

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

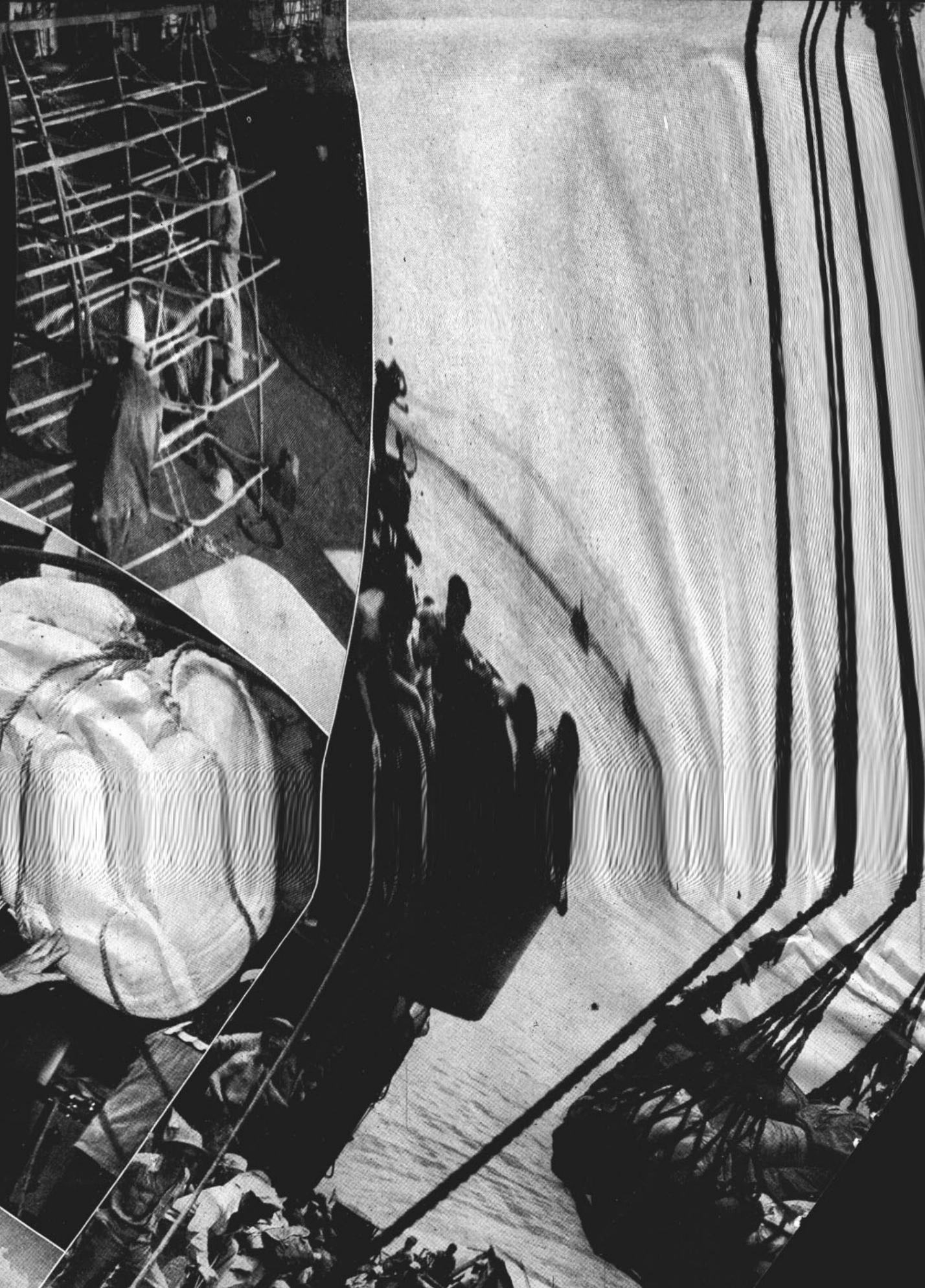
NAVPERS-O

DECEMBER 1945

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CHRISTMAS DREAM



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DECEMBER 1945

NAVPERS-O

NUMBER 345

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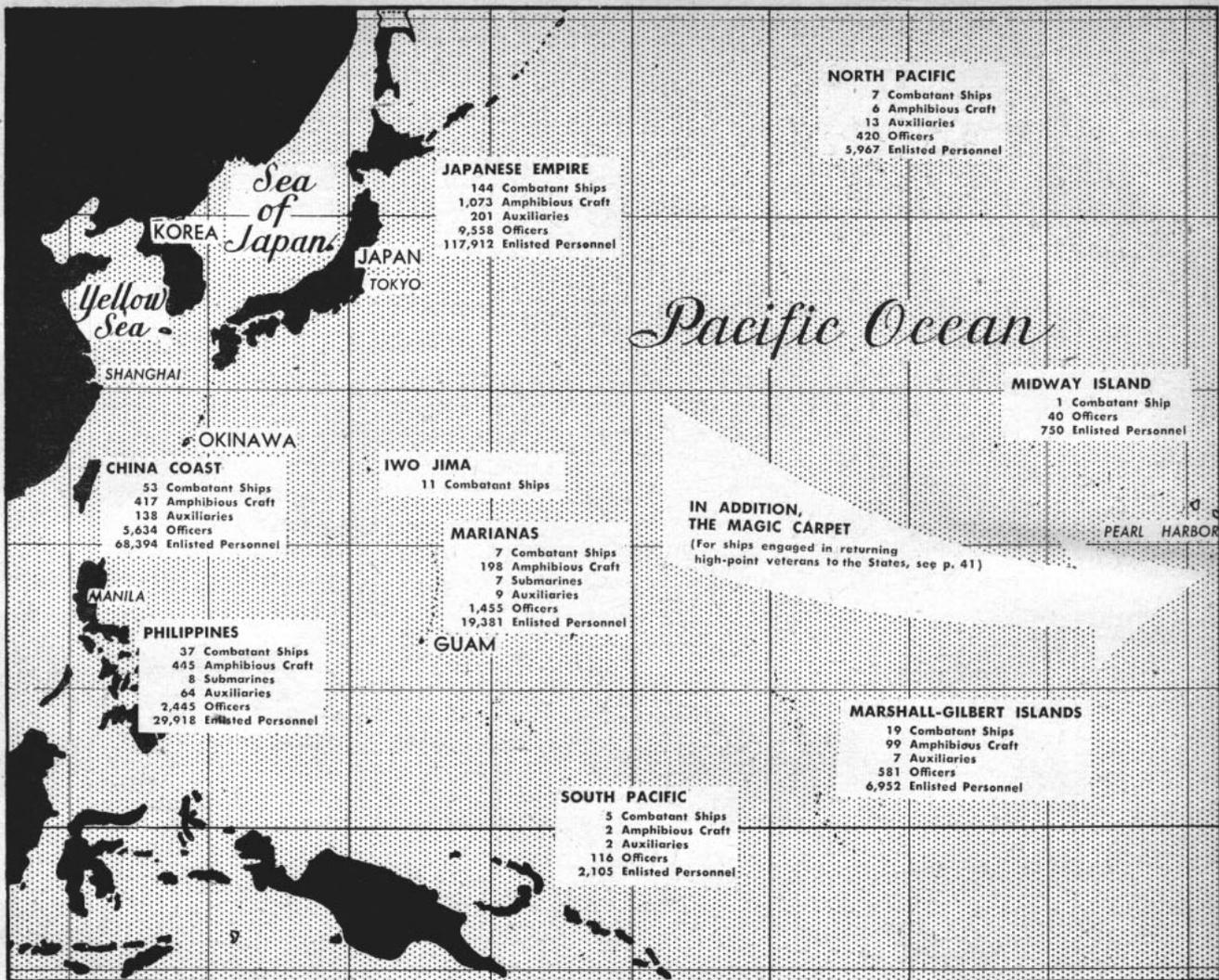
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● **FRONT COVER:** Unfortunately not for all, but for many bluejackets this Christmas will come the realization of a haunting dream of many weary months in the Pacific: Peace, home — and his family.

● **AT LEFT:** Proud was the Navy and honored by the people this Navy Day, when President Truman led the nation in tribute by reviewing all types of Navy warships that had crushed the Jap Navy. As the 21-gun salute boomed over New York City, the Commander-in-Chief reviewed the ships in the North River to climax the greatest Navy Day in American history.

● **INSIDE BACK COVER:** The Navy is back in Shanghai and in traditional manner the Chinese bumboats sail out to greet the men who helped free them from Japanese domination — and to sell their wares.

**CREDITS:** Front cover, All Hands photograph by Constant; at left, photograph from Press Association, Inc.; inside back cover, official U. S. Coast Guard photograph. On pp. 40-41, all on left, official U. S. Navy photographs, on right, official U. S. Coast Guard photograph.



DISTRIBUTION of U. S. Navy ships and personnel afloat in western Pacific is shown here as of 10 November 1945.

# PACIFIC FLEET TODAY

## Peacetime Duties Range from Occupation to Clearing Out Mines Sown During War

Getting things squared away in the Pacific is no easy job. The following article, from Pacific Fleet headquarters, describes the present tasks and the problems those tasks create.

THE UNITED STATES Pacific Fleet is today engaged in tasks virtually as numerous and complex as those it faced during the war with Japan.

Primary job of the Fleet at this time is to assist in the execution of U. S. Government policy in the Pacific Ocean areas with special emphasis on the important task of transportation and supply of U. S. forces assigned to occupation duty in Japan and its former possessions.

A second major task of the Navy is the tremendous job of moving millions of soldiers and sailors from widely scattered ships and bases to staging areas from which they are transported

on the Navy's "magic carpet" (See p. 41) to the United States.

Among the pressing problems the Fleet is handling are the following:

1. The occupation of Japan with American military forces.
2. The movement of Chinese troops into newly liberated areas.
3. Provisioning and redeployment of United States forces throughout the Orient and strategic Pacific areas.
4. Clearing rivers, bays and coastal waters of more than 100,000 mines sown during the war by Allied and Jap naval and air forces, so that these will not impede future ocean traffic.
5. Disposal of surplus U. S. government property abroad and "roll-up" of military and naval bases and installations.

A large number of combatant ships are still needed to support the occupation of the Japanese Empire and to

aid in the removal from China of millions of Japanese troops. However, due to the Fleet policy of releasing ships as soon as possible, only about 260 combatant ships (battleships, carriers, cruisers, submarines, destroyers and destroyer escorts) remain of the original 800 warships in the Pacific.

While it is difficult to present figures which remain constant, the following statistics are indicative of the situation existing during the first two weeks of November.

In August there were 23 battleships in the Pacific. Of these only 8 now remain on active duty in the Pacific—7 on the West Coast, and 1, the *New Jersey*, serving as flagship for the commander of the Fifth Fleet at Tokyo. Seven of the original 23 have been sent to the Atlantic Fleet, 3 for active duty, 3 for inactive duty and 1 for decommissioning. Two more are now en route to the Atlantic via the Cape of Good Hope. The remaining 6 in the Pacific are actively engaged in the "magic carpet."

Only 6 of the original 27 large car-

riers remain on active duty in the Pacific. They are the *Shangri-la* and *Bennington* with the Third Fleet; the *Intrepid* and *Lexington* with the Fifth Fleet, and the *Antietam* and *Boxer* with the Seventh Fleet. Eleven are utilizing their great carrying capacity in the "magic carpet" while 1 has been assigned to inactive duty. Nine more have been sent to the Atlantic Fleet for inactive duty or decommissioning.

Of the original 50 cruisers, light and heavy, which saw duty in the Pacific war 32 remain on active duty in the Pacific. Nine of these were to be assigned to "magic carpet" by the end of November. Nine more are either in the Atlantic or en route there for active or inactive duty.

Twenty-two of the 65 escort carriers on active duty with the Pacific Fleet several months ago are still actively engaged in Fleet activities or are in West Coast ports for repairs. The rest have joined the "carpet."

The transfer of Pacific Fleet destroyers and destroyer escorts has also run into large figures. Less than half—127 of 300—of the destroyers on active duty in the Pacific last summer now remain. One hundred eight destroyers have already returned to the States for decommissioning and reassignment to the reserve Fleet and 65 others are en route to home ports for the same reasons.

## 65 DEs Remain

Three-fifths of the 340 destroyer escorts which formerly protected our convoys from submarines have already been returned to the United States and 94 more are en route. A mere 65 DEs remain behind to carry on the needed shipping checks, to deliver the mail and supplies to the various Army and Navy activities, and to aid in the Fleet operations along the China Coast and in the Jap home islands.

Amphibious craft are also very busy in the Western Pacific. LSTs and LSMs and numerous other smaller landing craft are keeping the supply lines alive between the various outlying bases, are shifting goods and men from island to island, are maintaining the flow of food and mail to our men still with the Fleet, and in addition are transporting most of the men and materials in the numerous landings in the Empire, on the China Coast, and on former Japanese-held islands. There are 548 LSTs, 358 LSMs and 1,334 other amphibious vessels carrying on this work. Amphibious commanders have orders to release these ships and the men manning them as soon as practicable, but currently the need is too great to allow more than a few to return to the States.

Some 600 ships and 37,500 officers and men of the Pacific Fleet are engaged in the largest minesweeping mission in history, an operation which spreads over the Pacific from the Marshall-Gilberts Islands to the home waters of Japan and the East China Sea. There are some 100 Japanese minesweepers aiding the U. S. Navy in clearing the estimated 115,000 mines in Japanese-Chinese waters, but it is the U. S. Navy's job alone to clear the Marshall and Gilbert Island area,

## Priority Jobs

Warning that the Navy's job in the Pacific did not end with the surrender of Japan, Fleet Admiral Chester W. Nimitz, USN, in a personal message last month to naval personnel in the Pacific declared



Admiral Nimitz

the naval service still has many obligations to the Nation—obligations which must be given priority over demobilization. The tasks ahead, he said, are those involved in "the occupation of the Empire and its possessions, the return to the United States of hospital patients, repatriated prisoners of war, and high point personnel in the armed forces."

the Palaus, the Philippines and the South Pacific, the latter in conjunction with the British Navy.

Ninety-seven percent of the mine-sweep officers are reserves, and despite the fact that there has been a 25 percent reduction in the authorized complement of mincraft, many officers and men will have to remain past their normal demobilization time to carry on this needed sweeping job.

Submarines, on the other hand, are constructed for offensive warfare and cannot be profitably employed in the immediate problems of demobilization. One hundred forty-eight of the subs have been sent to the U. S. for decommissioning or transfer to the reserve Fleets, while two-thirds of the submarine personnel have been sent back to the States for demobilization or leaves. There are now only 24 submarines outside the U. S., 9 at Pearl Harbor, 7 at Guam and 8 in Subic Bay in the Philippines. Eventually 39 subs will be on duty in the Pacific Fleet, but all of those to be so placed are now back in the States and their personnel on leave. When they return, they will relieve the 24 now in the Pacific.

In addition to the combatant ships there are more than 700 auxiliaries in the Pacific Fleet. They include ammunition ships which are redistributing the vast stores of munitions in preparation for peacetime operations; stores-issuing vessels and "refer" or refrigerator ships supplying the still large numbers of men on the various Fleet units and bases; net tenders busy undoing their work of the war years by removing the hundreds of nets which have protected our shipping in our harbors; floating dry-docks still engaged in repairing the casualties of the last few months of bitter fighting, and seaplane tenders.

For efficient peacetime operation the Navy plans to abandon numerous bases (See p. 4) throughout the Pacific and cut down those remaining. Consequently, on large Fleet bases

such as Guam as well as on the smallest aerological stations surpluses of material are becoming evident.

Falling to the lot of the service forces of the Pacific Fleet and their cargo ships is the job of the redistribution, preservation and disposal of millions of dollars worth of material and equipment. Under the supervision of the Army and Navy Liquidation Commission (an agency of the State Department) it is the Navy's obligation to insure a maximum return to the American taxpayer on this large quantity of material.

There are three types of material which must be disposed of in the "roll-up" program:

1. Material which is surplus to the needs of a certain base or area but which can profitably be sent back to the United States for resale.

2. Material which is surplus to a certain base or area but which cannot be profitably returned to the States for resale. This material will be redistributed amongst the other Navy, Army and Marine installations where it can best be utilized.

3. Material which is surplus but is needed neither by the markets in the States nor by the other armed services. This material will be either sold to foreign governments or abandoned according to the rulings of the Liquidation Commission.

An example of how the roll-up program works is furnished by Ulithi Atoll, 350 miles southwest of Guam. Formerly a large Fleet anchorage and supply base, Ulithi is now being abandoned by the Navy. There are an estimated 42,000 measurement tons of usable material on Ulithi—enough cargo to fill 5 Liberty ships.

## Local Board to Act

A local board will be set up to fix classification of this material in one of the above-mentioned categories and from this listing the disposition will be made and the needed shipping will be arranged.

As far as it is practicable all sales to foreign governments are being made on the "as is, where is" basis with the buyer supplying the shipping, but the return of valuable material to the States for resale and the redistribution of other material amongst the U. S. armed forces necessitates the use of a considerable number of U. S. cargo ships.

Of the 15 hospital ships, 7 are remaining with the various Pacific Fleet units, caring for Fleet personnel at points where shore facilities are not available. The remaining 8 hospital ships are engaged in taking home the wounded and sick.

There are now approximately 765,000 officers and men manning Fleet units today as compared with the 1,015,000 who were aboard Navy ships in the Pacific 2 months ago. Demobilization of high point veterans, recommissioning of ships, and the establishment of decreased peacetime complements for each type of vessel all contributed towards making it possible to return a new high of 153,593 shore-based and afloat veterans during the month of October.



Official U. S. Navy photographs

UNCLE SAM'S huge advanced base at Guam boasted this supply depot of 451 quonsets, covering 6,384 acres.

# SPRINGBOARD TO VICTORY

## Our Advanced Base System Developed in This War Proved Potent Weapon in Trek to Tokyo

ONE OF THE greatest weapons in the long trek to Tokyo, the Navy's advanced base system, is now being partially rolled up.

The operation is proceeding so quickly, in fact, that one day after Admiral Nimitz' triumphal reception on Nimitz Day in Washington, Under Secretary of the Navy Artemus L. Gates told a news conference:

"Admiral Nimitz reports that they are rolling up bases and releasing ships faster than planned, and as a result a reduction in critical scores for both officers and enlisted men may be speeded up."

Some of the facts behind this:

As of a month or so ago, only 60% of the Navy's Pacific bases were classified as still "in operation." . . .

and only 13% of the Atlantic bases. In each theater, 32% of all bases had already been disestablished or abandoned. And the process is still going on.

Not all will be disestablished, by any means. The Navy has plans for a continuing advanced base system after the war, to insure peace and provide support bases for its ships and planes. These will in due time come up before Congress for approval.

The value of the advanced base had been proven more than adequately during the war. It was such a logical weapon, in fact, that most people were not aware that it was a *new* one—that we had not had anything quite like it before. Admiral Nimitz has called it "the Navy's secret weapon."

Even in the first World War, when

Navy ships were a familiar sight in the ports of England, Ireland, France and Italy, there was nothing that approached the present advanced base system, for then we were just using "parking space" in the harbors and bases of other powers, and we weren't mounting any grand-scale amphibious operations such as those that marked the advance through the Pacific. As a matter of record, there were fewer ships of all types in European waters at the end of World War I, than there were bases established in this war.

The first war's bases differed not only in size and scope, but also in purpose and strategy. Brest was HQ for U. S. patrol squadrons operating in European waters. Queenstown was a base for U. S. antisubmarine activity. Berehaven kept its three U. S. battle-ships in readiness for a possible raid by German battle cruisers against troop convoys (the Germans decided not to risk it). Cardiff was a base for

American cross-channel fleet vessels.

Even as late as 1940 the Navy had no advanced bases as such. Since then, more than 400 have been built in the Atlantic and Pacific areas. They range from radio stations to the vast fleet and aviation establishment at Guam, three times as large as the whole District of Columbia and with a population as great as that of such American cities as Schenectady, N. Y. or Wichita, Kans.

Their wartime function is a simply stated one: to maintain the fleet in the advanced areas where there was fighting to be done.

Their main activities are six:

- to keep the fleet at sea;
- to provide anchorage and assembly points;
- to make routine, emergency and major repairs;
- to provide defensive and offensive air support;
- to provide recreation and welfare for both base and fleet personnel, and
- to provide hospital facilities.

To do this, the advanced base has to stock fuel oil, aviation gas, ships' stores, ammunition, food, medical supplies and a host of other material in order to supply the ships, planes and men we needed to maintain a force superior to any that the Japanese could put into the area.

Far out in the Pacific there are bases with repair facilities greater than those at prewar Pearl Harbor. The damage that can now often be repaired at an advance base previously meant a patching up and a long trip back to a continental Navy Yard.

The advanced base must also protect itself and do its own housekeeping. Security requires constant air patrol far out to sea. Protection requires complicated installations of harbor defenses, including guns, radar, nets, and possibly defensive mines.

