Insurance for one year, it can be converted to ordinary life, 20-payment life or 20-payment life.

Suppose you are married or will be soon. If you have children, you'll want to save for their college education or other advanced training. Why not do it with a converted National Service Life Insurance policy, say a 20-pay or 30-pay contract? You'll have a life insurance policy protecting your family during your unhappiness or disability. For instance, in 20 years, when the children are almost grown up, the cash value of a 20-payment life policy in most cases will equal or exceed the cash value of your GI policy just one time—or another, or another? You can't treat an insurance policy like other property. There is no sale or exchange. You can't take it out of one contract and put it in another. It's yours to keep or convert as you see fit.

A Wave's Angle On GI Insurance

Many Waves getting out of the service are asking, "What's the best thing for me to do with my GI insurance? Keep it, convert it, or what?" Last month's ALL HANDS article on insurance, p. 28, printed the general answer for most naval personnel. A Wave who thinks there may be some special angles for Waves to consider has submitted the following memorandum endorsed by the BuPers' Insurance Section.—Ed.

Almost every woman, including Waves, believes that sooner or later she'll marry and honor and cherish her—and pay the bills. Statistics prove it.

The husbands carry insurance for the protection of their wives and families and for savings. Wives approve the idea, reap the benefits, but, in the main, have not carried insurance policies so much themselves.

The war introduced a new trend. When women went on Navy rosters, they also went on National Service Life Insurance rolls—with more than 80,000 applications for more than $445,000,000 of insurance protection. The ladies of the Navy were quick to recognize a good thing—complete protection at minimum rates.

Will they let it go when they put aside their garrison hats for dizzy feathered creations? Probably not if they knew the facts. Here are some angles worth considering.

For instance, after you've had your National Service Life Insurance for one year, it can be converted to ordinary life, 20-payment life or 20-payment life.

Suppose you are married or will be soon. If you have children, you'll want to save for their college education or other advanced training. Why not do it with a converted National Service Life Insurance policy, say a 20-pay or 30-pay contract? You'll have a life insurance policy protecting your family during your unhappiness or disability. For instance, in 20 years, when the children are almost grown up, the cash value of a 20-payment life policy in most cases will equal or exceed the cash value of your GI policy just one time—or another, or another? You can't treat an insurance policy like other property. There is no sale or exchange. You can't take it out of one contract and put it in another. It's yours to keep or convert as you see fit.
Competitive Examinations
8-9 May for Appointment
As Coast Guard Cadets

Competitive examinations leading to appointments as cadets at the U.S. Coast Guard Academy will be conducted on 8 and 9 May, 1946, according to BuPers CIR. (NDB, 259-45), and successful candidates will receive a 4-year course leading to a Bachelor of Science degree in engineering and a commission in the Regular Coast Guard.

The appointments to cadetships, offered to young men standing highest in nation-wide competitive examinations, are determined by averaging a candidate's grades in mathematics and English together with his adaptability grade. The latter is assigned by the selection board on the basis of a personal interview and the records submitted with his application.

Military personnel, as well as civilians, are eligible for nomination to the Coast Guard Academy provided they qualify in all respects for appointment. No waiver of the requirements will be granted.

The following are basic requirements:

- Be not less than 17 years of age nor more than 22 years of age on 1 May 1946.
- Be at least a high school graduate.
- Be unmarried.
- Have the following credits, either in high school or college:
  - Algebra 2
  - English 3
  - Plane Geometry 1
  - Physics 1
  - Chemistry 1
  - Trigonometry ½
- Other Optional Credits: 6½
- Be at least 5' 6" in height, with vision of 20/20 uncorrected in each eye and otherwise in good physical condition.

Basically scientific in character, the courses are intended for professional training of young men who are candidates for commissions and careers in Coast Guard service.

The May examinations will be given only within the continental limits of the U.S., and only those enlisted personnel of the Army, Navy and Marine Corp whose units or stations are in the United States during the time required to take the examination will be able to participate. However arrangements will be made for qualified Coast Guard enlisted personnel to take the examinations regardless of where they may be stationed. CoS are authorized, at their own discretion, to grant requests for leave to those men whose applications have been accepted by the Commandant, U.S. Coast Guard. In addition, upon written request, successful candidates may be discharged by BuPers to accept cadetships.