To do its military job, and provide



**NAVAL AIR BASES** were built at many outlying points to speed victory. Here's Marpi Point, Saipan. Note cliffs where many Japs leaped to death.

housing and services for its base personnel, the advanced base must duplicate the facilities of a good-sized industrial city. There are prefabricated steel quonset huts by the hundred, messhalls and galleys, hospitals, barber, tailor and cobbler shops, movie theaters, churches and athletic fields. Some bases are able to handle more than 15,000 men at one time on their athletic fields and in their rest and recreational centers.

Because of the constant danger of enemy air attack, most of the bases had to disperse their facilities as much as the land permitted. In some

cases this meant the construction of hundreds of roads and telephone lines over some of the most impassable terrain in the world.

Despite all this, bases have been built from scratch in a few months on islands where before there were only jungles, swamps, mountains, hard coral, insects and a fine ocean view.

There were no such bases at all in the Pacific on 7 Dec 1941, except for Pearl Harbor itself, some subsidiary naval activities on the more important of the Hawaiian Islands, Cavite in the Philippines, several locations in Alaska, and some minor installations built in 1941, when the war clouds started to gather, on Midway, Palmyra and Johnston Islands. Midway was at first just a naval air station; later a submarine base was built. Palmyra and Johnston were air stations for patrol of large stretches of ocean that could not be covered by fleet surface units.

### The 3-Pronged Drive

Strategy in the Pacific determined the plans for our advanced base system, following the pattern of a three-pronged drive.

- *The main push* began at Pearl Harbor, extended westward across the Central Pacific through the Marshalls and Gilberts, the Marianas, the Carolines and Ryukyus to Okinawa.

- *The southern advance* rolled from Palmyra and Samoa on the east and Australia on the west through the Solomons, New Guinea, the Admiralties and Palau to the Philippines.

- *The northern prong* ran from Dutch Harbor through the Aleutians to Adak.

Along these various prongs key bases were established for particular missions. In the early phases of the war the bases built up in the south—Bora Bora, Tongatabou, Noumea and Darwin, which were outside the perimeter of Japanese penetration—were



**WAR RUNS ON SUPPLIES** and the advanced bases provide them. As much as 200,000 tons of stores were issued monthly from naval depot at Guam.

used as supply collection points, service points for the fleets of freighters, and primarily to bring our supplies closer to the field of action. This was also true of bases built in the Alaskan group—Adak, Unalaska, Kodiak. But in addition these latter bases also had a mission of patrol and defense, so in addition to supply and staging, they had to be equipped for active patrol and combat. Airfields had to be set up and equipped with radar to detect approaching enemy; loran stations were set up to guide aircraft and ships through the perpetual fogs in that area.

The central group of bases, including Midway, the Marshalls, the Marianas, Palau, the Philippines and the Ryukyus, was laboriously built to supply the fleet, furnish air support, repair and maintain the forces afloat and in the air, and serve as staging area for personnel and equipment moving forward. Scores of battle-damaged ships were saved the long trip back to the States or to Pearl due to the ability of these bases to repair them near the scene of battle.

### Fighting With Your Head

In the early days, the rear bases that were used to stage and mount our assault troops were put together as best they could be with material on hand. Area commanders would order individual items—tents, quonset huts, cement, lumber, tractors, bulldozers—as they were needed, and then the Navy's procurement beagles would turn to and secure what was wanted—or the nearest thing to it.

Gradually, time and experience showed the need for a better system than this, and some typical U. S. headwork provided the answer: pre-formed, tailor-made units composed of material and men equipped and trained to do a specific job wherever and whenever required of them. As

new areas were opened up, assemblies were built up ahead of time, consisting of complete tactical units of men and material, ready to move to the forward areas as the needs of war demanded.

This keystone of the Navy's advanced base planning was known as the functional component system, and it was as much of a new type weapon in its way as radar, or the variable time fuze, or the atomic bomb. It licked a supply problem in a war that was largely a matter of logistics.

In the beginning, an area commander who wanted a ship-repair facility at his base used to have to order *item by item* the material required for his hull-repair equipment, his boiler and shipfitter shop, foundry and blacksmith shop, sheet metal shop, cooperage, pipe and welding shop, machine shop, internal combustion engine shop, radio, radar and sonar shop, carpenter and patternmaker shop, electrical and refrigeration shop, canvas and gas mask shop, gyrocompass repair kit and tools, his spares, parts, tools and books.

Then he had to figure out his housing, his utilities, water, heat and power, his waterfront structure, pontoons and transportation equipment, his construction materials, cranes, hoists, lumber, cement and hardware. He had to figure also how many men would be needed in each shop and how many officers to guide them.

Under the functional component system, his order would simply read: "Send me one 'X2' component." And it would arrive tailor-made . . . a total of some 7,500 measurement tons of material, 22 officers and 720 men.

Or: one ship-repair component.

One self-sustaining standard advanced base unit includes the components of a major all-purpose base, capable of major ship repairs and with enough supplies to maintain itself 90 days, or until a flow of supplies

can be started from the States to support it. It includes over 13,000 item groups, and more than 375,000 items, and with it would come 8,692 men, all prepared to take over their specific jobs. The unit would even arrive in several echelons, with first things needed coming first.

### The Lion and the Cub

Because a ship-repair component can't operate without a hospital, a messhall, a supply depot and such, these components, too, are formed into groups comprising a complete base built for a specific purpose and capable of self-support. Types:

- A *Lion*, largest of the groups, consists of all the personnel and material needed to establish a major all-purpose base, and includes 66 separate types of functional components. It's a city in itself.

- A *Cub* is a medium-sized advanced fuel and supply depot.

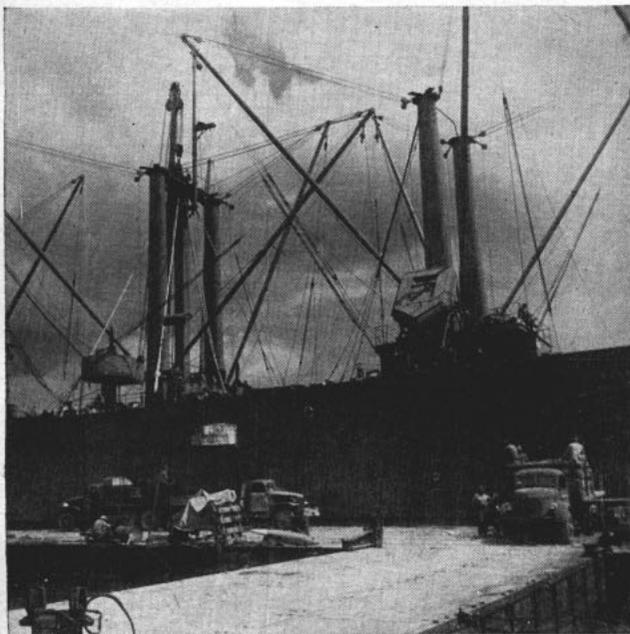
- An *Acorn* is an advanced air base.

- A *Gropac* can operate harbor and waterfront facilities.

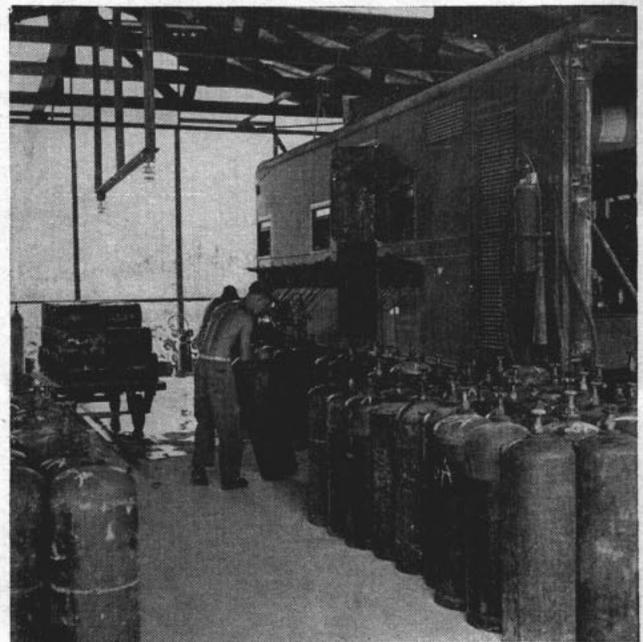
Since these are all composed of individual components, an area commander may add or subtract in order to tailor the finished product to his particular needs.

### Lead Time

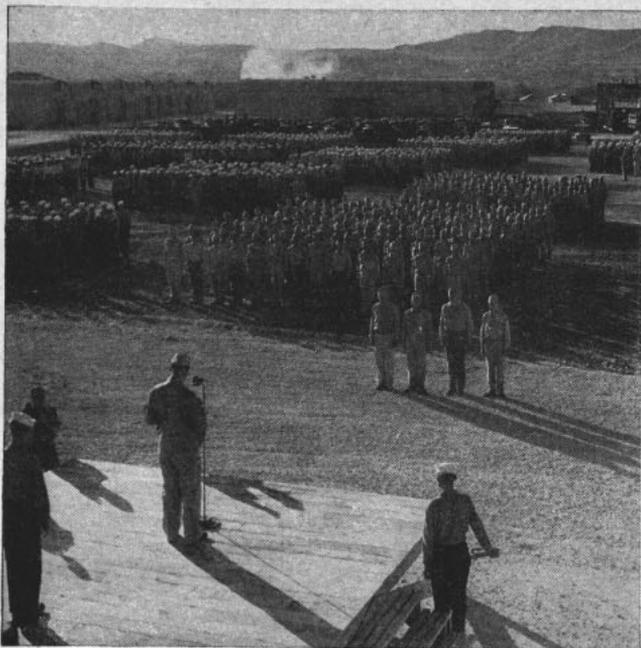
To have these items available at the time and place when and where the area commander will need them, "lead time" (meaning the amount of time you have to allow in advance in order to get an item on a certain date) has to be considered. Even though all the necessary raw materials are in the United States, it takes time to convert them into machines and equipment. For instance, laboratory equipment had to be ordered six months in advance; pontoons, 10 months; small boats, 12 months; quonset huts, 14



SUPPLY SHIPS, like this AKS loading at Guam, were used to carry 'supermarket' service to fleet units at sea.



THIS GAS PLANT manufactured gas for Pacific forces, freeing three ships a month to carry other supplies.



**MANPOWER** is needed to run bases. Part of Guam's 299 officers, 8,000 men assemble at morning muster.



**FAST ROADBUILDING** got bases into operation; here crushed coral on steel mats does the trick in double time.

months; degaussing equipment, 16 months; generators, 18 months.

In addition, components required men with special rates and specialized training. Planning had to consider when these men would be ready. An almost unbelievably complex and detailed job of long-range planning and training had to be accomplished with guaranteed accuracy.

When people at home read that such-and-such an island had been taken and was now secured and ready to operate as an advanced base, they had little idea what an investment it took in ships, men and equipment.

For instance, to establish the beach-head on Okinawa on invasion day called for more than 1,400 ships, of which almost 350 were combatant vessels, including 40 carriers, 21 battleships, 24 cruisers and 180 destroyers.

The cost of building the ships engaged in the initial assault and landing is estimated at \$7,800,000,000. And add an additional billion for the cost of aircraft and consumable supplies and equipment and for the training of the personnel involved.

### Freight Trains at Sea

The task force ships were loaded with the equivalent of 1,500 freight cars of ammunition, while the food on board would provide the entire population of Vermont and Wyoming with three meals a day for 15 days.

Medical supplies were sufficient to provide 60 days of treatment for the entire population of Columbus, Ohio. More than 600,000,000 gallons of fuel oil were needed to move the amphibious forces to their objective.

Plans made before the surrender of Japan called for 1,500,000 measurement tons of gear and supplies as well as 90,000 shore-based personnel for the initial establishment of the base at Okinawa. And initial establishment is just the start. Maintenance is an

even greater problem. For example, 15 months after the establishment of Manus, the maintenance volume was 4½ times the initial tonnage.

### Where the Bases Were

Here's a line-up of the total number of bases that have been established in each of the principal theaters and areas of war:

Pacific Theater	
Hawaiian and Line Islands.....	38
South Pacific .....	25
Southeast Pacific .....	10
Aleutians and Alaska .....	46
Australia and New Guinea .....	46
Gilberts and Marshalls .....	10
Marianas and Western Carolines.....	7
Philippines .....	11
Ryukyus .....	2
Indian Ocean and Near East.....	11
<b>Total, Pacific .....</b>	<b>206</b>
Atlantic Theater	
North Atlantic .....	18
Panama, Gulf and Caribbean.....	67
South Atlantic .....	25
North Africa and Mediterranean.....	55
Great Britain, France and Germany..	63
<b>Total, Atlantic .....</b>	<b>228</b>
<b>Grand Total .....</b>	<b>434</b>

Not all these bases existed at any one time, as the policy has been followed of closing up facilities no longer needed to support the war.

After Japan was beaten, the process of the advanced bases went into reverse. Only one-eighth of the Atlantic bases are still in operation, only three-fifths of the Pacific ones. Already a third of the Pacific bases have been disestablished or abandoned; another 12 percent are in reduced status, and about one-half of one percent in caretaker status. One percent have been transferred to other powers or to the Army.

Once an outfit receives its homeward orders, the process of disestablishing a base is not one to be lingered over.

Bizerte, Tunisia, for example, was a large and important base. It was literally the "alligator's nest" from which swarms of amphibious craft sailed for Mediterranean assaults. Yet it was almost entirely disestablished in a very short time.

The extent of disestablishment of our many far-flung bases is dependent on many factors, not the least of which is national policy.

In the European area, with a few exceptions, bases have been removed almost without trace.

The Pacific area presents an entirely different problem. With the Navy's large-scale demobilization problem, only the main fleet bases can be preserved in anything approximating wartime status.

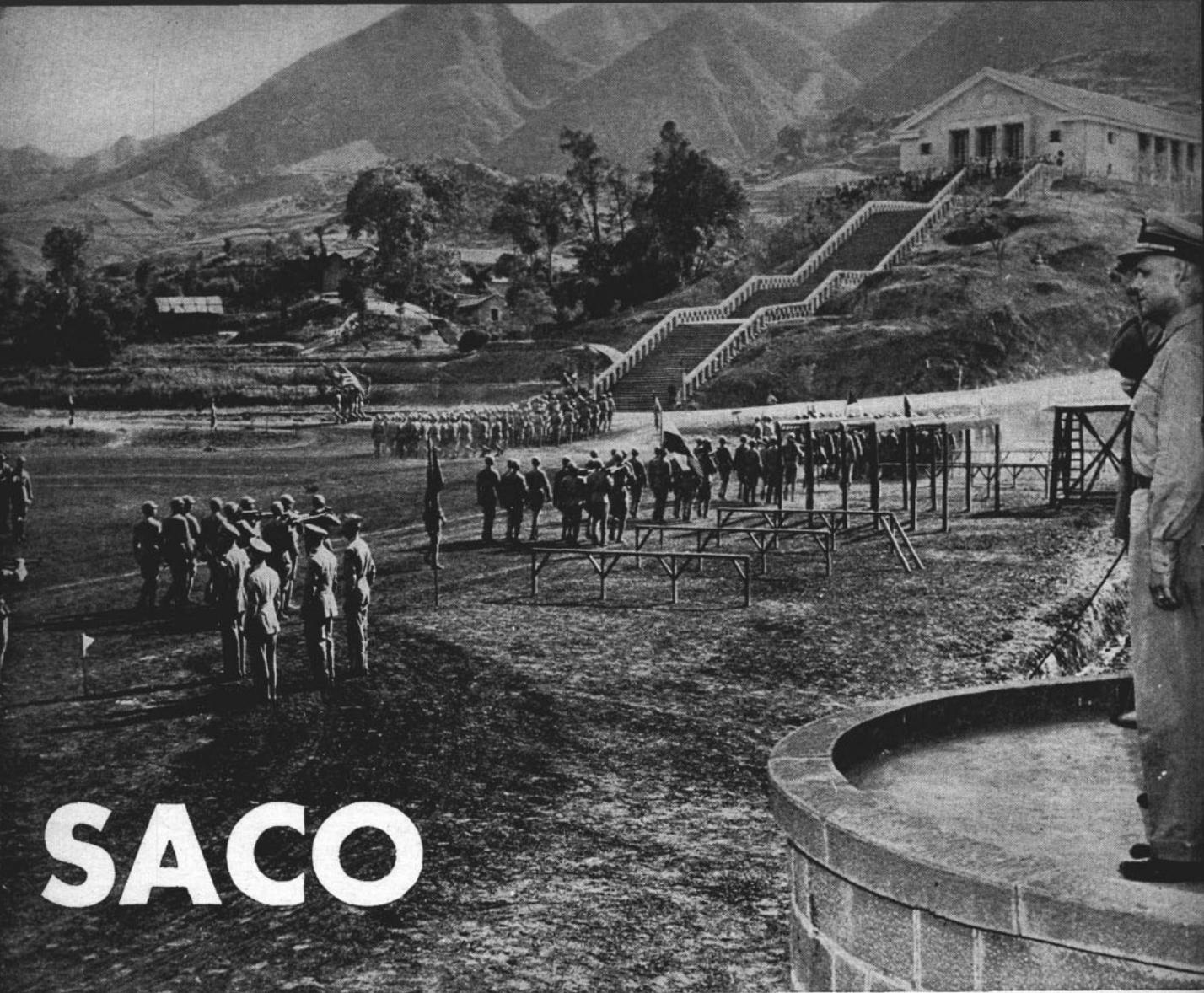
### Future Bases

In testifying before the House Naval Affairs Committee on this point, Secretary of the Navy Forrestal said:

"We propose major bases at Kodiak and Adak in the Aleutians; Hawaii; Balboa in the Canal Zone; Guam, Saipan and Tinian in the Marianas; the Bonin-Volcano Islands; perhaps the Ryukyus; Manus in the Admiralties (if Australia will grant us the right to a base there); and the Philippines.

"In the Atlantic we suggest major installations at Argentina in Newfoundland, Bermuda, San Juan, Guantanamo Bay, Coco Solo, and Trinidad."

Meanwhile, unit by unit the bases which are not needed will be decelerated in activity and pygmied in size, although skeleton caretaker forces will generally remain—whether Army, Navy, Marine, Coast Guard or civilian guards—to insure that, pending legislation, the United States will at least have a beat for its policemen of peace should the need for them ever arise again.



# SACO

NAVY 'TASK FORCE' secretly trained and equipped Chinese guerrillas for special missions against Japs in China.

**A**NOTHER "now it can be told" story—one of the best-kept secrets of the Pacific war—came out last month when it was revealed that a U. S. naval group had been operating with Chinese guerrillas behind the Jap lines in China. Their combined efforts, the Navy disclosed, had been a vital factor in the smashing blows of the Pacific Fleet against Jap-held islands, the Jap Navy and, finally, Japan itself.

How Navy, Marine Corps and Coast Guard men teamed up with Chinese fighters was not a story that could be told even when V-J Day came because so many of the members were in parts of China still dominated by Japanese troops. Now that the Japs have been rounded up and disarmed, the U. S. Navy and the Chinese Government have felt it safe to lift the curtain on "SACO," the Sino-American Cooperative Organization, which brought essential information to the Allies and death to the Japs.

Among other little jobs, SACO (pronounced "Socko") had:

- set up weather, communications and intelligence stations behind the Jap lines.

## Bold Navy Teams Aid Chinese Guerrillas Conduct Secret War Behind Enemy Lines

- supplied information from inside China for the prowling U. S. Fleet and for U. S. submarines just off the coast.
- put the finger on strategic targets for our air forces.
- provided air-ground communication against advancing Jap troops.
- aided aerial mining of enemy-controlled waters.
- rescued 76 Allied pilots and aircrewmen.
- killed, in one 13-month period, more than 23,000 Japanese.

Secret of SACO's amazing military achievement was the natural friendship between Americans and Chinese and their mutual determination to defeat their common enemy. In fact, SACO became known in military talk as Friendship Project and "Friendship" was the code name that protected its members.

Shortly after Pearl Harbor, the U. S. Navy and the National Military Council of China began laying their foundations for offensive action

against Japan. They decided to establish a weather service in strategic locations throughout China including the Jap-held areas, from which the weather comes on its way across China and Japan into the Pacific.

To cooperate with the Americans on this venture, Generalissimo Chiang Kai-shek assigned his Bureau of Investigation and Statistics of the National Military Council, which was to provide forces and facilities needed in China. For the U. S., Admiral King and General Marshall, Navy and Army leaders, assigned Rear Admiral (then Commander) M. E. Miles, USN, who was to work out the arrangements and head the American participation.

With this help from the Chinese Government, our fleet was already getting regular weather reports from occupied areas in the Far East by the end of 1942. The success of this opened up some other possibilities, valuable both to us and to the Chinese.

The Navy found that the weather service could be readily expanded to

provide coastal intelligence on Jap shipping movements. The Chinese adapted it to increase their sources of general information on Jap operations.

The Chinese provided substantial undercover forces to protect the American observers. The Navy, using Marine Corps and Coast Guard personnel also, gave these men training and equipment, and they became the best organized and most effective of all Chinese guerrillas fighting the Japs.