Correspondence relating to Coast Guard Academy appointments should be forwarded via official channels to the Commandant, U.S. Coast Guard, Washington, D.C., and postmarked no later than 1 April 1946. Descriptive literature concerning the Academy, a fully accredited educational institution operating under scholastic and military standards similar to those of the U.S. Naval and Military Academies, may be obtained from the Commandant.

New Snap Hook Adopted
For Use on Signal Flags

A new signal flag hook known as the quick-acting snap hook which will facilitate the bending on of signal flags has been adopted by the Navy. The hook was developed by Gerald E. Foreman, CQM, USN, while on duty with Commander Fleet Operational Training Command, U.S. Pacific Fleet. Chief Foreman is now stationed at the NTC, Bainbridge, Md.

The new hook is superior to the old standard hook in both speed and ease of operation since only one motion is required to snap the hook to the flag ring. The snap lock of the hook engages the ring solely through the pressure of the ring against the dovetailed lips of the hook, thus eliminating manual operation by the thumb. See diagram below.

Navy Will Replace Blues
Men Had to Leave Behind

Because many ships left the States "stripped for battle" some men were not permitted to take their blues along when they left for sea or overseas duty. Many men ordered to the tropics similarly were told officially not to bring their winter uniforms.

When such personnel return to the States, they are to be issued without charge and under authority of Alnav 294-45 (NDH, 30 Sept, 42-1299), one dress blue jumper, one pair blue trousers and one overcoat.

To be eligible to receive the clothing, an enlisted man will be required to sign a sworn statement that these items were once (but are no longer) in his possession because he was prevented by higher authority from taking or having such items with him at the time he departed from the U.S.
New Personnel Allowances Reflect Changing Demands

Indicating that the Navy means business in its demobilization program, BuPers Circ. Ltr. 287-45 (NDB 15 Oct, 1945) establishes a post-war manpower pattern and specifies new personnel allowances for various classes of activities, based on a percentage of strength authorized during the war.

Effective immediately, the directive provides for large reductions under the wartime complements of officers and enlisted men for all activities except a few directly connected with the demobilization and reconversion programs. COs are directed to determine the classification of their activities in the personnel allowance reduction table, "bearing in mind that the national interest requires an immediate reduction of the naval forces."

Future requests for increase or decrease in personnel allowances of any activity will be authorized only in line with the postwar Navy's projected strength and make-up. The five classes established by the directive for determining the percentage of personnel to be allowed in terms of the 1 Aug 1945 peak follow:

- Class I—100% of present war allowance, or in excess: Demobilization centers and intake stations; activities concerned with demobilization procedures such as field disbursing branches; receiving stations; personnel distribution and transportation activities including NATS; reserve fleet berthing areas shore-based; projects or activities to be hereafter specially designated by CNO, CominCh, SecNav; occupation forces in enemy theaters; hospitals; and naval prisons, disciplinary barracks and retraining commands.

- Class II—Approximately 70% of present war allowance: Staffs, ships in commission or in service, commissioned officers in active duty (BuPers Circ. Ltr. 274-45)

Class III—Approximately 85% of present war allowance: New construction until fully commissioned; activities of shore establishments engaged in routine functions of a continuing nature; training staffs in all training activities.

- Class IV—Approximately 50% of present war allowance: Activities whose functions are declining or relatively unimportant during this period.

- Class V—Less than 50% of present war allowance: Activities in caretaker or closed status; in reserve, in process of being disestablished, with functions specifically limited or suspended, or with personnel not available.

Personnel distribution to overseas bases not covered in the above class designations remains under the direction of CNO.

Combat Correspondents Eligible for Press Club

All accredited combat correspondents who have written for Army, Navy or Marine publications from the various theaters of war are eligible for membership in the Overseas Press Club of America.