Army cooperation, including air transport from India over the 'Hump,' benefitted Friendship Project from the start. OSS—the Office of Strategic Services—also contributed greatly, especially in assigning particularly well-qualified personnel for the operation and in establishing special training courses to augment the normal naval training of candidates for duty with the project.

### U. S.-China Teamwork

As this unique Chinese-American project grew and its activities expanded, there developed a need for substantial and dependable logistics support. To arrange for this, the responsible heads, General Tai Li and Admiral Miles, made proposals which were incorporated in a formal agreement signed by Foreign Minister T. V. Soong (now Premier) and the late Secretary of the Navy Frank Knox, and approved by the Generalissimo and the late President Roosevelt.

This agreement created SACO and under it China and the United States operated what is probably the most closely integrated Allied organization that ever surmounted a language barrier.

Chinese and Americans lived, worked and fought side by side, getting out the information which our ships and subs needed. Individual units set up

weather, communications and intelligence stations all the way from the borders of Indochina to the northern reaches of the Gobi desert, with most of the activity concentrated along the China coast behind the north-south Japanese lines.

SACO Americans became adept at Chinese disguises, and, guided by SACO Chinese, slipped safely through enemy lines time and again. Not one SACO member was ever detected.

Fleet operations in the western Pacific made the most of China weather reports, especially in planning and executing hazardous carrier strikes despite the treacherous weather conditions prevailing near Formosa and the Jap home islands.

SACO coast watchers aided the sub campaign against Jap shipping, providing the information which enabled U. S. undersea craft to intercept and destroy Japan's seaborne lifeline. They also aided the 14th Air Force, reporting not only Japanese shipping but troop movements, supply concentrations, airfield developments, bridges and other strategic targets which hard-hitting Army flyers promptly attacked.

In addition, all SACO intelligence and weather reports were sent promptly to Chinese and American army headquarters.

### How SACO Socked 'Em

Some examples of how SACO worked in various ways against the enemy:

- During the critical Japanese drive on Kweilin in August 1944, when Maj. Gen. Claire L. Chennault's planes were having difficulty locating enemy columns advancing through rugged terrain northeast of the city, Lt. Stanley E. McCaffrey, USNR, a SACO officer attached to the 14th Air Force, joined front-line Chinese forces, established air-ground communications, and stuck

to his post only a few hundred yards from the enemy for 19 days despite injury from the constant mortar and artillery fire. A 14th AAF officer reported, "It was as if our planes were being led by the hand." For his feat of bravery and endurance, which aided the Army flyers in killing 3,000 Japs and knocking out eleven 75-mm. guns, Lt. McCaffrey received the Army Bronze Star.

- Sparked by Naval Group China, which provided trained mine-warfare officers, the 14th AAF began aerial mining of enemy-controlled waters as early as October 1943. SACO forces furnished intelligence for Gen. Chennault's Liberators to plant mines along coast shipping routes, in Jap-held harbors and on the vital inland water routes of the Yangtze river. Thousands of tons of enemy shipping were sunk, transportation routes were paralyzed and ports were closed for weeks while the frantic Japs tried to clear them of mines.

- As a result of this aerial mining and of the alertness of the many SACO coast watchers, the Japs shifted their shipping routes further out to sea—where they promptly fell prey to U. S. submarines.

- Chinese guerrillas, trained and armed by the Navy, formed demolition squads that killed Japanese, blew up trains, and destroyed or captured huge quantities of enemy material and equipment.

- Using ambushes and raids on outposts, patrols and garrisons, SACO-trained guerrillas struck at roving Japs out on the search for food in rural areas. By repeatedly wiping out these foraging groups, the guerrillas cut enemy food supplies and made the Japanese afraid to come out from their strongholds except in force. In some areas this guerrilla pressure was so great that Japanese soldiers were



CARE AND FEEDING of Yankee machines, especially the jeep, was popular subject with Chinese guerrillas.



GUERRILLA SCHOOL offered variety of instruction. These SACO students are learning veterinary medicine.



**WEATHER INFORMATION** forwarded by SACO guided fleet and air strikes on Formosa and Jap homeland.



Official U. S. Navy photographs

**DEMOLITION** was a major activity of SACO units. Class above is being taught to pack 'lunch box bomb'.

weakened seriously by starvation diets.

• SACO-trained sabotage experts did wholesale destruction to barracks, assembly halls, storage dumps and warehouses, anchored Japanese vessels and small craft. One unit of Chinese and Americans early this year attacked a 1,000-ton freighter docked in Amoy, used delayed charges to kill or injure all personnel aboard, destroyed the freighter and threw the Amoy area into confusion.

• From 1 June 1944 to 1 July 1945, SACO guerrillas killed 23,540 Japs, wounded 9,166 and captured 291. They destroyed 209 bridges, 84 locomotives, 141 ships and river craft, and 97 depots and warehouses.

### Killing 3 for 1

The score wasn't always that lucky. In the early days of the war Chinese guerrillas were losing in combat approximately three men for every Jap killed. But SACO-trained guerrillas promptly increased the toll of Jap losses, and in 1945 had reversed the ratio. This year they killed more than 2,000 Japs a month at a cost of less than one Chinese for three Japs.

SACO activities have been inspected in recent months by Generalissimo Chiang Kai-shek, U. S. Ambassador Patrick J. Hurley and Lt. Gen. Albert Wedemeyer, the Generalissimos' chief of staff and commander of all U. S. forces in the China theater.

SACO troops were prominent in the liberation of Foochow and Wenchow, and some SACO units, including several Chinese naval officers, were trained in the U. S. for amphibious work and captured and occupied several of the smaller Jap-held islands along the China coast.

To keep the Japs and their puppets from infiltrating into Free China, SACO Chinese stressed assistance in

identification and security. Aided by the FBI and the Federal Bureau of Narcotics, the Navy provided a training unit on this, and Coastguardsmen also taught the Chinese the handling of dogs for sentry duty and patrol work. Improvement in Chinese security was rapid.

The Navy provided medical personnel and supplies not only to care for SACO Americans but to overcome critical shortages which had handicapped the Chinese. Small hospital units were set up in some forward areas and saved the lives of many SACO men wounded in combat.

Despite operations in some of the most disease-ridden areas of the world, Navy medical officers by rigorous preventive measures maintained a high standard of health among the personnel of SACO and were able to bring modern medical care to thousands of Chinese allies who had never known it before.

### Close Escapes

Working closely with other rescue agencies and loyal Chinese civilians, SACO also aided in the rescue of Allied flyers brought down in Japanese territory. Up to 1 July these included 30 pilots and 46 aircrewmembers, both American and Chinese, as well as a U. S. war correspondent, Don Bell.

It was Bell who, reporting on the rescue of his party, wrote, "Imagine our gasps of amazed delight when told that there was a U. S. Naval Station just 80 li (about 27 miles) away. Here we had been shot down less than a mile from a Jap garrison, we had been shelled, we had been chased by motor boats and searched for by Jap planes less than two hours ago—and here was a man telling us that we were within a few hours of safety. We met the Navy within 24

hours. Boatswain's Mate Howard W. Tucker Jr., of West Annapolis, Md., was out looking for us. When we saw Tucker, swinging along with a tommy-gun over one shoulder and a bag of iron rations over the other—well, you can talk about a sailor's welcome, but you haven't seen anything."

But that was typical of SACO—a good outfit to have turn up if you were an American or Chinese and in trouble—a bad outfit to run into unexpectedly if you were a Jap.

Among the close escapes experienced by SACO personnel, you can include those of the American leader, Admiral Miles, who headed all naval activities in China during the war. Admiral Miles had two earlier Asiatic tours of duty, one lasting five years (1922-27) and a second lasting three years (1936-39). A close student of affairs in Asia, he studied the Japanese language, used every opportunity for extensive travel over the continent and established many Chinese friendships.

His success with SACO led the Japanese to put a bounty of two million yen on his head, and there were numerous attempts on his life—one would-be assassin delivering leg and shoulder knife wounds. The Japs tried to get him several times during his trips to distant field units, and made several ambushes and special bombing attacks, one so nearly successful that he was again wounded.

Despite these and many other close scrapes, SACO and its work went on, to the profit of the Allied cause and the serious crippling of the Japs' aggression schemes. Chinese and Americans, working together, helped turn the Jap dream of empire into a grim No-Prosperity Sphere which was to be the final resting place for countless thousands of Japan's army, navy and merchant marine.

# THE NAVY and WORLD WAR II



## FROM THE PERSPECTIVE OF VICTORY, ALL HANDS PRESENTS A PICTORIAL REVIEW

IT WAS appropriate that World War II should have ended aboard one of America's mightiest warships. For never in the nation's history had our Navy played so crucial and tremendous a role. Never had the Navy so strongly demonstrated the Mahan credo that "upon the sea primarily must be found our power to secure our own borders and to sustain our external policy." Never had our Navy fought against greater initial odds nor attained a more glorious victory.

The attack on Pearl Harbor plunged the country into a two-ocean war with a one-ocean Navy. Our Allies were at ebb tide, our enemies at flood. Immediately confronting our Navy were the problems of delaying Japanese ex-

pansion; convoying troops and supplies virtually all over the world; fighting the submarine menace. It was a desperate holding action, a fight for the time American factories, shipyards and training centers needed to pour out the warships, planes, personnel and ammunition to fight a global war.

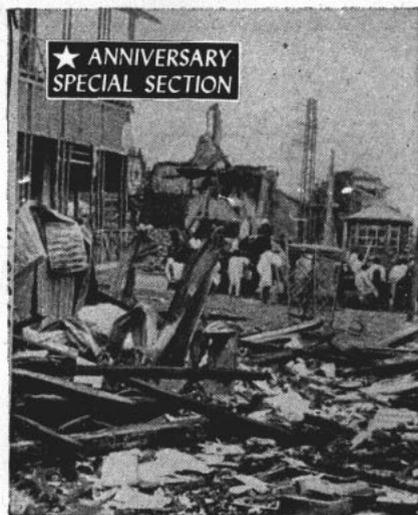
There had been no hesitation, however, no thought of quitting as America went to war and to work—and the

"all-out" effort told. Slowly, painfully—but surely—we came back from defeat.

And even when the critical period had passed, the Navy still had to destroy a powerful Jap navy. For this it had to establish bases; play important parts in the greatest invasions in history aimed at three continents. In beating off the gravest threat in the nation's history the Navy expanded 30-fold in five years. Building power, speed and mobility the Navy first held off the enemy from our shores and then carried the battle to his. In effective teamwork with the Army, the Navy supplied the armed forces with muscles of chain lightning and forged the final victory.

★ SPECIAL SECTION  
WAR ANNIVERSARY

# WAR FLARED, THEN BLAZED



**ETHIOPIA** felt Fascist heel in middle 30s as Mussolini's legions cut loose.

**T**ECHNICALLY the world was at peace when gaunt British Prime Minister Chamberlain returned from Munich in 1939 and promised a London crowd: "Peace in our time."

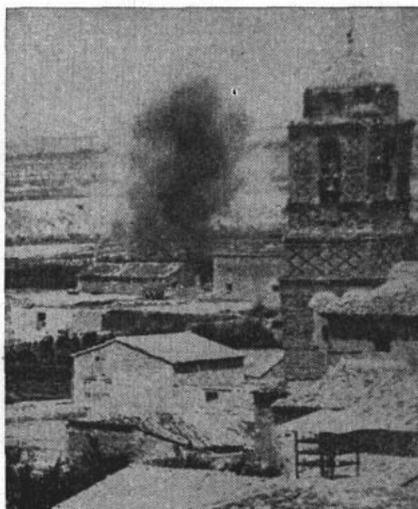
But in Berlin, Tokyo and Rome, warmongers continued building and testing elaborate war machines. And actually, war had broken out eight years earlier—when the Japs overran Manchuria—and had continued to sputter around the world while the democracies hoped for peace, struggled ineffectually to contain outbreaks by measures short of war.

First of the European powers to flaunt the withered League of Nations—already defied by Japan—was Italy. With great fanfare Il Duce's legions fell upon helpless Ethiopia in 1935. Next year, Germany followed suit, when Hitler's growing Wehrmacht goosestepped into the demilitarized Rhineland, scrapping the Locarno

pact. Before the year ended fascism made another bid for power in Spain. Taking advantage of the civil war, the Germans and Italians tested planes and guns in behalf of Franco.

On the other side of the world, Japan was expanding her empire on a much larger scale, snapping up China's seaports after 1937 in what the Nips termed an "incident," and covertly fortifying bases in the Pacific. Once, in 1937, she tweaked the nose of the American Navy by firing on the gunboat *Panay*.

By 1939, the Axis powers were ready and on 1 September the Germans smashed into Poland. Two days later France and England declared war. By June 1941 German troops were in Russia and Japan had little to fear from the Soviets. With every day the United States was getting stronger, reducing the Jap advantage. But on 7 Dec 1941 the Japs struck.



**SPAIN** saw democracy topple as the Axis used her soil for practice.



**CHINA** knew war early but Jap murderers hit high gear in 1937.



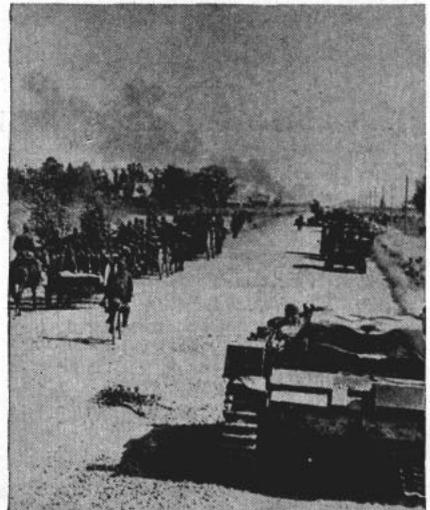
**WAR** blazed when Nazis struck down Poland in blitzkrieg style.



**FRANCE** fell with Low Countries in 1940 and Hitler did victory jig.



**BRITAIN** shook under Luftwaffe blasts, but she wouldn't give up.



**RUSSIA** was next as Hitler began his heralded 'Drang nach Osten'.



**THEN—PEARL HARBOR** blasted United States into a conflict that had become the second World War. This picture shows the USS Shaw exploding at the climax of the Jap Sunday morning attack on 7 Dec 1941.



**JAVA SEA** campaign was costly defensive fight. This picture of British cruiser casualty was found in Tokyo.



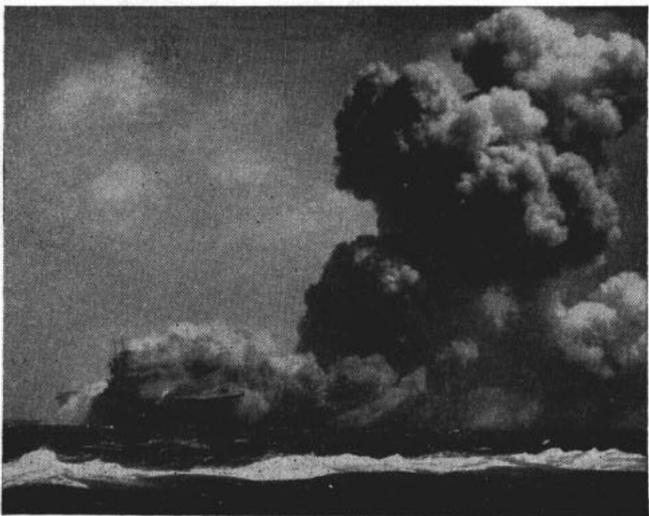
**ATLANTIC** battle for sea lanes was long and grim as convoys and armed guard fought marauding U-boats.



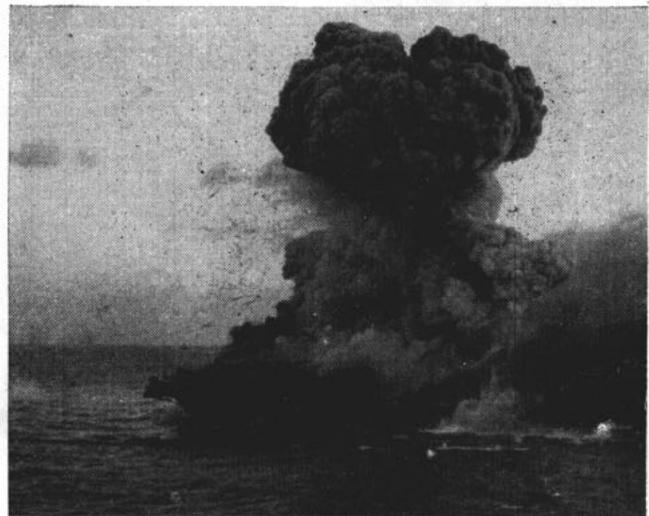
**TOKYO** was target for Doolittle's B-25s leaving deck of USS Hornet to repay Pearl Harbor debt to Japs.



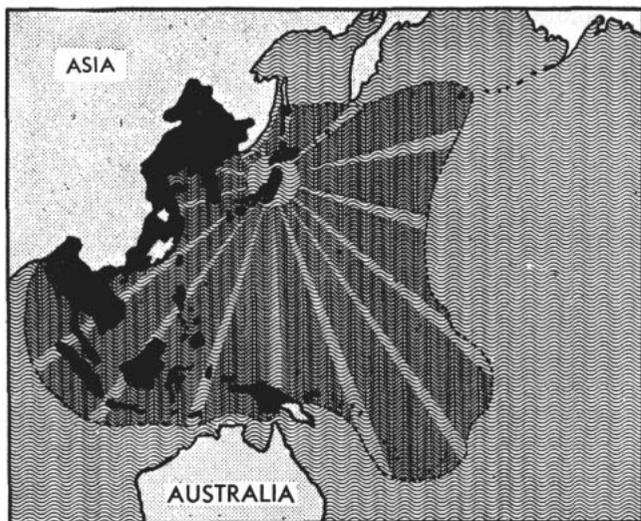
**DAUNTLESS** the plane and operation. Naval fliers over Wake in one of first mid-Pacific aerial raids.



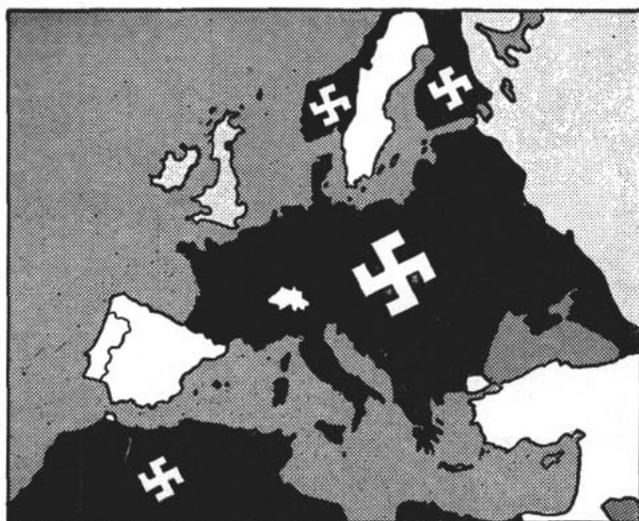
**DOWN** goes carrier Wasp, part of price we paid to conquer Guadalcanal on the bloody road to Japan.



**TRAGIC** end of carrier Lexington marred Battle of Coral Sea, but there we checked Jap aggression.



**HUGE** was the Japanese empire torn by conquest from unprepared peace-loving nations up to mid-1942.



**HITLER'S** dream of domination was almost realized as his troops neared Moscow and Alexandria in 1942.

# ILL PREPARED, WE FOUGHT GRIMLY

**I**N VICTORY it is easy to forget we might have lost. But mere mention of the six months after Pearl Harbor brings uncomfortable memories of the tremendous early Jap advantage in the Pacific and the menace of Nazi subs off our coast in the Atlantic. This was our defensive phase, later called by Admiral King "a remarkable chapter in the history of naval warfare." It was during these months our Navy, with the British Fleet, rallied desperately to hold open the long tenuous sea lanes in both the Atlantic and Pacific.

What did America have to delay Jap expansion in the Far East after Pearl Harbor? There were Gen. MacArthur's forces stranded in the Philippines; marine garrisons at Guam and Wake; a few aviation units and our Asiatic Fleet. That fleet included the heavy cruiser *Houston*, light cruiser *Marblehead*, 13 overage destroyers, 29 submarines, 2 Catalina squadrons.

This force was joined by the *Boise*—and the PTs. As the fleet bore the brunt of the Jap onrush American destroyers frequently found themselves taking on Jap cruisers. And always with the enemy was vastly superior land-based air power.

By January 1942 the Japs were well-entrenched in the Philippines and it was obvious they would reach for the rich Netherlands Indies and Borneo. American, Australian, and Dutch vessels joined forces in a vain attempt to halt the Japs in the Java Sea campaign. The odds were overwhelming and only four American destroyers of the joint force had escaped when the Japs invaded Java on 28 February.

Admiral Nimitz's Pacific Fleet sounded the rumblings of the big offensives to come when units under Admiral Halsey undertook raids on the Marshall and Gilbert Islands beginning 31 Jan 1942. Late in Febru-

ary came similar American naval raids on Wake and in March our warships struck at New Guinea ports of Lae and Salamaua.

But the real "shot in the arm" came on 18 April when medium Army land bombers took off from the carrier *Hornet* and bombed Tokyo.