Twelve consecutive months overseas or an aggregate of 24 months qualify a correspondent for active membership. Associate members need three consecutive months or an aggregate of twelve months overseas.

Correspondents interested in joining the club should write the Executive Secretary, Overseas Press Club of America, Lotos Club, 110 West 57th Street, New York City, N. Y.

Financial Aid Offered To Promising Writers

Houghton Mifflin Company is again offering Literary Fellowships to promising writers, including men and women in the service, who need financial assistance to complete book projects. Applications will be received between 1 Nov 1945 and 1 Jan 1946, and awards will be made as soon as possible after that date.

The Fellowships of $1500 each are payable in monthly installments of $125, with $500 of the total to be considered an advance against the royalty. The royalty rate will be 10% of the retail price of the first 2500 copies, 12 1/2% on the next 2500, and 15% thereafter.

Application blanks can be secured by writing to Houghton Mifflin Company, 2 Park street, Boston 7, Mass. Contestants should submit with their applications a detailed synopsis or description of their project, samples of previous treatment, examples of past work and letters from at least two responsible persons, plus photographs of contestant if available.

Manuals Revised For Four Ratings

Four new advancements in rating courses will be ready for distribution before the first of the year, BuPers announced last month. Those to be issued to all ships having the ratings in their complement as well as to post training activities are: Yc (NavPers 10408), MQ2 (NavPers 10223), STM (NavPers 10511) and Cox (NavPers 10007). Although progress tests and examinations have not been completed as yet for these current courses, suggested questions are included in the new manuals for optional use of the educational officer.

Ruling on Officers' Mess

Retired USN officers, reserve officers placed on the honorary retired list with 'pay' and those retired because of disability incurred in line of duty may be extended, at the discretion of the CO, the privileges of a membership in a commissioned officers 'open' mess. As members they enjoy the same status as do naval officers on active duty (BuPers Circ. Ltr. 274-45 (NDB, 30 Sept., 45-1326)). Reserve officers on inactive duty or those placed on the honorary retired list without 'pay' are, however, not eligible for membership in either an 'open' or 'closed' commissioned officers' mess.

Letters of Appreciation To Be Given NR Officers

Recognizing the indispensable part played by Naval Reserve officers in the successful prosecution of the war, the Secretary of the Navy announced in a letter to all ships and stations dated 21 Sept. 1945 (NDB, 30 Sept., 45-1269) that all reserve officers when released to inactive duty or upon resignation are to be tendered a suitable expression of appreciation of the Navy for the services which they personally rendered.

COs are to give careful consideration to the individual and the reserve officers under their command so that each may be appropriately recognized, and in all cases will address a letter of appreciation to officers. Likewise, COs are also to make recommendations for appropriate awards, in deserving cases, in accordance with the instructions set forth in the directive issued by SecNav on 18 Dec 1944 (NDB, July-Dec. 44-1421).

ANSWERS TO QUIZ ON PAGE 37

1. (c)
2. (b)
3. (a) (3), (b) (4), (c) (5), (d) (1), (e) (2)
4. (b)
5. (a) (2) and (4), (b) (3), (c) (1), (d) (3)
6. (c) 12 Apr 1945, (e) 28 Apr 1945, (b) 8 May 1945, (a) 7 Aug 1945 (4) 14 for distribution before the first of the year, BuPers announced last month. Those to be issued to all ships having the ratings in their complement as well as to post training activities are: Yc (NavPers 10408), MQ2 and STM (NavPers 10223), STM (NavPers 10511) and Cox (NavPers 10007). Although progress tests and examinations have not been completed as yet for these courses, suggested questions are included in the new manuals for optional use of the educational officer.

ALL HANDS
Designations as Naval Aviation Observer (Radar) have been given to 401 officers of the regular Navy and Naval Reserve under the provisions of BuPers circ. ltr. 280-45 (NDB 30 Sept. 45-1331).

Officers, and others who subsequently qualify, may wear the new silver and gold winged-insignia illustrated above, which was announced last month by BuPers Circ. Ltr. 313-45 (NDB, 31 Oct.). It may not, however, be worn when other aviation breast insignia is worn.

Eligible for consideration for such a designation, in accordance with qualifications listed in the directive, are:

- Commissioned or warrant officers who now are or have been under orders to duty involving flying while serving as operational radar officer and who have successfully completed a course of instruction in operational radar observers as laid down in the following recognized airborne radar schools: Airborne Radar Training Unit, Fleet Air Wing 14, San Diego, Calif.; Radar Training Unit, Cape May, N. J.; Operational Radar Offices’ Training School, Naval Air Operational Training Command, Jacksonville, Fla., Special Projects School for Air, San Clemente Island, Calif.; VF(N) Operational Training Unit No. 1, NAS, Vero Beach, Fla.; Airborne Electronics Training Unit, San Clemente, Calif.; Fleet Airborne Electronics Training Unit, Atlantic, NAS, Cape May, N. J.

- Commissioned and warrant officers who, subsequent to the date of this letter, graduate from one of the following operational airborne radar training schools, or such other schools as may be designated by the Chief of Naval Personnel: Fleet Airborne Electronics Training Unit, Pacific, NAS, San Diego, Calif.; Fleet Airborne Electronics Training Unit, Atlantic, C. M. May, N. J.; VF(N) Operational Training Unit, NAS, Vero Beach, Fla.; and VT(N) Operational Training Unit, NAS, Vero Beach, Fla.

All officers who consider themselves eligible for designation as naval aviation observers (rada) may submit a request for such designation to the Chief of Naval Personnel, via the Chief of Naval Operations (Op-32). However, only those officers serving in an operational radar billet at the time of application will be designated. Officers desiring a change of duty in order to qualify for designation must so specify in their request. The designation will not be issued until the change of duty is approved.

Officers who have been under orders to duty involving flying as technical observers while serving as radar operators or radar instructors and who have not been graduated from one of the schools listed above, may request one of the training in order to meet qualifications.

The proper forms to be used in requesting the designation or additional training to meet qualifications are enclosed with the circular letter.

Alnavs Describe Handling of Dischargees’ Baggage

Officers and enlisted personnel transferred to discharge centers or discharged to all naval personnel regardless of pay grades.

Language Training Offered

Officers and enlisted men with special linguistic ability or with two years of college with high scholastic standing may serve together on the same ship and may serve together in the same family can be kept together indefinitely. The directive may not be used as authority alone to bring members of the same family together except in the case of a reserve. Current directives will govern all other cases of transfers.

Mail Courses Available To Inactive NR Officers

Reserve officers on inactive duty who desire them may obtain correspondence courses in the following subject: international law, naval engineering and electricity, diesel engineering, astronomy, ordnance, gunnery, military law, seamanship, communications and Navy regulations and customs.

Requests for information and required references may be forwarded to the following Naval Reserve Education Centers, serving the naval districts indicated:

- NDs 1, 3, 4, 5, 10 and District of Columbia: NREC, 90 Church St, New York 7, N. Y.
- ND 9: NREC, Great Lakes, Ill.
- NDs 6, 7, 8 and 15: NREC, Room 126, Custom House, New Orleans 16, La.
- NDs 11, 12, 13, 14, 16 and 17: NREC, 105 Market St, San Francisco 6, Calif.

Aviation Course Books Are Now Available

The following aviation course books may now be purchased from the Superintendent of Documents, Government Printing Office, Washington 25, D. C., by personnel interested in accumulating a library of their own:

- Introduction to Planes 100
- Mathematics 100
- Blueprint Reading & Layout Work 100
- Hand Tools 100
- Fundamentals of Electricity 150
- Advance Work in Aircraft Radio 150
- Aircraft Electrical Systems 150
- Advanced Work in Aircraft Electricity 100
- Aircraft Metals 250
- Aircraft Welding 250
- Aircraft Metal Work 250
- Aircraft Stress & Strength 150
- Aircraft Structures 150
- Aircraft Hydraulics Equipment 150
- Aircraft Instruments 150
- Aircraft Engines 250
- Aircraft Propellers 250
- Aircraft Armament 250
- Aircraft Fire Control 250
- Aeronautics Vol. I 150
- Aeronautics Vol. II 150
- Photography Vol. I 150
- Photography Vol. II 150

Members of the same family may serve together now

Members of the same family may now serve together on the same ship or activity under a policy announced last month in BuPers circ. ltr. 281-45 (NDB, 30 Sept. 45-1332). Because of the risk of life involved, this practice was discontinued during the war.