Stung by the Doolittle raid, the Japs drove on, building bases in New Guinea, New Britain, the Solomons. They were now in a position to threaten Australia.

Then early in May, our Navy struck the blow that definitely checked the enemy advance and set the scene for possible offensive operations. This was the battle of Coral Sea, 7-8 May 1942. It was the first major naval engagement in history in which surface ships did not exchange a shot. Our price in this crucial battle was the carrier *Lexington*. But a victory for the Japs might have meant the invasion of Australia.

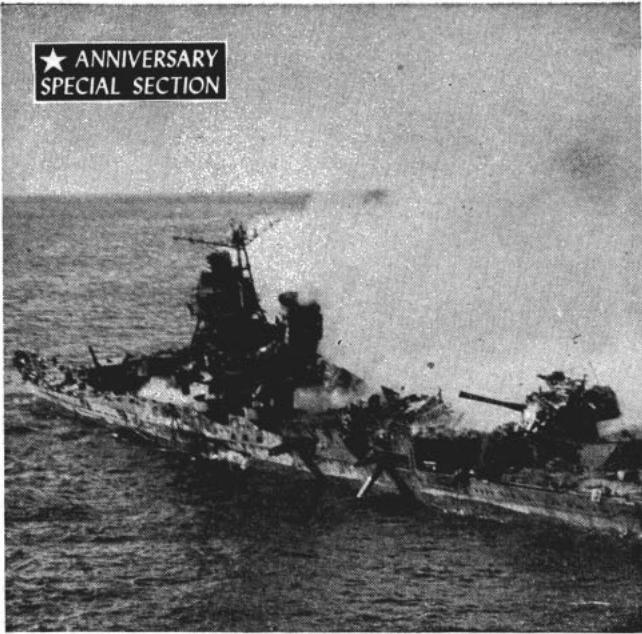


**EXPENDABLE**, plucky PTs were terriers who took on lions. PTs played big role in slowing down Japanese.



**DESPERATELY** our forces fought off Santa Cruz. We lost the *Hornet*, but crippled two Japanese flat-tops.

★ ANNIVERSARY  
SPECIAL SECTION



**SAMPLE** of Jap pasting at Midway, turning point of war, is this enemy cruiser. We hit six carriers.



**GUADALCANAL**, where Marines landed to begin their bloody, determined drive toward Land of Rising Sun.

## THEN, GROWING POWER TOLD

**A**FTER the battle of Coral Sea for nearly a month brooding tension hung over the Pacific. Where, from Alaska to Midway, would the Japs strike next? Concluding the blow would come in the vicinity of Midway, the Navy deployed its strength there. On June 1942 a large enemy attack force was spotted several hundred miles southwest.

Although a few Jap planes hit Midway, American Army, Navy and Marine fliers had a field day with Jap carriers and cruisers. Japan's defeat ended the threat to Hawaii and our

west coast; we could now concentrate our strength in the South Pacific.

Then on 7 August came the step that was to lead us to mastery of the southwest Pacific—invasion of Guadalcanal. For three months, the First Marines, Reinforced, clung to the fever-infested jungle while the Navy did convoy duty and fought off repeated Jap naval assaults in the battles of the Eastern Solomons, Cape Esperance, Santa Cruz Island.

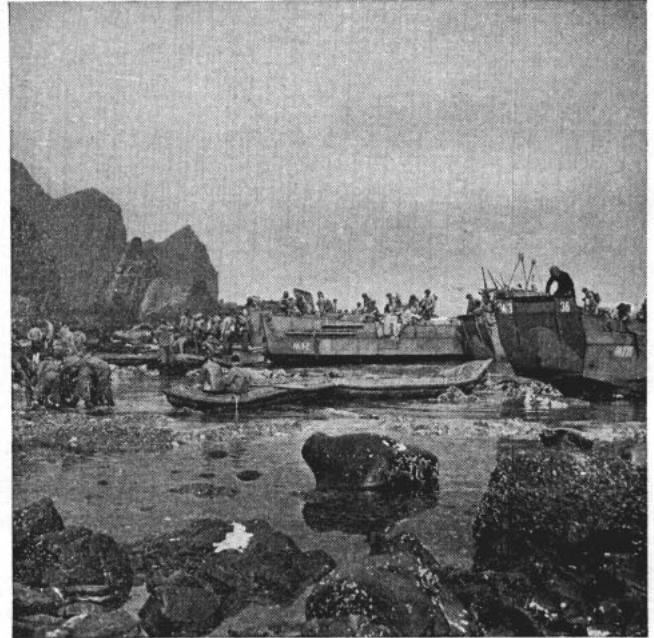
Despite German subs, late the same year, off the coast of Africa, the Navy massed for the war's first large-scale

invasion. On 8 Nov 1942, Allied troops poured ashore from hundreds of ships, protected by the guns of American and British warships. Less than a year later, the Army having mopped up in North Africa and Sicily, the Navy assembled once more—and on 3 Sept 1943 the Allies invaded Italy.

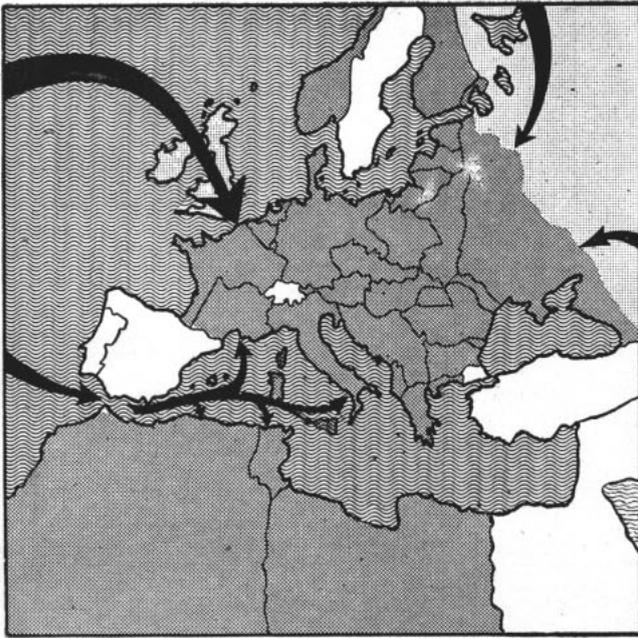
Growing in power, the Allies were gaining the offensive, and the Navy by now was playing the toughest role in its history—a major share in two wars simultaneously. While plans were formulated for the invasion of France, Admiral Nimitz proceeded to organize units of the Pacific Fleet for assaults on the enemy's outposts in the central Pacific, for the final drive to Japan.



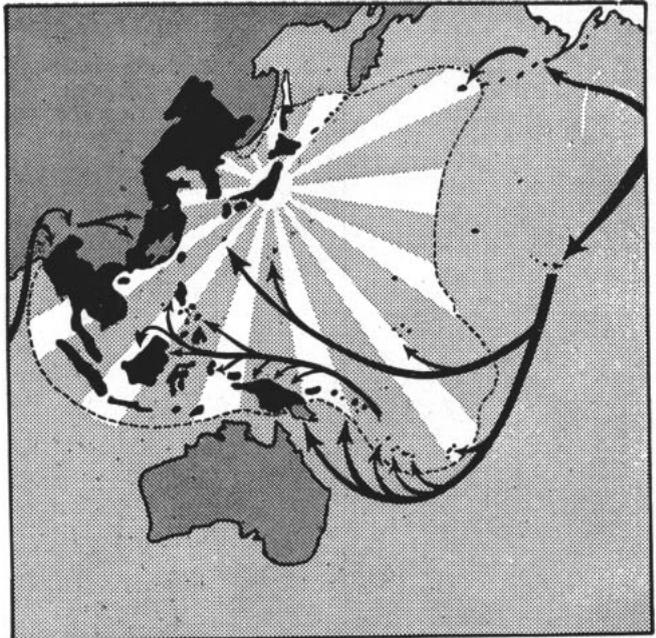
**BEGINNING** of end for Hitler was Allied African invasion that doomed Rommel's famed Afrika Korps.



**GONE** were Japs when we recaptured Kiska and Attu. Gone too was Japan's threat to our northern flank.



**OVERALL Allied strategy against Nazis called for thrusts from north, south and east during 1943-44.**



**PATTERN for victory in Pacific plotted drives from south and east, by invasions, sea and air strikes.**

## WE POISED FOR OFFENSIVES

**N**OW THE TABLES were turned. It was for the Allies to choose when and where they would strike; for the Axis to worry about spreading forces. Africa, Sicily, the boot of Italy were ours. In the Pacific we were ready to hit the outer perimeter of the Jap strong defenses.

The time was ripe to survey the strategy for the major invasions. It was decided that Normandy was the most advantageous spot for the greatest invasion in history. This was Operation Overlord. Another assault

along the southern coast of France, known as Operation Anvil, was aimed at more than 25 miles southwest of Cannes, to be followed by a drive up the Rhone Valley. Russia, which had been alone in the fight on the continent for so long, would launch an all-out drive into Poland and the Balkans.

In the Pacific, it was realized the tedious "island-hopping" process was much too slow, and suitable only when our forces were weak. The overall strategy called for offensives up the Pacific from the south and east, en-

veloping the Gilberts, Marshalls, Marianas, Philippines, Iwo, Okinawa and then the home islands of Japan. On the mainland of Asia plans were made for the recapture of Burma, the ouster of the Japs from China.

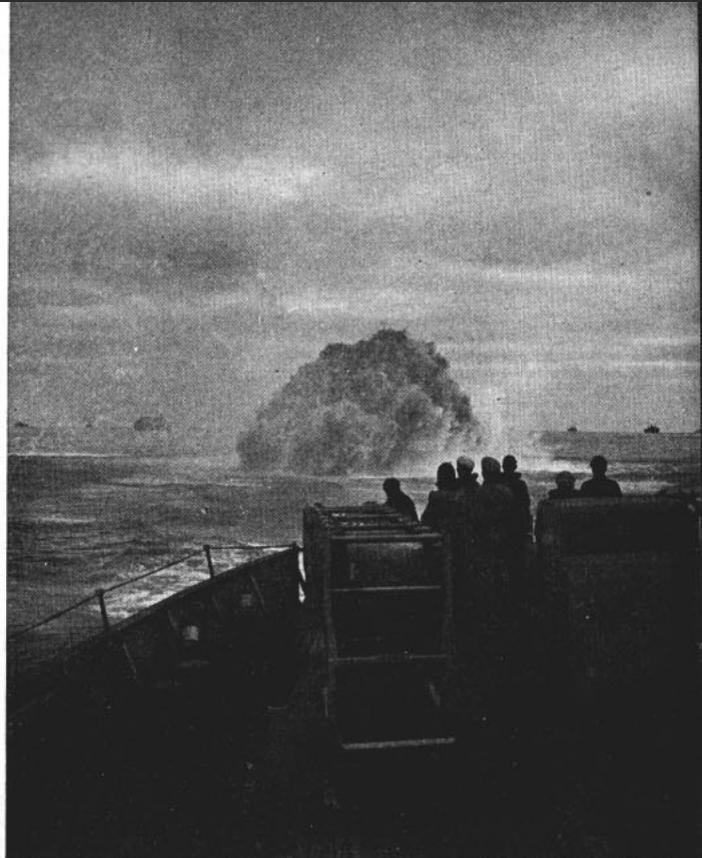
For the Navy these plans meant the fullest exploitation of every ship, plane, base; daring strategy that would keep the Japs constantly off balance. It meant a battle of logistics such as the world had never known. It meant our Navy would be cruising the Pacific with a chip on its shoulder, anxious to clash with the Imperial fleet in a battle of no-quarter attrition until the Jap navy was no more.



**ORIGINAL 'Big 3', Stalin, Roosevelt, Churchill, mapped global strategy. This was at Teheran late in 1943.**



**COMBINED Chiefs of Staff coordinated intricate Allied operations that extended around the world.**



**DARING U. S. subs whittled Jap merchant shipping, cut supply lines and helped blockade Jap homeland.**

**SHEPHERD of the sea, Navy battled dive bombers, beat sub menace to get sinews of war to destination.**

# ARMS WERE MADE AND DELIVERED

**T**HE BEST plans in the world would have been worthless without weapons and the means of getting the weapons where they were most needed. Now came the acid test in our battle of logistics. We would have to skyrocket our production, ship the material to destinations all over the world, build the advanced bases for the haymaker punches. At the same time enemy production would have to be

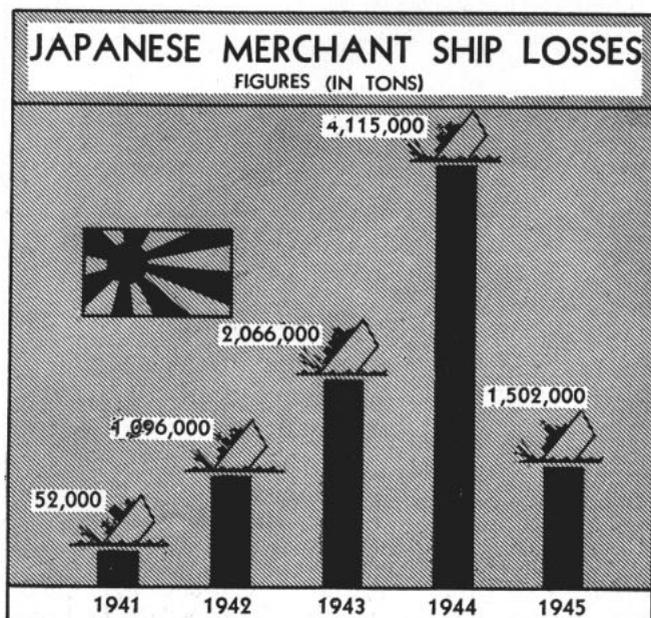
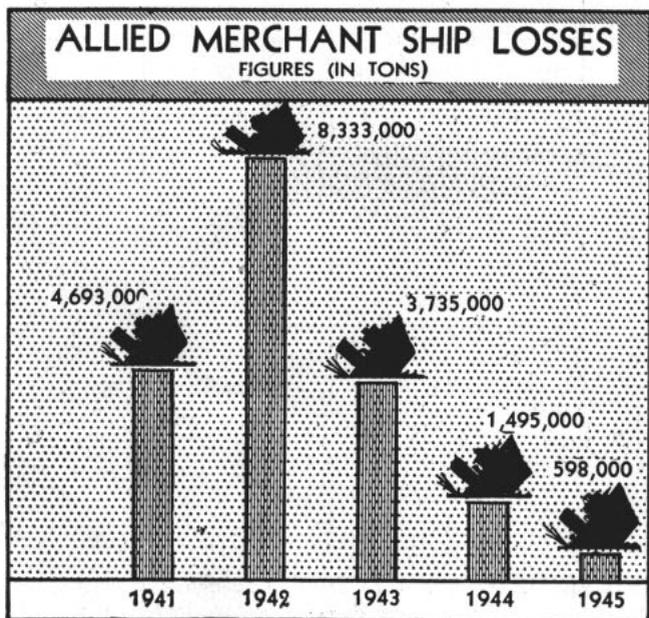
curtailed by our air power and any other means, and enemy shipping destroyed in a war of attrition. Perfect double-play combination was needed between home front and armed forces.

By 1943, when the enemy lost the initiative, American production had underwritten victory.

As quickly as weapons were loaded on ships the Navy shepherded cargo vessels to gathering Allied armies. In

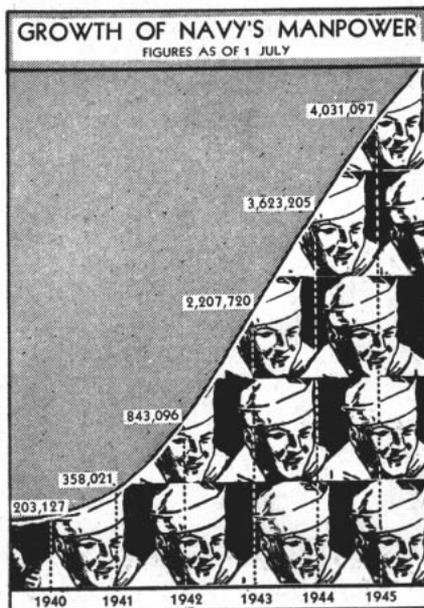
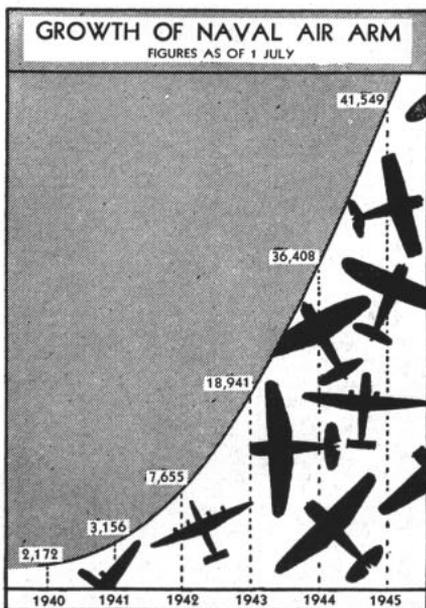
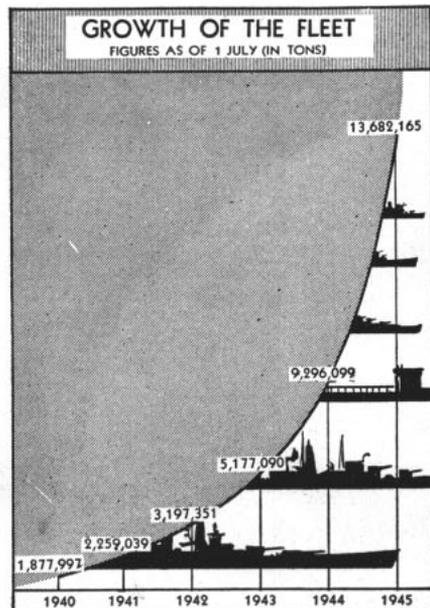
the Atlantic our planes, blimps and warships hacked away at lurking U-boat packs. By contrast, in the Pacific, our own subs played havoc with Jap shipping, aiding a blockade that narrowed and tightened until the enemy's life line was completely choked off and the war of attrition won.

We were winning the battle of logistics, one of the keys to decision, and that was spelling out complete victory.

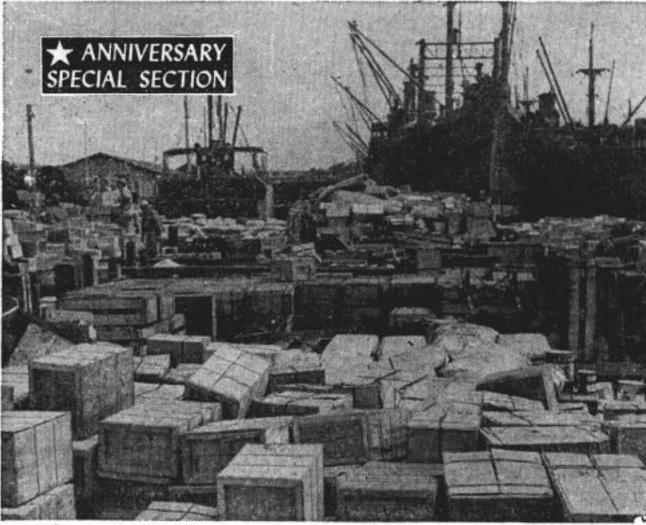




**FATHERS** of fighters, millions like this man—and his wife and daughter as well—fought too. Their foxholes were complex factories, their victories were in the battle of production as America converted to total war.



★ ANNIVERSARY  
SPECIAL SECTION



**SUPPLIES** for fighting men were delivered by ships to advanced bases mushrooming throughout world.



**NERVE CENTERS** for huge supply operations were offices like this, coordinating men and materials.

## BASES LOADED OUR PUNCH

**T**ERMINALS for the lines of ships we were throwing around the world were our advanced bases. At these bases invasion forces were gathered; ships repaired, crews rested; supplies stored and shipped to fighting fronts; air strips laid for softening-up blows;

the web of blockade spun and maintained.

For war in the Western Hemisphere we had Natal, the Caribbean islands, Newfoundland, Greenland, Iceland and, most important, England. To these, by force of arms, we added the

Mediterranean. But in the Pacific, the Japs had the bases and the distances tremendous. Undaunted, American forces began scooping up strategic islands. The Gilberts, Marshalls, Marianas were won in turn. Saying "can do," the Seabees constructed springboards in jungle and wasteland.

From these bases the Allies were now ready to strike hard at the enemy.

**ADVANCED BASES**, not all as gigantic as this one at Guam, supported the vast offensives in the Pacific.





**TASK FORCE** at peak had unequalled power and mobility. This was the mighty Third Fleet.

## TASK FORCES STRUCK HARD

**A**MONG THE great weapons forged by the home front were the ships that made up one of the Navy's most potent spearheads—the Fast Task Force. There had been task forces before this war, but nothing like this new American Fast Task Force, so big

and powerful that it alone could have come to grips with any prewar Navy.