The directive provides that recruits who have brothers serving in the fleet, except aboard submarines, may be transferred by the Naval Training Center to that ship or to such other duty as the fleet commander may assign. The Navy, however, can give no assurance that the members of the same family can be kept together indefinitely.

The directive may not be used as authority alone to bring members of the same family together except in the case of a reserve. Current directives will govern all other cases of transfers.
MONTH'S ALNAPS IN BRIEF

No. 287—States that U. S. Public Health Service is greatly concerned over increase in the number of Psittacine birds (parrot family) discovered on U. S. General Ocean. Forbids, because of their dangerous character, the carrying of such birds on naval craft; directs COs to remove them immediately.

No. 286—Deals with forwarding to BuPers of old service record and new shipping articles for men reenlisting or enlisting in USN.

No. 288—States that third copy of NavPers 558 (notice of separation) is to be mailed to U. S. Naval Unit, Nevada, Iowa, instead of to Veterans' Administration, New York City.

No. 279—Deals with entitlement to dependents' transportation.

No. 278—Deals with medical qualifications for transfer of officers from reserve to regular USN and USMC.

No. 273—States that newly commissioned ensigns, all with low discharge points, now being ordered to operating shipboard training to qualify them to relieve higher point officers for demobilization, provides that until fully qualified for duties of rank and classification those received on board after 1 August 1945 to be considered in training status, and are not to be counted in computing with directives which authorize or direct reductions in allowance nor will they be made available for transfer under such directives.

No. 270—Contains administrative details on civil readjustment program.

No. 275—Deals with eligibility for shipment of household effects. For details see ALL HANDS, Oct 1945, p. 36.

No. 269—Revises information to be contained in submission of NavPers Form 625 (enlistment history chart).

No. 273—States that newly commissioned ensigns, all with low discharge points, now being ordered to operating shipboard training to qualify them to relieve higher point officers for demobilization, provides that until fully qualified for duties of rank and classification those received on board after 1 August 1945 to be considered in training status, and are not to be counted in computing with directives which authorize or direct reductions in allowance nor will they be made available for transfer under such directives.

No. 270—Contains administrative details on civil readjustment program.

No. 275—Deals with eligibility for shipment of household effects. For details see ALL HANDS, Oct 1945, p. 36.

No. 269—Revises information to be contained in submission of NavPers Form 625 (enlistment history chart).

No. 273—States that newly commissioned ensigns, all with low discharge points, now being ordered to operating shipboard training to qualify them to relieve higher point officers for demobilization, provides that until fully qualified for duties of rank and classification those received on board after 1 August 1945 to be considered in training status, and are not to be counted in computing with directives which authorize or direct reductions in allowance nor will they be made available for transfer under such directives.

No. 270—Contains administrative details on civil readjustment program.

No. 275—Deals with eligibility for shipment of household effects. For details see ALL HANDS, Oct 1945, p. 36.

No. 269—Revises information to be contained in submission of NavPers Form 625 (enlistment history chart).

No. 273—States that newly commissioned ensigns, all with low discharge points, now being ordered to operating shipboard training to qualify them to relieve higher point officers for demobilization, provides that until fully qualified for duties of rank and classification those received on board after 1 August 1945 to be considered in training status, and are not to be counted in computing with directives which authorize or direct reductions in allowance nor will they be made available for transfer under such directives.

No. 270—Contains administrative details on civil readjustment program.

No. 275—Deals with eligibility for shipment of household effects. For details see ALL HANDS, Oct 1945, p. 36.