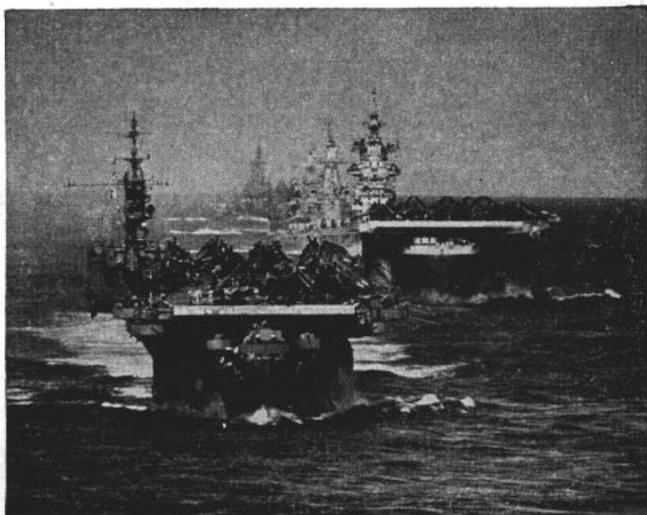
Built around aircraft carriers and their planes, teamed with battleships, cruisers and destroyers, it was an awesome thing.

The Fast Task Force was more than

a mere gratuitous show of naval power. It was created to meet the problems of vast distance. Capable of remaining at sea for months at a time, it kept the enemy off balance and drove him ever closer to his own home waters. It dealt out havoc with great surprise, power and range, and in the end proved one of the chief weapons for our destruction of the Jap navy.



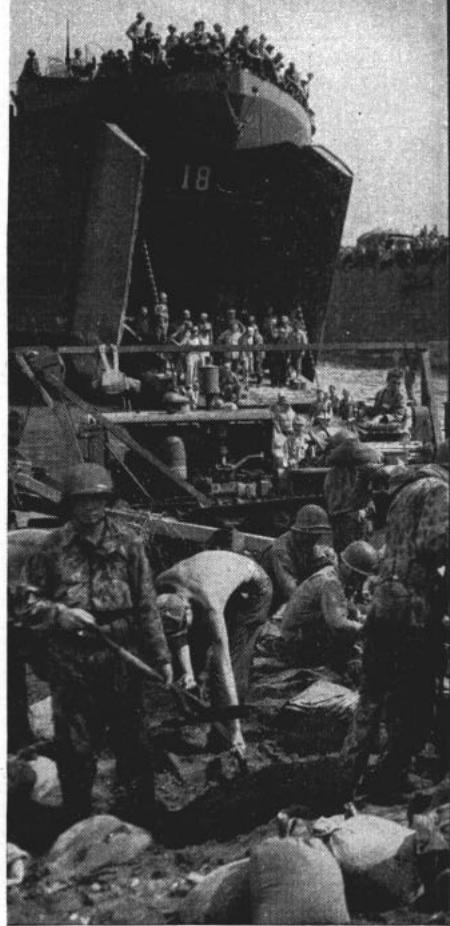
**BATTLESHIPS** like this one, the *Pennsy*, were frequently the backbone of irresistible task forces.



**FLAT-TOPS**, mightiest in history, gave unparalleled striking power to the hard-driving Fast Task Force.



**TEAMWORK** of powerful sea and land forces was key to dazzling success of Normandy amphibious invasion spelling German downfall.



**PREPARATION** against possible enemy counter-thrusts was made quickly.

# INVASIONS WERE THE PAYOFF

OCEANS are formidable barriers, but for the nation enjoying naval superiority they become high-roads of invasion." . . . *General Marshall.*

Amphibious operations were characteristic of our offensives from the beginning. We had started with Guadalcanal in the Pacific and North Africa on the other front. Guadalcanal opened the way to the Far East and North Africa led directly to the

fall of Italy in September 1943 and knocked its Navy out of the war.

But invasions were destined to come in increasing scope and power. In Europe, the greatest amphibious invasion in history was unleashed against Normandy on 6 June 1944. For this operation the Allies massed thousands of ships, men by the hundreds of thousands. The fate of the

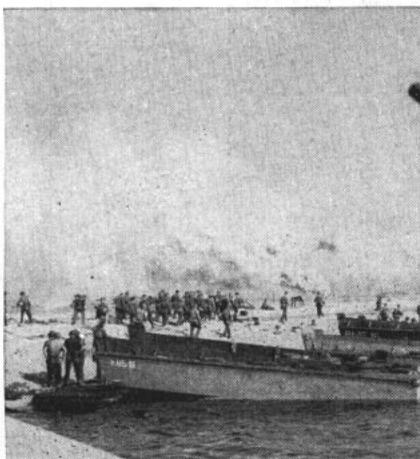
United Nations was at stake—and success doomed Germany.

Then on 15 August, 10 days before the Nazis were driven from Paris, southern France was invaded.

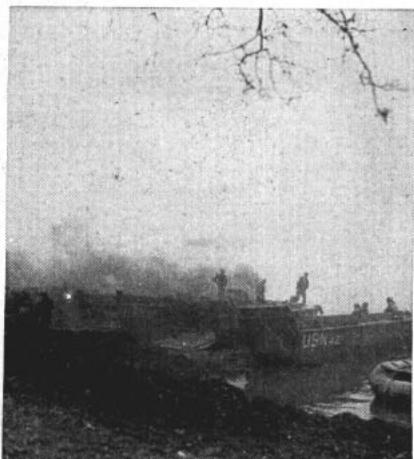
Coupled with these invasions, the Russians opened their greatest offensive late in June, carrying the Red armies into portions of Germany for the first time. Rumania, Hungary and Bulgaria were forced out of the war.



**PLANE** attacks constant threat to our supply lines moving off Sicily.



**JUNCTURE** of beachheads was first aim in Southern France landing.



**UNIQUE** improvisation found U. S. Navy crossing the Rhine in 1945.



*in Philippine operation as it was in all other invasions of enemy beaches.*

*NAVAL SUPPORT for invasions meant new hazards such as this Kami-kaze attack on carrier off Okinawa, but brave men topped this trick too.*

On 13 Sept 1944 Admiral Halsey suggested we attack Leyte as soon as possible, skipping three previously planned intermediate invasions. On 20 October, Americans dug in on the east coast of Leyte to await the outcome of a decisive sea battle between our Third and Seventh Fleets and the Imperial fleet. When the battle was over—called one of the most decisive in history—the high-road of invasion was open in the Pacific.

It was a rocky road, soaked with the blood of invasions. Methodically, the Americans began cleaning up the Philippines. But before this operation

was completed, two of the most important and costliest invasions of the Pacific had been executed. On 19 Feb 1945 the Marines hit the beach at Iwo Jima. Then on 1 April—Easter Sunday—came the assault on Okinawa. When they were taken we had air strips that meant constant bombing of Japan. Invasion clouds had gathered over the Japanese homeland.

Into all invasions went the most careful planning, the most complete coordination.

The Normandy invasion, for example, was, to begin with, a major air operation with planes carrying out 7,500

sorties over the invasion area from midnight to 0800 on D-day. The planes bearing the airborne army stretched 230 miles. It was also a major naval operation, including 4,000 merchant and warships, and several thousand smaller landing craft. One-third of the ships were American. And, finally, it was a tremendous Army operation.

From the nerve-wracking amphibious invasions of Tarawa, Pelelieu, Iwo, Sicily, Anzio, Salerno and other beaches came the biggest payoff of war—victory. From the merger of land and sea forces came a power that guaranteed the doom of the Axis.



*CORAL reefs and dug-in Japs made Tarawa a bloody operation.*

*SOFTENING up by battleship guns preceded our invasion of Guam.*

*SPEEDY landing craft earned big part in invasions as at Iwo Jima.*

★ ANNIVERSARY  
SPECIAL SECTION



**DEADLY AA fire was one result of VT fuze which our labs developed.**

**FIREPOWER was given big boost by rockets like these on an LSM.**

**JET propulsion gave planes advantages in speed and power.**

## BATTLE OF THE SCIENTISTS

**S**HROUDED in secrecy, the scientists of the warring nations waged a silent battle—a battle which might have changed the outcome of the war had the Axis won the victory.

Not as sensational as the atomic bomb, which was the climax of the

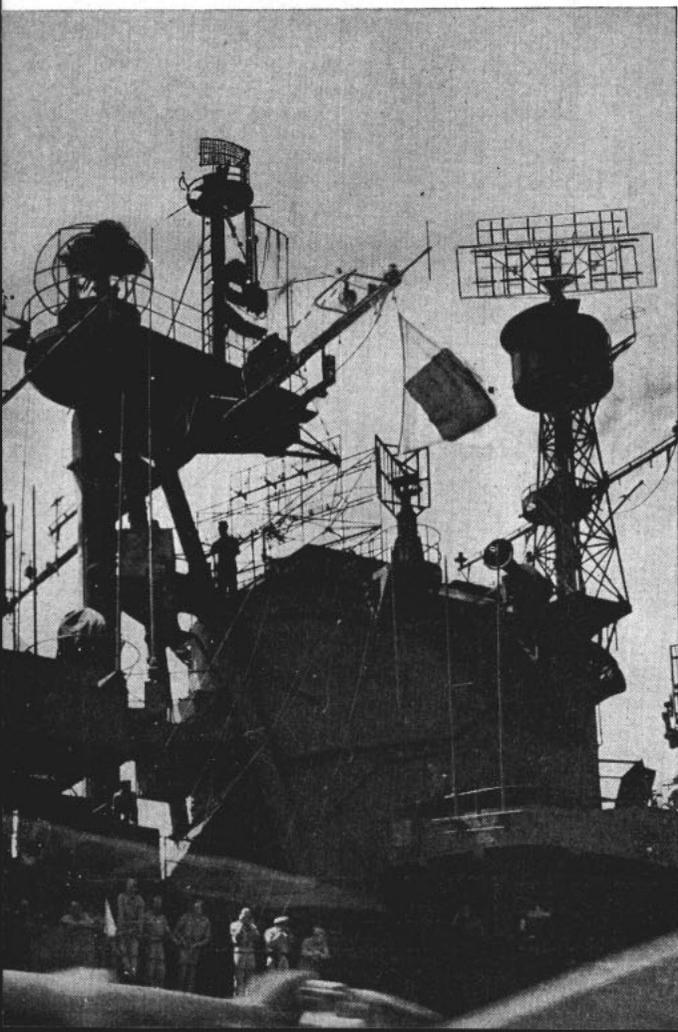
battle, but of tremendous importance to the Allies, was the radar equipment developed by British and American scientists. Our radar was particularly effective in the Pacific because of its marked superiority over the Japanese types. It was virtually

indispensable for our warships and planes in the final stages of the war.

A third valuable product of our research laboratories was the rocket gun, especially effective in the last Pacific invasions. Another of many scientific products that helped shorten and win the war was the V-T fuze. Though our scientists earned no battle stars, they swung the tide of battle.

**RADAR, new magic eye, gave us a big edge.**

**ATOMIC BOMB was climax in crucial scientific race.**



# OUR BUILT-UP POWER WAS JAPS' DOOM

**T**HE NAZIS were prostrate, occupation forces had partitioned Germany and our Army had begun deploying additional troops to the Pacific when the Navy swung its haymaker at Japan. Smashing to within sight of the Jap mainland, our battleships, cruisers, destroyers struck with unparalleled fury in the last week of July.

Trapping the last remnants of the once-powerful Jap navy in the Kure area, planes of the Third Fleet left the enemy without a single capital ship in fighting condition. Our battleships brazenly stood off the Jap coast shelling Japan's great cities and remaining military installations. Japan's war was coming home to roost and the people were getting a good taste of what they had fed the Chinese. The war medicine they had planned to feed America was being poured down Japan's throat from Navy guns.

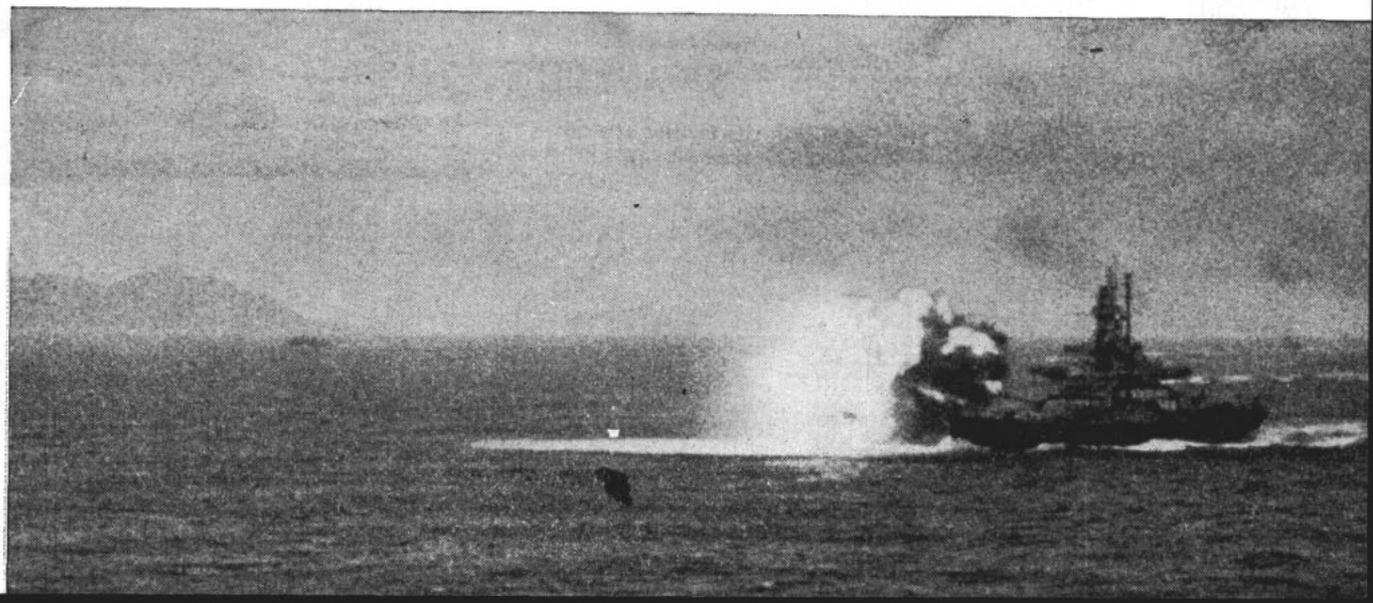
With the naval bombardment came a terrific air pounding by our carrier planes and B-29s. Japan had already begun sending out strong peace feelers when the historic atomic bombs shattered Hiroshima and Nagasaki. And before the Japs could rally from these blows Russia was in the Pacific war, pouring troops across Manchuria.

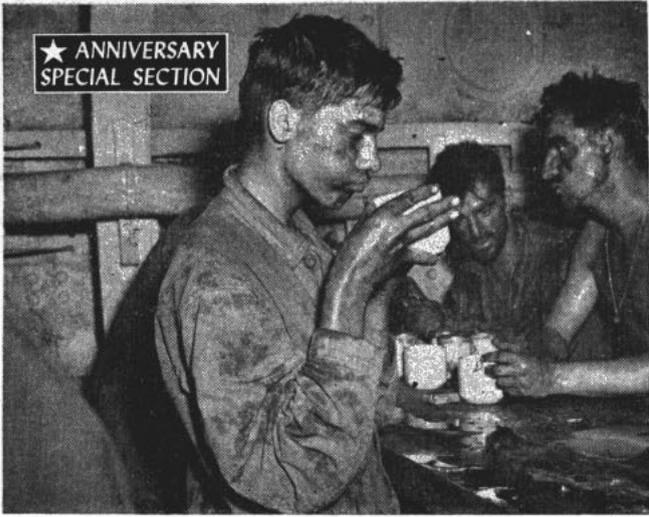
The crescendo of Allied might had reached a tremendous volume. The days of early 1942 when a mutilated American Fleet faced a rampaging Jap military machine were a burning contrast. Our forces since then had gathered strength, swept from island to island in smashing offensives until now the Jap homeland was being hammered to death and destruction and inevitable doom.

The Jap war lords saw the hope of negotiated peace go glimmering. Unconditional surrender was no longer a matter of choice for Japan.



**CLOSING ROUNDS** saw carrier planes (above) blast last of Jap Navy. Audaciously our fleet steamed in to shell Nippon's 'sacred soil' (below).





**JOE FOR JOES** who conquered Eniwetok. No gab, no Sunday funnies, much too tired for sweet dreams.



**STATESIDE** the hard way, with Wave to ease pain and make tedious waiting a little more endurable.



**FAITHS** of their fathers went with their ships into Pacific. These devout fighting men held a candlelight sandbag communion before action.

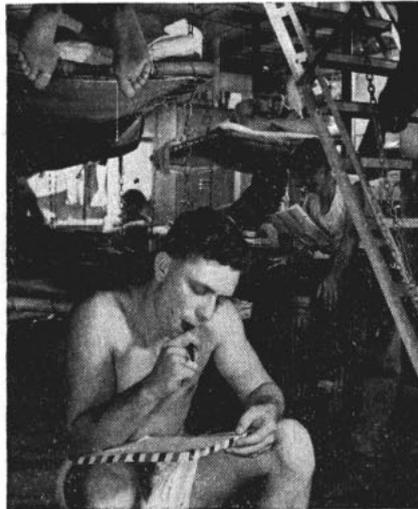
## PEOPLE WERE OUR STRENGTH

**THIS WAS** a people's war—the little people. At stake were human dignity, personal freedom, national honor. So the people went to war.

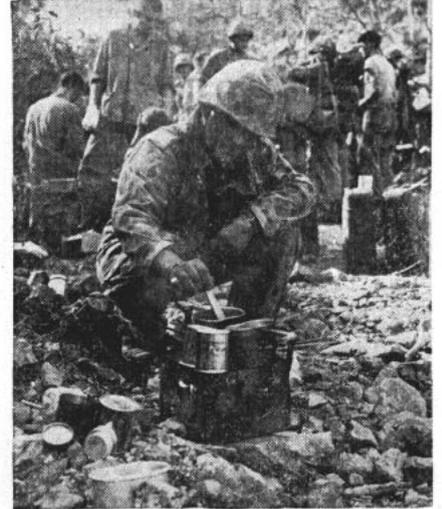
Sorrowfully, but determinedly, by the million they donned uniforms in a people's army and navy. Many millions more—women as well as men—unable to fight, took up battle stations in mammoth factories, tiny shops. The luxuries they relished were sacrificed that they and their children might enjoy the liberties that were more important. With their blood and sweat they watered the flower of democracy, gave it greater strength, more radiant beauty. Pitted against aggressors and satellites, they the people, with their tears and suffering, won freedom back and earned the gratitude of future generations.



**TENSION** is part of war. Air men prepare for next combat mission.



**HOME** is where you write about it; on carrier Yorktown, he knows.

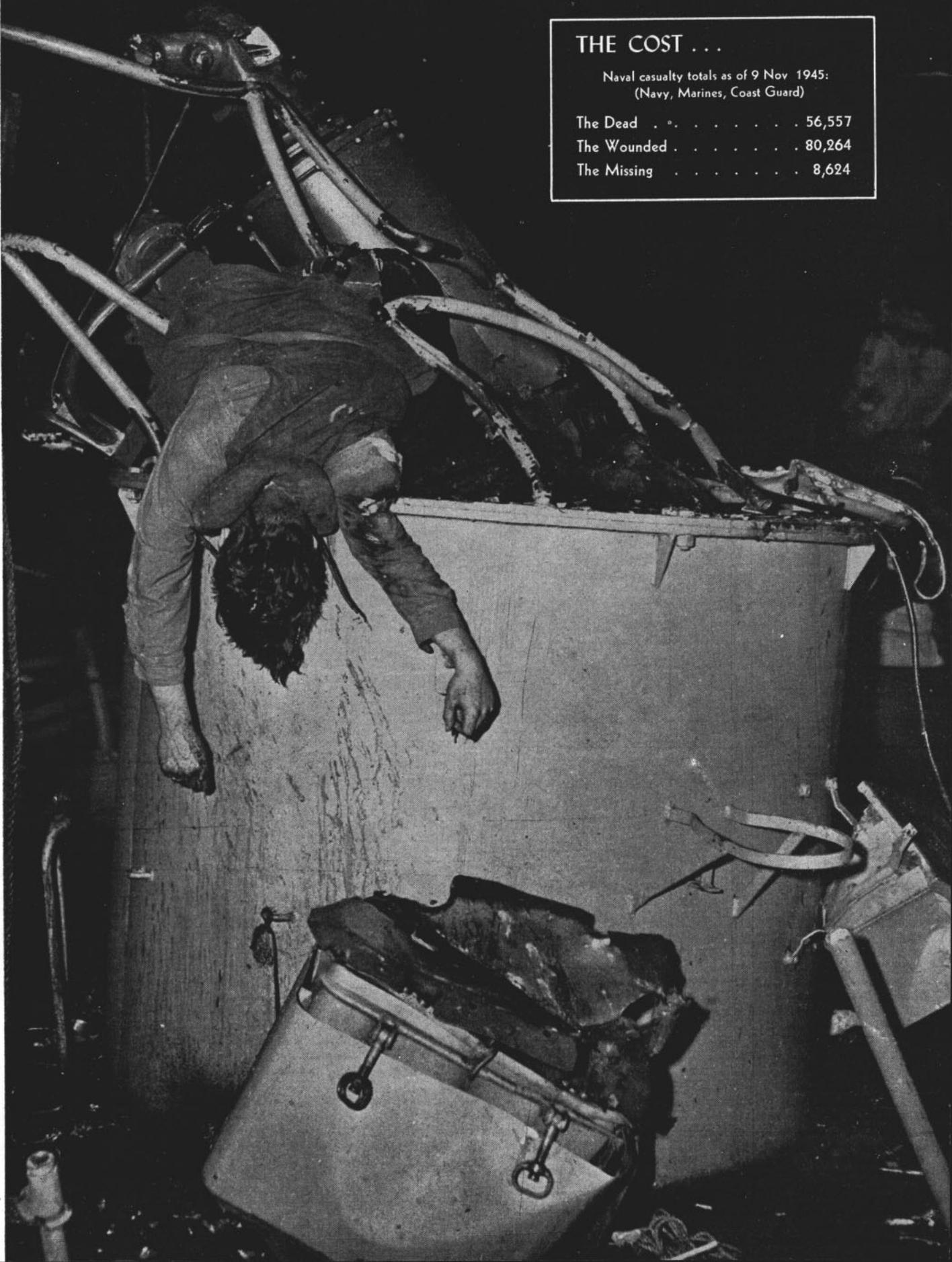


**DODGERS** miles and months from this Brooklynite sitting in Saipan.

## THE COST . . .

Naval casualty totals as of 9 Nov 1945:  
(Navy, Marines, Coast Guard)

The Dead . . . . .	56,557
The Wounded . . . . .	80,264
The Missing . . . . .	8,624





**JUDGMENT DAY** came for the Wehrmacht in Rheims schoolhouse where Jodl of the proud Junkers signed unconditional surrender papers.



**NEW "Big 3,"** Attlee, Truman and Stalin, held conference at Potsdam;

## UNCONDITION

**W**ITH THE SAME resolution the Allies had shown in the prosecution of the war, they remained united in their demands for unconditional surrender. Wasted were the diplomatic plots of Japan and Germany to split the United Nations and win compromise peace. We had learned well the lesson of World War I, when we agreed to end hostilities without invasion; when that error of judgment helped lose for us, the victors, the fruits of our triumph. This time we rejected to the end everything short of unconditional surrender.

One tragic note marred the end of the war. President Roosevelt, whose vision and leadership were beacons along the course of American foreign policy, died before either of our two most powerful enemies crumpled in complete defeat. The man who fervently believed in preparedness on sea and land, died 12 Apr 1945, less than a month before Germany surrendered. The nation was still in mourning for its President when stiff-spined

## BIG DATES O

	<b>1939</b>		
1 September	Poland invaded	14 August	Atlantic Charter announced after Roosevelt, Churchill confer
3 September	Great Britain, France declare war on Germany	7 December	Japs attack Pearl Harbor
4 November	U. S. repeals arms embargo	8 December	U. S., Great Britain declare war on Japan
	<b>1940</b>	11 December	Germany, Italy declare war on U. S.
9 April	Germany invades Denmark, Norway	13 December	Japs take Guam
10 May	Germans invade Luxembourg, Holland, Belgium; Churchill becomes British Prime Minister	24 December	Japs capture Wake
10 June	Italy declares war on France, Great Britain	25 December	Japs take Hong Kong
22 June	France signs armistice with Germany, Italy		<b>1942</b>
8 August	London "blitz" begins	24 January	Battle of Makassar Strait
	<b>1941</b>	15 February	Singapore surrendered to Japs
11 March	Lend-Lease begins	27 February	Java Sea action
6 April	Germans invade Yugoslavia, Greece	18 April	Doolittle raiders from <i>Hornet</i> hit Tokyo
22 June	Germans invade Russia	6 May	Corregidor falls
		7-8 May	Battle of Coral Sea
		3-6 June	Battle of Midway
		12 June	Japs on Kiska, Attu
		7 August	U. S. Marines land on Guadalcanal
		9 August	Battle of Savo Island

23-25 August	Battle of Eastern Solomons
11-12 October	Battle of Cape Esperance
26 October	Battle of Santa Cruz Islands
8 November	North Africa invaded.
13-15 November	Battle of Guadalcanal
30 November	Battle of Tassafaronga
	<b>1943</b>
14 January	Roosevelt - Churchill Casablanca Conference
13 May	Final surrender of Axis forces in Africa

**ALL HANDS**



plans were drawn to govern Germany, ultimatum was sent to Japan.

## AL SURRENDER

Junkers entered a French schoolhouse at Rheims on 7 May to sign unconditional surrender papers for the Third Reich that Hitler had vowed would alter the history of the world for 1,000 years. This time Germany would not be able to say her armies had not been beaten in the field.

Less than four months later, with her navy destroyed, her cities blasted, her armies scattered, Japan gave up. Aboard the battleship *Missouri*, on 1 September, the Jap representatives accepted the unconditional surrender terms drawn up by the "Big Three" at Potsdam in late July.

Thus ended the greatest, most devastating, widespread, miserable and costly war in all history. One could only begin to measure its price by these figures for America's part alone: more than 250,000 killed, 650,000 wounded, \$287,181,000,000 in money.

Peace had returned to the world and ahead lay the uncharted future through which, this time, peace had to stick. *That* was the lesson.

## F THE WAR

- |                |                            |
|----------------|----------------------------|
| 6 July         | First battle of Kula Gulf  |
| 9 July         | Invasion of Sicily         |
| 13 July        | Second battle of Kula Gulf |
| 6 August       | Battle of Vella Gulf       |
| 15 August      | Kiska recaptured           |
| 3 September    | Italy invaded              |
| 8 September    | Italy surrenders           |
| 21 November    | Tarawa invaded             |
| <b>1944</b>    |                            |
| 31 January     | Kwajalein invaded          |
| 17-18 February | First raid on Truk         |
| 6 June         | Normandy invaded           |
| 15 June        | Saipan invaded             |



PEACE, long the dream of nations, became a reality as Shigemitsu signed unconditional surrender aboard the *Missouri* in Tokyo Bay.

- |               |                                  |             |   |
|---------------|----------------------------------|-------------|---|
| 19-20 June    | Battle of Philippine sea         | 14 August   | President Truman announces Jap acceptance of Allied surrender terms |
| 20 July       | Plot to assassinate Hitler fails | 2 September | Unconditional surrender papers signed                               |
| 21 July       | Guam retaken                     | 5 September | American troops in Tokyo  |
| 15 August     | Invasion of southern France      |             |   |
| 20 October    | Invasion of Leyte                |             |   |
| 23-26 October | Battle for Leyte Gulf            |             |   |

### 1945

- |             |                                    |
|-------------|------------------------------------|
| 19 February | Iwo Jima invaded                   |
| 1 April     | Okinawa invaded                    |
| 12 April    | Pres. Roosevelt dies               |
| 2 May       | Berlin falls                       |
| 7 May       | Germany surrenders                 |
| 8 May       | Surrender ratified                 |
| 3 July      | American troops enter Berlin       |
| 17 July     | Potsdam Conference opens           |
| 24-23 July  | Remains of Jap Fleet annihilated   |
| 6 August    | First atomic bomb levels Hiroshima |
| 8 August    | Russia declares war on Japan       |

### PICTURE CREDITS

Photographs in this section were obtained as indicated below. Figure indicates page; U. L., upper left; C., center; L.L., lower left; etc. Selections made from combat photographers' 100 best are indicated by asterisk.

11. Navy\*; 12. All, Press Association, Inc.; 13. Navy\*; 14. U.L., captured Jap photo; U.R., Coast Guard\*; C.I., Navy; C.R., L.L., & L.R., Navy\*; 15. L., Navy; R., Navy\*; 16. U.L., Navy\*; U.R., Marine Corps; L.L. & L.R., Navy; 17. L., Army Signal Corps; R., Navy; 18. L., Navy; R., Coast Guard\*; 19. Navy; 20. All, Navy\*; 21. All, Navy; 22. U.L., Coast Guard; U.C., & L.L., Coast Guard\*; L.C., Navy; L.R., Signal Corps; 23. U.R., L.C. & L.R., Navy\*; L.L., Marine Corps\*; 24. U., Navy\*; L.L., Navy; L.R., USAAF; 25. U., Navy\*; L., Navy; 26. U.L., Coast Guard\*; U.R., Navy; L.L. & L.C., Navy\*; L.R., Marine Corps; 27. Coast Guard\*; 28, 29. All, Signal Corps.

# OFFICER TRAINING PLANS

## Holloway Board Blueprints Postwar Course Equalizing Opportunities for All Officers

**B**ROAD CHANGES in the selection, education, and service training of naval officers have been proposed by the Holloway Board, which the Secretary of the Navy appointed last summer. The Board's reports have been approved by the Secretary and forwarded to the House and Senate Naval Affairs committees with suggestions for enabling legislation.

Policies for officer procurement and training in the postwar Navy as recommended by the Board, if adopted, would have these results:

- Adjust the supply of permanent commissioned officers taken into the Navy so that a substantial proportion come from sources other than the Naval Academy.

- Revise methods of selecting NROTC entrants and give direct financial assistance to students while in college.

- Enable Reserve and temporary officers who transfer to the regular Navy to take additional college study if needed.

- Give more emphasis to basic and general education in the Academy curriculum and limit requirements of the naval science subjects in NROTC colleges in favor of broader fundamental knowledge for all officer candidates.

- Provide trained flying officers of ideal age—21 to 23 years—for combat flying after two years of college study and one year of flight training.

The Holloway Board, composed of two college presidents and eight naval officers, laid particular emphasis in its three reports on methods of eliminating distinctions between groups of Naval officers and providing equal opportunities among all officers for promotion, responsibility, training, and education.

Special attention would be given also to graduate education for all levels of permanent commissioned officers of the Navy, with emphasis placed on education during shore duty pe-

riods. Flatly stating that professional development of officers is more important than excelling in ship competition, the Board also recommended that shorter assignments to specific billets at sea be made a matter of Navy educational policy.

In the consideration of the problem of procurement and undergraduate education of officer candidates, the Board was guided by wartime experience. To provide the junior officers needed by the postwar Navy, these sources would be utilized:

- The Naval Academy, expanded to double present enrollment.

- NROTC programs operating in 52 colleges.

- Graduates of any accredited college.

- Specially selected and trained aviation candidates.

NROTC students would be selected by Navy-appointed state boards from candidates who had qualified in a nation-wide examination. A prospective student would also have to satisfy all of the entrance requirements of some NROTC college of his choice and be accepted by the college as a regular student.

The Board recommends that NROTC entrants receive books and tuition at government expense and be given \$50 a month to meet living costs. In consideration for this support each NROTC graduate will be required to serve a minimum of 15 months to two years on active duty. During this period he will serve as an ensign USN, with equal pay and standing with graduates of the Naval Academy.

If he decides to leave the service after two years, he will be eligible for a bonus of six month's pay. Three years of active duty would qualify him for a bonus of 12 months pay.

According to the needs of the Navy, a number of the ensigns having three years active duty would be given permanent commissions as lieutenants

(junior grade). Those not desiring a regular Navy career and those not selected for permanent commissions would enter inactive reserve status.

Candidates for flight training will be taken from high school graduating classes or from groups with equivalent educational background. These aviation candidates will also be selected through nationwide competitive examinations and tests by selection boards for flight aptitude and physical fitness.

Approved aviation candidates would be given two-year scholarships in any college of their choice, following which they would begin flight training as midshipmen. The Board also proposed that the flight training program be open to any selected candidate who applied after two academic years of college education.

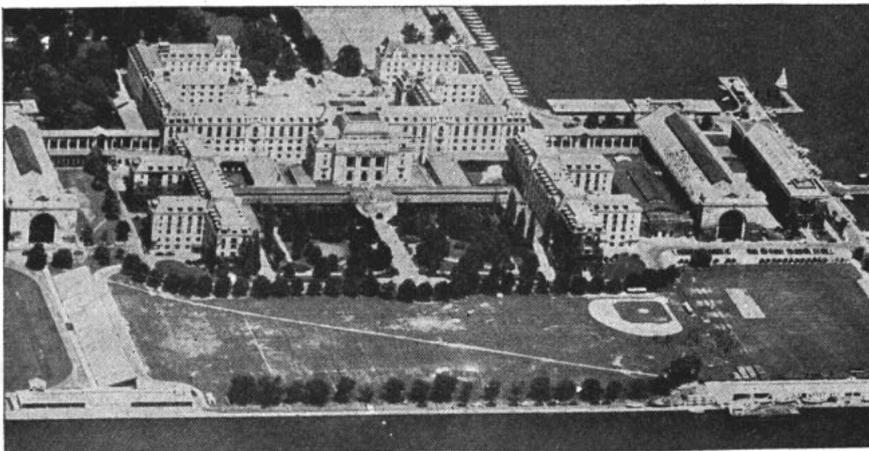
The Holloway Board explained that a departure from the "well tried pattern" of the uninterrupted four-year college course can be justified in the case of the student flier because wartime experience demonstrated that the ideal age for combat flying is from 21 to 23 years. Just prior to V-J day, 64 percent of all Navy combat pilots were in this age bracket.

Students who complete flight training will serve with the fleet one year as flying midshipmen and one year as flying ensigns. Under the Holloway proposals, the Navy would encourage the combat aviator who goes on inactive duty after three years of flying duty to return to college to complete undergraduate studies by offering him a two-year scholarship instead of a cash bonus.

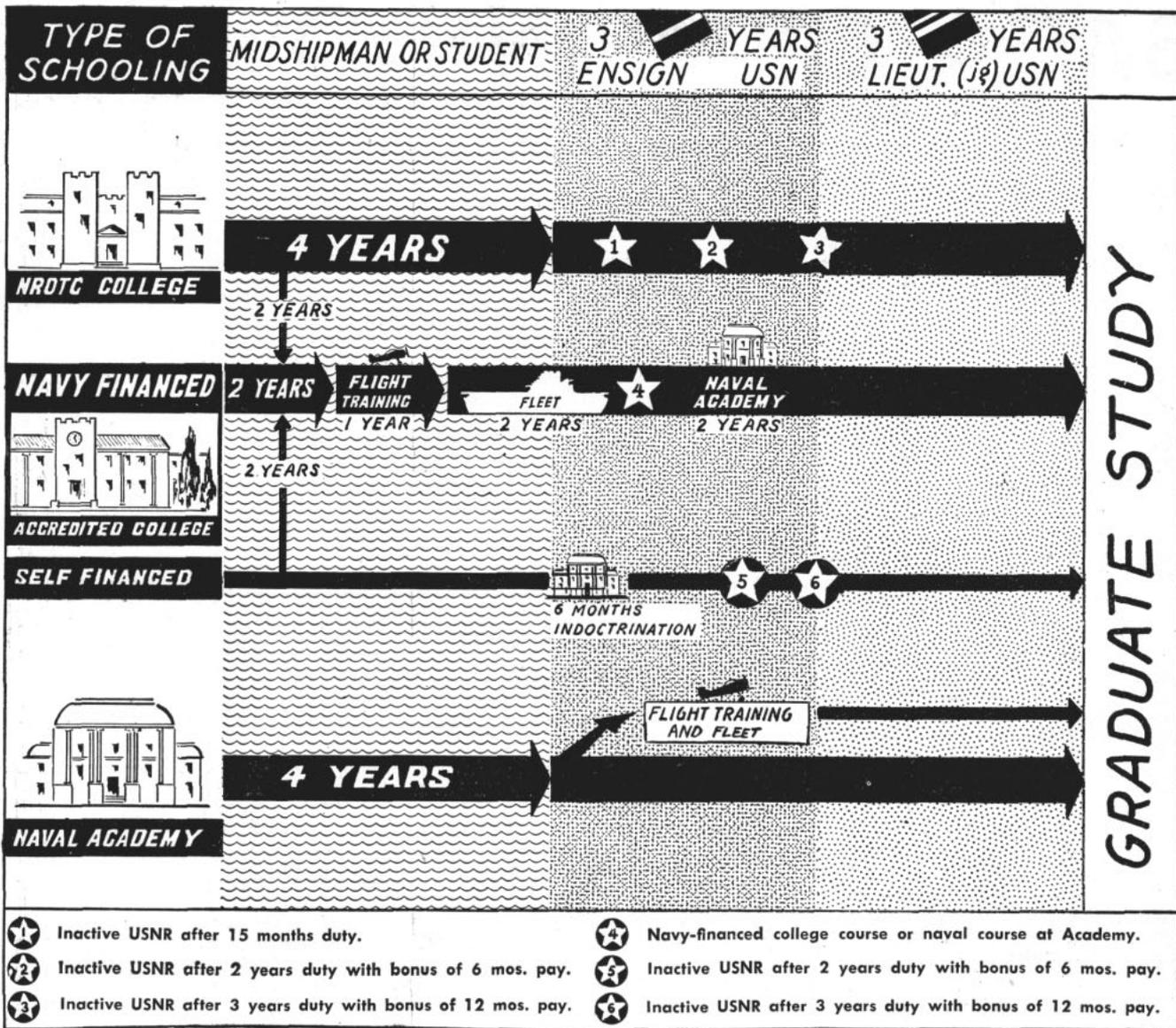
For another source of officers, the Navy would grant temporary commissions as ensigns to selected graduates of any accredited college. These officers would receive a six-months course of indoctrination at the Naval Academy.

The Board invited attention to the fact that all candidates successfully completing the program would be commissioned four years after entry regardless of whether they were trained at the Naval Academy, at an NROTC college, or in any accredited college. They would all bear identical designations, i.e., ensign, USN. The Board believes that graduates of the Academy have much to offer those entering from other sources and that the converse is equally true. The Board considered that the common service experience during the three years as ensign would be of tremendous advantage to the Navy in the event it becomes necessary to recall Reserve officers to the Navy during a national emergency.

Another recommendation of the Holloway Board deals with the education and utilization of Reserve and temporary commissioned officers of the line who are selected for retention in the regular Navy. These officers would be given opportunity to take additional college study to fill in academic background that might be lacking because their education was interrupted by entry into the Navy.



NAVAL ACADEMY, shown in this aerial view, will share with other U. S. schools job of training officers under plans now being studied.



For example, officers who have had only two semesters of college education would be given instruction for three additional semesters of college or equivalent. Officers who have had three or more and less than five semesters of college would receive college instruction for two additional semesters or equivalent. No instruction period of less than two semesters was considered desirable from a practical view point.

Each student officer would take a normal undergraduate study load which would insure, by the time he has completed the permitted number of semesters, satisfactory completion of courses in mathematics through solid geometry and trigonometry, proficiency in written and oral use of the English language, and satisfactory completion of a year-course in college physics.

Officer candidates now engaged in any of the college training programs would be given advanced standing, if they decide to continue. For example, a student who has had two years at an NROTC college and decides to stay in the Navy would continue on a third-year level.

This phase of the report also strongly recommends "the immediate establishment of a General Line School to care for the . . . need to broaden the professional knowledge of the large number of transferred reserve and temporary officers and of Naval Academy graduates who, during the past four years, have served in specialized assignments." The Board also outlined types of instruction to be given at the graduate line school and methods of imparting instruction. The Board recommended that all permanent commissioned officers attend the line postgraduate school concurrently six years after being commissioned. It was believed that this year of study in the same school would complete the welding of all officers into a homogeneous group regardless of source of entry.

Specific recommendations include the establishment of a permanent General Line School and that temporary facilities for a General Line School be established at Quonset, R. I.; grouping of all courses on the subject of naval staff work at the Naval War College, and the maximum use of the

facilities of civilian colleges for graduate education of specialist officers.

The Board which made the study and recommendations for the overhaul of the system and method of education of officers of the postwar Navy was headed by Rear Admiral James L. Holloway Jr., USN, Assistant Chief of Naval Personnel for demobilization and recently Commander, Operational Training Command, Pacific. Serving with him on the Board were:

Dr. James P. Baxter, president of Williams College and president of the Association of American Colleges;

Dr. Henry T. Heald, president of the Illinois Institute of Technology and a past president of the Society for the Promotion of Engineering Education;

Rear Admiral Felix Johnson, USN, Director of Planning and Control of BuPers;

Rear Admiral Stuart H. Ingersoll, USN, Commandant of Midshipmen, U. S. Naval Academy;

Capt. Charles D. Wheelock, USN, production officer of the Mare Island Naval Shipyard;

Capt. John P. W. Vest, USN, Chief, Aviation Training Section, CNO;

Capt. Arthur S. Adams, USN (Ret), special assistant to the Director of Training, BuPers;

Comdr. Charles K. Duncan, USN, Director of Procurement, BuPers, and

Comdr. Douglas M. Swift, USN, Assistant Director of Procurement, BuPers, who also served as recorder for the Board.

# SAGA OF 'CAN DO' MEN

## Construction Battalions, Born to Build, DID—and in a Most Fabulous Fashion

"CAN DO!" muttered the Marine derisively. "You'd think you Seabees are the only ones who 'can do.'"

The Seabee across the table from him in the Seabee-built recreation center continued to gulp his beer.

The Marine tried again.