No. 269—Revises information to be contained in submission of NavPers Form 625 (enlistment history chart).

No. 273—States that newly commissioned ensigns, all with low discharge points, now being ordered to operating shipboard training to qualify them to relieve higher point officers for demobilization, provides that until fully qualified for duties of rank and classification those received on board after 1 August 1945 to be considered in training status, and are not to be counted in computing with directives which authorize or direct reductions in allowance nor will they be made available for transfer under such directives.

No. 270—Contains administrative details on civil readjustment program.

No. 275—Deals with eligibility for shipment of household effects. For details see ALL HANDS, Oct 1945, p. 36.

No. 269—Revises information to be contained in submission of NavPers Form 625 (enlistment history chart).

No. 273—States that newly commissioned ensigns, all with low discharge points, now being ordered to operating shipboard training to qualify them to relieve higher point officers for demobilization, provides that until fully qualified for duties of rank and classification those received on board after 1 August 1945 to be considered in training status, and are not to be counted in computing with directives which authorize or direct reductions in allowance nor will they be made available for transfer under such directives.

No. 270—Contains administrative details on civil readjustment program.

No. 275—Deals with eligibility for shipment of household effects. For details see ALL HANDS, Oct 1945, p. 36.

No. 269—Revises information to be contained in submission of NavPers Form 625 (enlistment history chart).

No. 273—States that newly commissioned ensigns, all with low discharge points, now being ordered to operating shipboard training to qualify them to relieve higher point officers for demobilization, provides that until fully qualified for duties of rank and classification those received on board after 1 August 1945 to be considered in training status, and are not to be counted in computing with directives which authorize or direct reductions in allowance nor will they be made available for transfer under such directives.

No. 270—Contains administrative details on civil readjustment program.

No. 275—Deals with eligibility for shipment of household effects. For details see ALL HANDS, Oct 1945, p. 36.

No. 269—Revises information to be contained in submission of NavPers Form 625 (enlistment history chart).

No. 273—States that newly commissioned ensigns, all with low discharge points, now being ordered to operating shipboard training to qualify them to relieve higher point officers for demobilization, provides that until fully qualified for duties of rank and classification those received on board after 1 August 1945 to be considered in training status, and are not to be counted in computing with directives which authorize or direct reductions in allowance nor will they be made available for transfer under such directives.

No. 270—Contains administrative details on civil readjustment program.

No. 275—Deals with eligibility for shipment of household effects. For details see ALL HANDS, Oct 1945, p. 36.

No. 269—Revises information to be contained in submission of NavPers Form 625 (enlistment history chart).

No. 273—States that newly commissioned ensigns, all with low discharge points, now being ordered to operating shipboard training to qualify them to relieve higher point officers for demobilization, provides that until fully qualified for duties of rank and classification those received on board after 1 August 1945 to be considered in training status, and are not to be counted in computing with directives which authorize or direct reductions in allowance nor will they be made available for transfer under such directives.

No. 270—Contains administrative details on civil readjustment program.

No. 275—Deals with eligibility for shipment of household effects. For details see ALL HANDS, Oct 1945, p. 36.

No. 269—Revises information to be contained in submission of NavPers Form 625 (enlistment history chart).

No. 273—States that newly commissioned ensigns, all with low discharge points, now being ordered to operating shipboard training to qualify them to relieve higher point officers for demobilization, provides that until fully qualified for duties of rank and classification those received on board after 1 August 1945 to be considered in training status, and are not to be counted in computing with directives which authorize or direct reductions in allowance nor will they be made available for transfer under such directives.

No. 270—Contains administrative details on civil readjustment program.

No. 275—Deals with eligibility for shipment of household effects. For details see ALL HANDS, Oct 1945, p. 36.

No. 269—Revises information to be contained in submission of NavPers Form 625 (enlistment history chart).

No. 273—States that newly commissioned ensigns, all with low discharge points, now being ordered to operating shipboard training to qualify them to relieve higher point officers for demobilization, provides that until fully qualified for duties of rank and classification those received on board after 1 August 1945 to be considered in training status, and are not to be counted in computing with directives which authorize or direct reductions in allowance nor will they be made available for transfer under such directives.