"Hell, I'll bet I can do anything you can do, Seabee."

The Seabee, Joseph Carr, SF3c, of Lancaster, Pa., shrugged passively, emptied the bottle and leaned back to size up his challenger.

Calmly Carr, who had kicked around a bit with carnival performers in Russia before the war, picked up the beer bottle, bit off a chunk and munched away. The challenger watched goggle-eyed. Recovering somewhat, the Marine took a trial bite at his own bottle, then admitted:

"No can do."

It's a typical Seabee story, just one of many told—often with a little exaggeration—about the men of World War II's biggest new fighting outfit, which is four years old this month. And like most of the stories it reflects the admiration—and awe—with which Seabees are viewed by the nation, other branches of service—and other Seabees.

From the start the naval Construction Battalions were unusual outfits, mostly because of the men in them and because theirs was a new kind of warfare.

When the construction outfit was organized on 28 Dec 1941, the Navy turned for volunteers to men who had fought and won many battles against natural obstacles—men who harnessed rivers with dams, pushed hills aside for roads, blasted and gouged out tunnels.

Set up under the direction of the Bureau of Yards and Docks and its Civil Engineer Corps officers, the Seabee organization at first was strictly a volunteer group. Into the ranks of the new fighting unit poured the Nation's artisans—carpenters, machinists, plumbers, electricians, welders, bricklayers and millwrights—men who didn't have to get into uniform to fight the enemy. They could have remained in draft-proof civilian jobs, doing essential war work and getting good, even fabulous wages.

### Many Were Older

Too, many were for the most part further exempt from Selective Service because of age. Until termination of volunteer enlistments late in the summer of 1943 when inductees first were assigned to the construction battalions, the average age of the Seabees was a little over 32 years. Some Seabees were in their 50s.

Thrown into war to meet an urgent and immediate need for bases, the early Seabees had little time for formal military training. They were

given the barest minimum of boot training; the rest of the art of warfare had to be picked up in action overseas.

Once overseas they faced additional difficulties because the requirements of their task had not been fully foreseen. Their units were small, thrown together from whatever skills were available. Every Seabee found himself doubling in various trades. It was thus the construction men developed their most important tools—improvisation, ingenuity and guts. Often parts, materials and equipment had to be manufactured on the spot in shops hastily thrown together from salvaged enemy materials and tools.

But as the Seabee organization grew (from an original force of 3,300 to a peak of 247,155, of which 83 per cent were overseas) and its activities increased, the battalions picked up plenty of know-how, enabling them to smooth out and speed up operations.

### Invasion Handy Men

By the time the big offensives were under way, Seabees had organized their operations to the point where they were able to land fully equipped to handle any situation. No longer solely construction outfits, the Seabees represented more than 60 trades and their organization included units set up to specialize in maintenance, stevedoring, fog generation, auto repair, tire repair and retreading, operation of supply depots, fueling, generation of electricity, operation of pontoon causeways, and even soil testing.

It is out of the early triumphs, when their watchwords were as often "Have To" as "Can Do," that the colorful stories and legends of the Seabees grew—triumphs like those of the Sixth Seabee Battalion at Guadalcanal where the Seabees got their first test under fire.

The Sixth Battalion arrived 24 days after the initial landings on Guadalcanal together with 1 carryall, 2 bulldozers, 6 dump trucks and a motor patrol grader. To this they added 25 Jap trucks, 1 Jap tractor and a Jap sheeps-foot roller, plus 10,000 barrels of Jap cement, 18,000 ft. of Jap soil pipe, plenty of Jap creosoted poles and a supply of Jap lumber. With this equipment and material, they completed famed Henderson Field, an emergency airstrip and other all-important facilities.

From Guadalcanal, Seabees moved up "the plot" finally landing on Bougainville. Here the construction men had to fight to build, then defend what they had built. On one major airstrip, which was the target of repeated Jap shell fire and bomber attacks, Seabees—using a defense technique inaugurated at Guadalcanal—planted themselves in foxholes along the runway. In the wake of each attack and almost before the debris had settled, the con-

struction men dashed from the foxholes, repaired the damage and thus kept the field in continuous operation.

At bloody Tarawa Seabees put the first airfield in operation within four days after going ashore. Here, too, they filled a rush order for a causeway over which unloading operations could be carried out at all tide stages, by constructing a three-lane, 2,400-foot pier, largely out of a scrap heap of Jap materials.

### Hurry-Up Building

As the main offensives in the Pacific continued to grow, burst forth and advance, the Seabees were called upon to build—in a hurry—bases, airstrips, warehouses, barracks, harbors, hospitals and other installations. Maybe the gag that Seabees built roads so fast that the Japs used them in their retreat is just a little far-fetched, but the construction men left a trail of record jobs completed in the Gilberts, the Marshalls, the Russells, the Marianas, Iwo Jima and Okinawa.

At Tinian Seabees effected one of their biggest earth-moving jobs in order to complete four huge bomber strips and facilities for 200 B-29s. To build the 8,500-foot long runways, the construction units—working night and day—moved 10,000,000 cubic yards of coral, and, in addition, constructed all the other necessary installations.

In the advance in the Pacific Seabees set many speed records, not the least of which was that set in the building of an airstrip in the Palau group. Here they readied a fighter strip within 72 hours after the first equipment was brought ashore.

The short history of the Seabees is rich with stories of individual heroism but instances of concerted combat action by entire naval Construction Battalions are no less colorful. At Guam, within an hour after the initial assault, one Seabee outfit went ashore to fight alongside the Marines. By day the construction men fought and

FOG, COLD, AND MUD were principal obstacles to Attu construction.





### QUONSET HUTS by the thousands built from Guadalcanal to Okinawa.

carried ammunition and supplies in the face of withering Jap fire. By night they went into Marine guard posts and on security patrols. At Peleliu, where they landed on D-Day to serve as ammunition carriers and litter bearers, Seabees soon were battling alongside Marine forces in an effort to turn back violent Jap counterattacks which threatened to force the Americans back into the sea. Seabees also landed with the first waves of assault troops at Iwo Jima.

The liberation of the Philippines presented Seabees with many major tasks. The statistical reports of the Philippine jobs are impressive but none more so than that of the construction of a landing strip at a water-logged site ruled out as impossible by a reconnaissance unit. Yet 10 days after construction began the first airplane—a small observation craft—landed on the field and three weeks after the Seabees started the job the field was open for all business. Another example is the Philippine base at Samar, which was finished in less than two months despite repeated Jap attacks and included every needed facility.

### Against the Germans

The Seabees' role in the assault on Nazi Germany stretches from England and North Africa to Germany itself and took in such tough assignments as Normandy, Palermo, Salerno, Anzio and the Rhine River. It also includes extensive construction jobs at Ascension Island, Bermuda and Iceland.

By far the biggest Seabee operation in the European theater was the construction and much of the maintenance of all the naval bases and depots for the greatest amphibious assault in history—the landing in Normandy. The Seabees started the task immediately upon arriving in England in the fall of 1942. Within the next 18 months they put together a vast maze of bases, docks, warehouses, shops and other needed units.

It was in the landings and subse-

quent action in Europe that the Seabees developed the technique which speeded amphibious warfare. As the invasion forces moved in, the Seabees rode strings of pontoons into shore, anchored them to serve as bridges between the supply ships and the beaches, and then proceeded to unload equipment, supplies and munitions. During the critical 10-day period immediately following D-Day in France one Seabee battalion (Special) alone unloaded 16,000 vehicles, 25,000 tons of ammunition and supplies in addition to 32,000 troops. Later, Seabees helped to restore damaged French ports.

Once an advanced base was complete enough for immediate military operations the Seabees didn't halt work. They continued building, expanding and improving the installations. For instance, a year after they moved onto Saipan, it was estimated that Seabees working in conjunction with Army Engineers had accomplished 20 times as much as the Japanese had in the two decades they held the island. In that year American construction forces built a vast network of airfields, 230 miles of hard-surfaced roads, water-producing facilities capable of providing 1,000,000 gallons daily, and laid enough cable to reach from New York to San Francisco 335 times. But that's not all. Saipan construction included the building of 65 chapels, 78 basketball courts, 81 theaters, 5 recreational centers and a well-lighted baseball field.

### Seabee Ingenuity

As the war continued the Seabees picked up a reputation for being the Navy's handy-man outfit, able to supply special equipment to fit the needs of the locale. Thus Seabee ingenuity and improvisation brought forth many novel gadgets, weapons and tools; such as:

- The "Doodlebug"—an LVT with a jointed landing ramp, enabling Marines to scale quickly the coral cliffs at Tinian and other islands.
- A mine detonator, made of scrap material and M-4 Sherman tank.

**NIGHT WORK** was routine during critical campaigns. These Seabees built by night and fought Japs by day in battle for Los Negros Island.



• A complete fracture table for a naval hospital, built of pipe and bolts.

But all their work was not so serious. In North Africa, Seabees turned out 2,300 Christmas toys for the Yule parties of Navy units. And at one outpost, the construction men assembled sewer pipe, elbows, tees, unions, nipples and couplings into a Christmas tree replete with ornaments made of shower heads, faucets and wax paper.

### Peacetime Projects

And now that the war is over, the Seabees aren't merely marking time. Improvement and maintenance of all the bases which the Navy seeks to retain permanently keeps many Seabees occupied. And already several important projects affecting the national defense are under way—with Seabees doing a big share of the work.

One of these projects has taken a group of carefully selected Seabees to the far reaches of Alaska where they are engaged in test-drilling on oil reserves which authoritative sources believe may be of immense value to the United States.

With such jobs still to be done—and being done—and with a record of getting almost incredible jobs done during the war, the Seabees apparently have assured their future. And so this month, the fourth anniversary of the Seabees, the Naval Construction Battalions apparently are entering a new phase of "military usefulness" to the Navy, which Vice Admiral Ben Moreell, Chief of the Bureau of Yards and Docks, says may be three-fold:

"First, the Seabees will train with the Marines and the general service of the Navy in the tactics of amphibious warfare. . . . The second part (of their role in the peacetime Navy) will be to work with their Civil Engineer Corps officers in the development of new types of equipment and materials which may be needed for invasion operations in the event of another war. . . . The third part will be to maintain and operate advanced bases where it would be impracticable to use civilians."

# BATTIN' THE BREEZE ON

## We Aim to Please

The Marine Corps reports two more Jap POW yarns which its combat correspondents sent in. In one case a Marine private came marching back from the Iwo Jima front with a Nip prisoner fidgeting along a few inches ahead of his bayonet. Meeting his major, the Marine snapped a salute and said:

"Major, sir, what shall I do with this prisoner?"

"Good heavens, man!" the officer cut him short, "Don't call me a major under circumstances like these. Call me anything—anything in the world, but don't reveal I'm an officer!"

"Okay, sir," said the Leatherneck, swallowing the "sir". Then, so the hills re-echoed, he tried again:

"Say, stupid, whattaya want me to do with this lug?"

The other marine, on Guadalcanal



according to the correspondent, was cleaning his rifle when a figure in familiar uniform walked up beside him and started conversation in good U. S. lingo. He didn't pay much attention until the onlooker said:

"How'd you like to have a Jap sniper?"

The Gyrene almost lost his buttons when he looked up to discover his kibitzer was a sure-enough son of Nippon.

## Conversation While Dining

Then there's the report of table talk in Guam just before the war ended:

"You're not a Seabee, are you?" says the chow hound, himself one, to the man eating alongside.

"Nope," replies the stranger, continuing his calm pursuit of provender.

With a sidelong glance at the somewhat oversized Marine shirt, the Seabee persists, "Well, are you a Marine?"

"No," says the stranger, "I'm just a Japanese here to be captured."

## Musters Made Simpler

Nine gear-loaded seamen replacements struggled up the gangway of the USS *Anacapa* lying alongside a re-

pair dock in Pearl Harbor one evening last June and paused at the top to report to OD Lt. (then Lt. [jg]) John F. Johnson, USNR, of Ringgold, Ga., who was also the ship's communications officer.

"Johnson reporting for duty, sir," said the first of the nine.

Lt. Johnson smiled slightly as he returned the salute.

As the second man gave his name as Johnson, the OD blinked. When it happened a third time, he asked:

"What is this, a joke?"

Johnson No. 3 grinned and answered: "If we're a joke, sir, there are six more behind me."

The 10 Johnsons on the *Anacapa* brought the crew to more than 10 percent Johnson. Now back in the U. S. after 25 months of duty in foreign waters, Lt. Johnson is in command of the ship. The rest of the *Anacapa* Johnsons are:

Frederick M., WT3c, USNR, Route 1, Straughn, Ind.; Gerald C., S1c, USNR, Great Falls, Mont.; John W., RdM3c, USNR, Berkeley Springs, W. Va.; Lawrence R., S1c, USNR, Middleton, Ind.; Wilbur F., S1c, USNR, Los Angeles, Calif.; William W., F1c, USNR, Chiloquin, Ore.; Zaymon L., S1c, USNR, Henderson, Tenn.; and Eugene S., S1c, USNR, Robinsdale, Minn.

The tenth Johnson has returned to civilian life.

## It Was NATS—Not DTs

Despite their tailor-made jungle suits, we tracked 'em across the nation through up-to-the-minute reports from eagle-eyed NATS paper correspondents. A bunch of sinister characters from Okinawa, they were flown stateside for snake-bite medicine purposes. They were vipers all right—the highest-flying snakes on record—enroute to the National Zoological Park, Washington, D. C. for study and venom tests by the Army Medical Center.

When their transport ended its trans-Pacific hop at Alameda, Calif., the reporter for *The NATS Packet* (San Francisco NAS) spotted the 14

boxes, each marked "Keep Cool and Comfortable" and containing one Tropical Habu (*Trimeresurus Flavoviridus*) dressed in native green, olive and gray camouflage.

At Olathe, Kans., the air transport boys poured—gingerly—a drink for the wriggly passengers. In *The Flying Jayhawk*, P. A. Smith, S1c, of Santo, Tex., 'lowed as how it was the first shipment of air-minded snakes to come his way in a long career of cargo handling. He hoped the reptiles would be back soon—as bottled antivenin for his buddies stationed out in Habu Land.

But it was E. P. Gleeson, Sp(V)1c, Chicago, as he noted the space-happy vipers flashing their tongues and batting their pointed snouts against their screens with undaunted vigor, who remarked:

"Darned if these snakes don't make that old lower-than-a-snake's-belly gag look pretty silly."

## Mo Fun

Who-o-omp! thumped the two-ton liferaft on the deck amid the visitors examining the USS *Missouri's* topside equipment. Gone was the finger of the youngster who had tripped the release.

Bong-bong-bong! sounded the general alarm while the bewildered crowd made way for the men scurrying for their battle stations. After that, the GQ system was secured during visiting hours.

"Double the guard," ordered the OD to protect vital gear from curious fingers and the prying of pliers, screwdrivers and wrenches. But still the gear continued to turn up missing.

The proud *Missouri*, rugged veteran of fierce battles and angry seas in the Pacific, was reeling in the Hudson River under the onslaught of thousands of New York school kids who swarmed aboard one day during the week of "open house" which followed Gotham's Navy Day celebration 27 October. On other visiting days, the adults left their marks, too.

"Everything within reach that was



# THE 7 SEAS

movable has disappeared or been tampered with," the *Missouri's* exec announced as he listed damage requiring immediate repair. Nameplates—and identifying tags on doors, hatches and equipment were removed. Heavy fire hose nozzles disappeared. Somebody even tried to pry loose from the quarterdeck the metal plaque commemorating the surrender ceremony off Tokyo.

If it looked like a lever, it was pulled—including the general alarm system. The special enamel on the 16-inch rifles was scratched and marred until the guns were elevated beyond reach. With penknives classroom compositions were written in the paint on the turrets.

"We can take care of Kamikaze attacks, but spare us from the souvenir-hunting public," the *Missouri's* officers pleaded as they prepared the ship for a trip under the Brooklyn bridge into New York Navy Yard. Of course not all the repairs scheduled for her two-month lay-up resulted from the Hud-



While the Georgian extracted milk by the quart, the civilian police were rung in on the case and located the owner. As twilight fell, a cop strolled leisurely in the direction of the service gate leading "Bossy" home to her own stall and her regular morning-and-evening schedule in the civilian world.

## Sure Shootin'

It was a day to remember for Company C, 761st Military Police Battalion, USA when R. E. Hansen, S1c of VR-5 based at Anchorage, crashed their all-company tryouts with the carbine on the rifle range not so long ago.

The MP outfit is a crack one and the event had drawn a throng of spectators. Hansen, serving with an Alaskan NATS detachment, watched awhile, then wangled a chance to try the carbines himself. When the bull's-eyes started coming up on the target like lemons on a slot machine, the experts assured themselves that the seaman's "hoss luck" would soon fold up under official scoring.

But 40 rounds in sitting position netted 38 bull's-eyes and 2 in the 4-ring. Kneeling, Hansen duplicated the feat.

"I'm beginning to get the hang of this thing now," he remarked to the gape-mouthed circle around him.

Hansen moved back from the 100-yard scratch to 200 yards. Bearing down now, he nicked 39 bull's-eyes out of 40 rounds, both kneeling and standing. Then, just to be sure he had the carbine figured right, he knocked out another string—and plugged 40 out of 40 in standing and prone positions.

Ruddy-faced—no doubt from the brisk Alaskan breeze, the MP's were good sports and turned Hansen's score sheet over to Lt. Comdr. R. V. Cote, NATS OinC at Anchorage, authenticating the 194 out of 200 possible tally. Later, CinPac sent Hansen the Expert Rifleman's medal.

Sharpshooting Hansen's comment to the MPs: "Pretty good gun you got there."

## Short Order Music

Admiral Halsey, preparing the "Mighty Mo" for the Jap surrender ceremonies in Tokyo Bay 2 September, wished to welcome the representatives of each Allied nation to be present for the signing with their own national anthem as they came aboard. But aboard the *Missouri* no orchestrations of the "Internationale," Russian national air, were to be found.

All the Third Fleet units but the fast carrier USS *Yorktown* blinked back negative replies to the *Missouri* when she broadcast an "SOS." On the *Yorktown*, Chief Musician B. F. Reilly, USN, of Bremerton, Wash., had remembered that Anatole N. Koriakoff, CSF, USNR, of Petaluma, Calif., was born in the U.S.S.R.

Summoned, Koriakoff burst into fluent Russian song with only a moment's hesitation when Reilly asked if he could give out with the "Internationale."

"Don't waste it here," shouted Reilly, and rushed his discovery to Joseph L. Weed, Music, USNR, of Lincoln, Neb., who wrote down the melody as Koriakoff sang. Calling on his musicianship, Weed worked up a full band score from his penciled notes by the early hours of the next morning and at once the *Yorktown's* band rehearsed it for the critical Koriakoff.

"Perfect," he pronounced. "I can picture myself now in the old days in Leningrad when I hear that music."

The band members were enlisted to make copies of the parts for each instrument in the regulation 28-piece Navy band and the fact that the score was ready was radioed to the *Missouri*. Already six hours on the way to Tokyo Bay, Admiral Halsey dispatched a fleet destroyer for the music.

When the Soviet envoys came aboard the *Missouri* for the ceremonies, it was to the familiar strains of their national anthem, another service of the men of the Navy to whom—nothing is impossible—given a small amount of time.



son River cruise, when close to a million people looked over from stem to stern the Pacific Fleet flagship and scene of Jap formal surrender.

The final blow was dealt during the last days of the Battle of New York Harbor when a member of the crew came down with mumps.

"The mumps!", yelled one sailor. "It's not enough those kids take everything we got, they gotta give us something in return."

## Navy Holds the Bag

Passers-by thought the Navy was resorting to desperate measures to procure dairy products for Bainbridge Naval Training Center when one afternoon last fall they observed a lanky sailor operating broad on the starboard quarter of a moo-cow tied to a handy tree.

The sailor was there on orders, however. A Georgian, his Q-card had revealed him properly qualified to minister to cows in distress from deferred attention.

But "Bossy"—she was snafu. She had been apprehended inside the gates without an ID card by the Seaman Guard. Furthermore, the SG OinC, a worldly man, could tell she hadn't had her morning milking.

# HEY, DOC!

## Submarine PhMs Never Knew What They'd Be Called On to Do Next

*Necessity is the mother of invention. But if you're looking for the father, watch the conning tower hatch of almost any submarine and grab the first pharmacist's mate who pops out. For if every brainchild of inventive pharmacist's mates were a real child, submarines would be well-populated maternity wards.*

A case in point is Thomas J. Fitzgerald, CPhM, USNR, of Barnesville, Minn. Fitz has completed five submarine patrols. He was promoted to his present rating for meritorious duty on patrol. Before he enlisted in the Navy he served a hitch in the Army, where he became an expert rifleman and pistol shot.