No. 270—Contains administrative details on civil readjustment program.

No. 275—Deals with eligibility for shipment of household effects. For details see ALL HANDS, Oct 1945, p. 36.

No. 269—Revises information to be contained in submission of NavPers Form 625 (enlistment history chart).

No. 273—States that newly commissioned ensigns, all with low discharge points, now being ordered to operating shipboard training to qualify them to relieve higher point officers for demobilization, provides that until fully qualified for duties of rank and classification those received on board after 1 August 1945 to be considered in training status, and are not to be counted in computing with directives which authorize or direct reductions in allowance nor will they be made available for transfer under such directives.

No. 270—Contains administrative details on civil readjustment program.
separation centers, to immediately ship by air to BuPers (Att: P-1135A) excess of following items: honorable service lapel pin and button, honorable discharge buttons for USN and USNR.

No. 321—Gives details on civil readjustment program.

No. 322—Calls for applications for course in operation of electric tabulating equipment. See p. 73.

No. 323—Concerns change in point requirements for aviators. See p. 64.

No. 324—States that disbursing officers making payments to individuals to be separated from service within 60 days or less are, if individual is indebted to Government, to withhold sufficient pay to reduce indebtedness to minimum prior to separation; that enlisted personnel otherwise entitled to discharge are not to be retained in service pending liquidation of indebtedness unless fraud is involved, and that individual is to be notified in writing that further attempts to collect indebtedness to Government will be made.

No. 325—Says that in order to provide adequate rank where essential during the demobilization period, COs are authorized to recommend any officer not above rank of lieutenant commander for spot promotion to higher rank who agrees to remain on active duty for a period of 180 days subsequent to date he is eligible for release, and that in their recommendations COs are to certify in manner similar to that applicable under demobilization directives that retention of officer concerned is necessary to the efficient operation of the command; authorizes handling by dispatch outside U. S.

No. 326—Concerns issuance of cash lend-lease to certain countries.

No. 327—Gives details on civil readjustment program.

No. 328—Directs emergency activities beyond continental limits of U. S. to send all unclaimed and unidentified baggage of Navy and Coast Guard personnel to supply officers' Personal Effects Distribution Center, Farragut, Idaho, and for Marine Corps personnel in O-in-C, Marine Unit, same address, and gives details for sending and marking of baggage of deceased personnel.

No. 329—States that effective 3 Oct 1945 lower points for male medical corps officers. See p. 64.

No. 330—States that vessels arriving in U. S. for decommissioning and overseas bases being decommissioned which have postage stamps and stamp paper in stock are to turn them in to supply officer at nearest continental supply activity and receive receipt invoice.

No. 331—Deals with material distribution policy.

No. 332—Gives administrative details on dispatch report for personnel to be separated.

No. 333—Deals with shipment of baggage of personnel to be demobilized. See p. 77.

No. 334—Says that officers released to inactive duty are to be furnished at least 25 copies of orders at time of detachment from duty station.

No. 335—Calls for applications for photographic school. See p. 73.

No. 336—Extends expiration date for certain immune serum globulin.

No. 337—Cancels requisitions for certain items on vessel allowance list.

No. 338—Establishes basis for transfer of reserves and temporary duty officers to regular Navy. See p. 16.

No. 339—Deals with submission of resignation by nurses. See p. 71.

No. 340—Gives details on civil readjustment program.

No. 341—Calls attention of certain commands to necessity for requiring proper liquidation of and accountability for Ships Service Officers Mess and Welfare Funds.

No. 342—States that under Public Law 186 approved 24 Sept 1945 regular and reserve enlisted personnel in Navy, Marine Corps, Coast Guard who are discharged or released for reason of under age of authorized enlistment are entitled to pay and allowances to date of discharge or release, transportation in kind and subsistence to their home, and otherwise proper mustering out pay.

No. 343—States that vessels arriving in U. S. for decommissioning and overseas bases being decommissioned which have postage stamps and stamp paper in stock are to turn them in to supply officer at nearest continental supply activity and receive receipt invoice.

No. 344—Establishes 3 Sept 1945 as terminal date for eligibility for the Philippine Liberation ribbon.

No. 345—Announces changes in the point system. See p. 64.


No. 347—Changes air travel allowances. See p. 66.
separation centers, to immediately ship by air to BuPers (At: P-1135A) excess of following items: honorable service lapel pin and button, honorable discharge buttons for USN and USNR.

No. 321—Gives details on civil readjustment program.

No. 322—Calls for applications for course in operation of electric tabulating equipment. See p. 73.

No. 323—Concerns change in point requirements for aviators. See p. 64.

No. 324—States that disbursing officers making payments to individuals to be separated from service within 60 days or less are, if individual is indebted to Government, to withhold sufficient pay to reduce indebtedness to minimum prior to separation; that enlisted personnel otherwise entitled to discharge are not to be retained in service pending liquidation of indebtedness unless fraud is involved, and that individual is to be notified in writing that further attempts to collect indebtedness to Government will be made.

No. 325—Says that in order to provide adequate rank where essential during the demobilization period, COs are authorized to recommend any officer not above rank of lieutenant commander for spot promotion to higher rank who agrees to remain on active duty for a period of 180 days subsequent to date he is eligible for release, and that in their recommendations COs are to certify in manner similar to that applicable under demobilization directives that retention of officer concerned is necessary to the efficient operation of the command; authorizes handling by dispatch outside U. S.

No. 326—Concerns issuance of cash lend-lease to certain countries.

No. 327—Gives details on civil readjustment program.

No. 328—Directs activities beyond continental limits of U. S. to send all unclaimed and unidentified baggage of Navy and Coast Guard personnel to supply officers’ Personal Effects Distribution Center, Farragut, Idaho, and for Marine Corps personnel in O-in-C, Marine Unit, same address, and gives details for sending and marking of baggage of deceased personnel.

No. 329—States that effective 3 Oct 1945 Navy mail clerks or others authorized to handle Naval Communication Service funds need not be bonded unless CNO-DNC desires, and that bonds now in effect will not be terminated until end of premium year unless communication duties cease prior.

No. 330—Lower points for male medical corps officers. See p. 64.

No. 331—Deals with material distribution policy.

No. 332—Gives administrative details on dispatch report for personnel to be separated.

No. 333—Deals with shipment of baggage of personnel to be demobilized. See p. 77.

No. 334—Says that officers released to inactive duty are to be furnished at least 25 copies of orders at time of detachment from duty station.

No. 335—Calls for applications for photographic school. See p. 73.

No. 336—Extends expiration date for certain immune serum globulin.

No. 337—Cancels requisitions for certain items on vessel allowance list.

No. 338—Establishes basis for transfer of reserves and temporary USN officers to regular Navy. See p. 16.

No. 339—Deals with submission of resignation by nurses. See p. 71.

No. 340—Gives details on civil readjustment program.

No. 341—Calls attention of certain commands to necessity for requiring proper liquidation of and accountability for Ships Service Officers Mess and Welfare Funds.

No. 342—States that under Public Law 186 approved 24 Sept 1945 regular and reserve enlisted personnel in Navy, Marine Corps, Coast Guard who are discharged or released for reason of under age of authorized enlistment are entitled to pay and allowances to date of discharge or release, transportation in kind and subsistence to their home, and otherwise proper mustering out pay.

No. 343—States that vessels arriving in U. S. for decommissioning and overseas bases being decommissioned which have postage stamps and stamp paper in stock are to turn them in to supply officer at nearest continental supply activity and receive receipt invoice.

No. 344—Establishes 3 Sept 1945 as terminal date for eligibility for the Philippine Liberation ribbon.

No. 345—Announces changes in the point system. See p. 64.


No. 347—Changes air travel allowances. See p. 66.

ALL THUMBS
YOUR DISCHARGE CARRIES THE RESPONSIBILITY OF NOT REVEALING MILITARY SECRETS