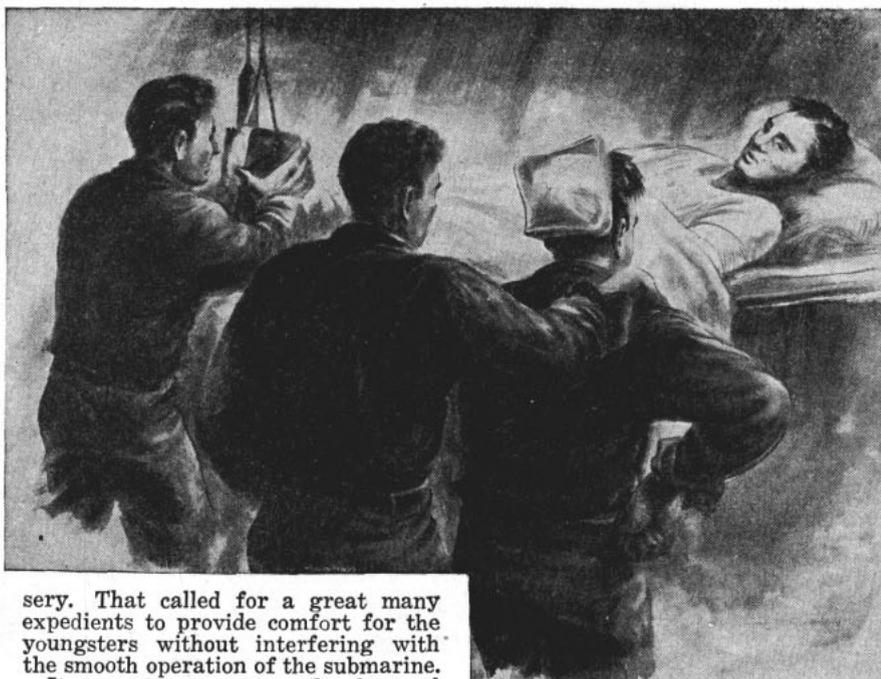
What it's like to be a pharmacist's mate on a submarine, Fitzgerald relates from experience:

A SUBMARINE is jampacked with air lines, manifolds, pressure systems and every shape and size of valve and gauge. But you can't expect a submarine to be the deadly weapon it is and a floating hospital too. There isn't room for everything. So when there's an injury to be treated the pharmacist's mate usually has to manufacture gadgets from materials at hand. If the pharmacist's mate isn't an inventor in his own right, he doesn't have far to look for one, for the inventive talent of a single submarine, placed end to end, would stretch from Kitty Hawk to the Patent Office.

Take the time a boatswain's mate on a sub I was attached to suffered a fractured ankle. The problem was to make the man comfortable in his submarine bunk and give the leg sufficient traction for the ankle to mend. Anyone familiar with the compact quarters of a submarine can realize the tactical difficulties involved. But an empty flour can, neatly clipped to size with a tinsmith's scissors, a bit of line, a lead weight that was a spare part for the ballast tanks, and a little hammering—plus some hemming and hawing—gave us as neat a cradle for the injured ankle as the best hospital could wish. The line was looped over a light socket in the overhead. The leg in the cradle on one end of the line was balanced by the weight on the other end. When we returned from patrol, the ankle was healed.

Another case was a motor machinist's mate's broken finger. A piece of tin for a wristlet, a welding rod bent just so and some elastics borrowed from the yeoman made a banjo splint more than equal to the job.

It's the unexpected that really puts you to the test, though. Once we had six children aboard as evacuees. It fell my lot to rig up a temporary sur-



sery. That called for a great many expedients to provide comfort for the youngsters without interfering with the smooth operation of the submarine.

It was strange to see the forward torpedo room hung with diapers. Our salty old chief torpedoman, who prided himself on being tough, blushed as he had never blushed before in his long Navy career. Tough though he was on the exterior, Mac (I call him that to spare him further blushing) was a softy underneath. The children played in the torpedo room. With Mac present, they gave no thought to the packaged death in warheads of the torpedoes along the bulkheads.

The kids will remember Mac. They'll also remember that patrol. The men won't forget it either. The details cannot be revealed, but having children aboard gave it tremendous meaning. You could see what you were fighting for.

The youngsters made it as enjoyable a patrol as I've ever had. I remember how the crew groaned, though, when they found out that we were going to have a slew of children for passengers. It may have been the thought of possibly taking kids into combat that bothered the men. The majority were fathers themselves.

It is generally thought, I know, that submariners are a reckless, care-free breed. But the opposite is true. Just before the patrol began, my wife had sent me a post card with the hospital statistics and footprint of our brand new baby, James Patrick. With a father's bursting pride I had shown the card around the ship. The men came right back at me with stories and photos of their own kids.

The men decided that Jimmy's footprint card would be the submarine's lucky token—this, though submariners are generally regarded as the least superstitious of sailors. They pride themselves that they are free of superstition; it's a rare event when you see a submariner with a rabbit's foot or an equally absurd lucky charm. Things aren't left to luck on a sub.

Take the Navy's prescribed treatment for appendicitis. On one patrol we had two crew members who suffered appendicitis attacks within three days of each other. The Navy's technique and use of sulfathiazole brought both cases under control without surgery and without undue discomfort to the patients. Emergency appendectomies performed by pharmacist's mates in submarines are exceptional cases.

What makes a pharmacist's mates duties so fascinating in a submarine is that he never knows what to expect when someone calls, "Hey, Doc!" On one of the subs to which I was assigned, not only was I the entire medical department, but chaplain, mail orderly, librarian and barber as well. Barbering and medicine, if I remember my history, have an ancient relationship. Barbers were among the earliest surgeons. The red peppermint stripe on the first barber poles was real blood.

I had never cut hair in my life, but I soon acquired moderate proficiency, though the crew referred to my art as the "Market Street clip." The nicest thing about getting a haircut, I guess, was the pleasure of sitting in our barber chair. It was ultra-comfortable cushioned stool with shiny chrome that rivaled the cook's galley on field day. Appropriately enough, it was, according to scuttlebutt, a souvenir of a San Francisco clip joint.

On another trip we had two women evacuees. They came aboard not exactly friends. It was evident they had quarreled. The first request of one of them when she got to the top of the gangway was that she and the other women be given separate rooms. Below, she learned that there was no parlor suite with private bath, no grand piano, no maid service. And of course, the two women were on speaking terms again by the time we put them ashore. That's the way it is on a sub. Nowhere does a fellow get so close to his shipmates.



Fitzgerald, CPhM

# OLD LADY WITH A PAST

**Oglala, Built in 1907,  
Survived Two Wars, A  
Sinking, Three Names**

**H**ONEYMOONERS have cuddled in the dark corners of her brightly lighted decks; business men have swapped jokes over drinks in her bar; she has ploughed through the North Sea, sowing deadly mines to blockade the enemy. Between wars she served as a nesting place for seaplanes, a home where pilots could eat, sleep and relax. And there was a time when her barnacle-encrusted hull gathered rust on the bottom of Pearl Harbor, a derelict almost forgotten by the men who were rebuilding a Navy to defeat a powerful enemy.

Those, briefly, have been the highlights of the career of the USS *Oglala*, a 38-year-old former coastal liner which in World War II served as a repair shop for ships damaged on the watery battlefields of the Pacific.

Built in 1907 as a coastwise steamer for the Fall River Line, the SS *Massachusetts*, as she was then known, was drafted by the Navy in 1917 and converted to a minelayer. In a new dress of camouflage and with a new name—*Shawmut*—she helped lay the North Sea minefield. It was punishing, hazardous work—bucking icy squalls and heavy seas, constantly subject to attack. But it was her job and she did it well.

For the *Oglala* there was no honorable discharge after hostilities ended. Although she was small—4,200 tons—the Navy still considered her a valuable addition to the fleet and, in 1920, converted her to an aircraft tender.

Her days were serene and routine as she helped along the growth of naval aviation, which soon outstripped her in size and usefulness. By 1928 a new job was found for her. Again with a new name—her present one—



**WEAR, TEAR AND REPAIR** were the concerns of the *Oglala*'s engine overhaul shop. Her technicians worked miracles, keeping 7th Fleet vessels in trim.

the *Oglala* returned to mine duties as flagship of Mine Division 1.

When the Japs lashed at Pearl Harbor the *Oglala* was moored alongside another vessel. An enemy torpedo sped under her bottom into the hull of the other ship, exploding the other and sinking the *Oglala*.

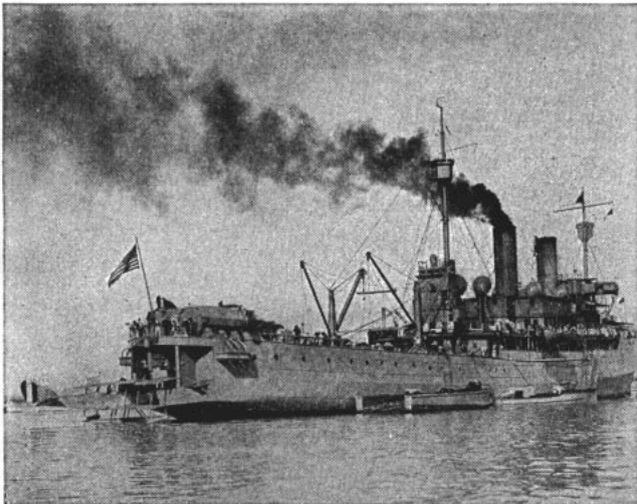
For months she lay on the bottom. The valuable time of repair parties had to be devoted to the more important operations of salvaging capital ships and putting shore installations back in order. When she was finally brought to the surface, she looked ready for nothing but the scrap heap. Her superstructure was crumpled, her engines clogged with mud and rust.

Swiftly the workmen worked her

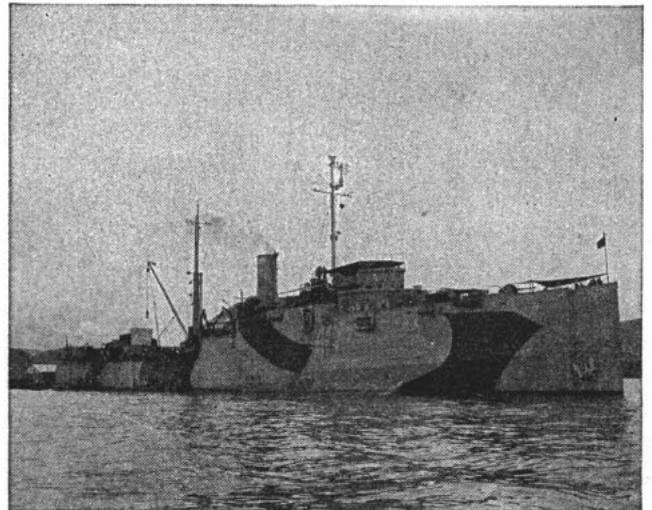
over, installing new engine parts and placing a temporary plywood superstructure in place of the ruined one. Unescorted the *Oglala* steamed to California, where she was completely refitted as a modern repair ship and armed with enough guns to defend her against air attack.

During the war she served with the 7th Fleet, a haven of refuge for little ships and tired men. Her machine shops, electrical department, radio technicians, supply officers and doctors performed miracles with worn hulls and bodies.

Weary crews of other small ships liked to visit her overnight, for there was always a movie and ice cream aboard to create a holiday air reminiscent of her Fall River Line days.



**AS THE SHAWMUT**, the *Oglala* was a seaplane tender after World War I in which she served as a minelayer.



**AS THE OGLALA**, the one-time SS *Massachusetts* today sports trim lines and a scrappy coat of war paint.

Official U. S. Navy photograph

# LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes; no private reply will be made.

## First Ship in Tokyo Bay

SIR: Since V-J Day the USS *San Diego* has repeatedly received credit for being the first allied ship to enter Tokyo Bay, whereas she was actually 19th. The first ship inside the bay was the USS *Revenge* (AM 110), which led a minesweeping formation consisting of the USS *Token*, USS *Tumult* and USS *Pochard* and 10 motor minesweepers, followed by three motor gunboats and one auxiliary minelayer.

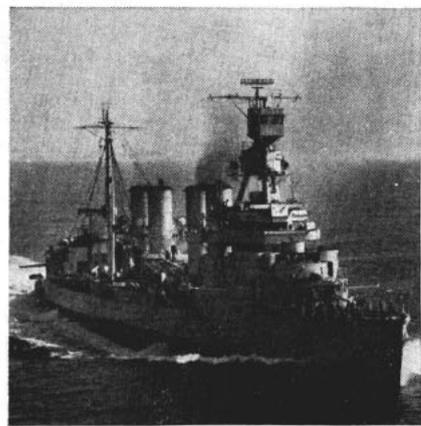
When the channel and anchorage were considered safe, the USS *San Diego* made her entrance.

We realize that since the USS *San Diego* is a first line ship it would naturally be more in the limelight and receive more publicity than the smaller fleet units, but it certainly does take the small ships to back up the big ones and make any operation a success.

We're writing you to set the record straight.—Four Sailors, USS *Revenge*.

SIR: We've heard that the USS *San Diego* is to receive a \$25,000 prize for being the first allied surface vessel to enter Tokyo Harbor. Is this true? For your information, it was the USS *Revenge* which was first to enter the harbor, and we think credit should be given where it is due. Also it seems especially appropriate that a ship named the "Revenge" would be the first to enter the harbor.—Seven Enlisted Men, USS *Token* (AM-126).

• The USS *Revenge* was the first allied ship to enter Tokyo Bay. As for the scuttlebutt regarding the twenty-five thousand buck prize, it's news to Washington.—ED.



## Last Shot Against Japan

SIR: Your October 1945 issue, p. 51, states that the "last naval salvo of the war to hit Japan was fired from the heavy cruiser *St. Paul* on 9 August."

Your attention is invited to the action reports submitted by CTF 92, North Pacific Force, and CO of USS *Concord*, which covered an anti-shiping sweep in the Sea of Okhotsk and along the Kuril chain and bombardments of Matsuwa, Kurabu Zaki, and Suribachi Wan, Paramushiro, on the night of 11-12 August (WLD).

From the *Concord* action report you will note that cease firing order was given at 0106, 12 August (WLD).

From the above, I believe, you will find that it was the *Concord* which fired the last salvo of the war against Japan.—C. A. R., Capt., USN.

• From this more recent information, we are glad to record for future historians (as well as for the crew of the USS *Concord*), that the *Concord* fired the war's last shot at the Japs and use her picture (above).—ED.

## American Area Ribbon

SIR: Now that the American area ribbon has been authorized for practically everybody, some of us who earned our ribbon by battling the submarines and cold weather in the North Atlantic wonder if the Navy isn't going to be big-hearted and let us wear a star or something else to indicate that we didn't get ours sitting at a desk in the States.—E. R. B., Lt. (jg), USNR.

• No such action is contemplated.—ED.

## Dunk, Dunk, Dunk

SIR: Your article entitled "Dunk, Dunk, Dunk" on p. 28 of the October 1945 issue says that Angus G. Kean is a BM3c. When was that rating established?—B. W. G., Y1c, USN.

• During the night, between watches. Kean is a BM2c.—Ed.

## Points for NROTC

SIR: I was in the NROTC while in college from 1941 to 1942. During that time I also took summer cruises in the NROTC. May I count any of that duty as active duty under the point system?—A. B. L., Lt., USNR.

• No credit may be allowed for summer cruises or other forms of duty with the NROTC prior to 1 July 1943. However, all active duty in the NROTC after that date may be counted for points under the demobilization system.—Ed.

## Att: CO of ATR-2

SIR: You mentioned on p. 75 of the September 1945 issue that men who served aboard the ATR-2 (Fire Fighting Unit "0") have been awarded the Navy Unit Commendation. If so, then why haven't we received it?—A. L. M., S1c.

• Because BuPers has not as yet received from your CO the list of names eligible for the award and there is no muster roll of the crew available in BuPers.—Ed.

## USS Belleau Wood

SIR: We are planning to publish an illustrated history of the USS *Belleau Wood*, which we want to send free to every man who served at least three months aboard the ship.

So that former shipmates will send us their forwarding addresses, we hope that you will publish our letter. Those desiring a copy should write to: Editor, "Flight Quarters", USS *Belleau Wood* (CVL 24), c/o F. P. O., San Francisco, Calif.—J. W. A., Lt., USNR.

## Abbott Hall, USNR

SIR: Your readers who are graduates of the U. S. Naval Reserve Midshipmen's School, Abbott Hall, Northwestern University, will be interested to learn that the book, "Abbott Hall, USNR," which was distributed to the 24th and 25th classes of the school, is being reprinted in a second edition to meet the demand from other classes.

The book has 175 pages and contains more than 100 pictures of midshipman life with accompanying text. Bound in blue cloth with gold stamping, its cost is \$2 per copy. Any profits will be turned over to the Navy Relief fund.

Those interested may send checks or money orders to Owen B. Jones, treasurer, Room 1116, 140 S. Dearborn St., Chicago 3, Ill. It is suggested that books be sent to home addresses, not to ships or overseas bases.—W. H. F., Lt. Comdr., USNR.

## \$3,600-Per-Year Man

SIR: A statement on the back cover of your September issue has certainly messed up my love life. Until my girl friend saw that issue she was perfectly satisfied in being taken to free USO dances instead of the Stork Club, to cheap movies instead of Broadway plays, and drinking beer instead of champagne—because she didn't think I could afford such high living on a seaman first class salary.

But now she has discovered that an apprentice seaman is as well off as a civilian with a \$3,600-per-year salary.

Please, Mr. Editor, print the proof of your statement, as the young lady is accusing me of holding out on her and making outrageous demands on my pocketbook.—J. G., S1c.

SIR: So an apprentice seaman makes as much as a civilian earning \$3,600 per year! This statement is supposed to have been figured by a financial weekly. Frankly, I think it is gross misinterpretation of the fact.

The way I figure it, an apprentice seaman gets \$600 per year. Consequently, the other \$3,000 would be accounted for by his food, medical attention, clothing and housing. That statement has somewhat shaken my confidence in the word of ALL HANDS. If it's true, then a lot of us guys who are considering shipping over to the regular Navy would be interested in seeing the actual break-down of the figures.—S. G. L., GM3c, USNR.

• Our source was Barron's National Business and Financial Weekly, 24 Apr 1944. Personnel interested in further details may write directly to Barron Publishing Company, 40 New St., New York 4, N. Y.—ED.

## No Favoritism for USN-Is

SIR: We have been told that inductees (USN-Is) are soon to be released by the Navy, regardless of the number of points they have. Any truth to the information?—B. B., S2c.

• None whatever. Inductees who now have enough points for release under the demobilization are eligible for discharge. Otherwise, they have to wait until they have accumulated sufficient points.—Ed.

## Can't Buy Discharge

SIR: Is it still possible to buy one's way out of the Navy? Please give details.—A. B., AS, USNR.

• No, the practice was discontinued in 1916. It was originally provided for by the Act of 3 Mar 1893 which said that the President might in time of peace and at his discretion prescribe rules enabling personnel to purchase their discharge from the Navy or Marine Corps (27 Stat, 717, Ch. 212). The amount of money which had to be paid for the discharge depended upon the period of time that the man had been in the service.—ED.



## Lone Star State Flag

SIR: On p. 3 of the August issue you ran a picture of a beach signal flag being planted on the shore of Tokashiki Island, which you say was used to signal to the coxswains on landing craft offshore. I was there, and know it was the Lone Star State flag which was planted by a loyal Texan with the 77th Division. A blinker light was used to communicate with the ships offshore.—R. H. D., F1c.

• See photo above for flag planted deep in the heart of Tokashiki.—ED.

## Rescue Ship: USS Edmonds

Sir: We notice in your June 1945 issue, p. 29, under the article "D (for Debate) Day" that the captain and executive officer of the USS *Bismarck Sea* were picked up by "cans."

We'd like to correct that statement as it was our ship—the USS *Edmonds* (DE 406)—which picked up some 373 men from the USS *Bismarck Sea*, and the skipper and exec were among them.

We're proud of our ship and would like to see credit fall where it is due. First comes a communique which stated that LCIs and landing craft did the rescuing. Then *Our Navy* comes out with the dope that the Coast Guard did it! And now you say it was "cans."

It looks like us DEs don't rate. Let's have some dope on the little ships that are always in there slugging away but who hardly ever rate a by-line.—W. B. B., FC3c, USNR.

• To set the record straight we got in touch with Captain Pratt who told in glowing terms how the men from the USS *Edmonds* had fished him and his men from the water when the USS *Bismarck Sea* went down—and how the *Edmonds*, the skipper assured us, loomed up more important than the Navy's biggest battle-*wagon*.

Captain Pratt also told us that a bronze plaque has been sent to the USS *Edmonds* inscribed: "To USS *Edmonds* from The Survivors USS *Bismarck Sea* in grateful appreciation of the heroic and unselfish assistance given us during the night of 21 Feb 1945 in the Battle of Iwo Jima."

Just as Joe Doakes, SIC, has not received as much honor for his part in the war, as has a hero who performed some feat which made big news, so too have the multitude of small ships not come in for all of the credit and publicity which their work and effort deserves. (The "big" operations wouldn't be big if it were not for the hundreds and thousands of small ships and units whose work has contributed to the final success.)

The letter we print below indicates how easy it is to overlook an important unit of an operation, and we apologize for the unintentional slight of the small ships and activities (among which, incidentally, we likewise consider ourselves).—ED.

### Mercy Ship

Sir: As soon as your August issue arrived and we learned it contained an article on "Our Growing Mercy Fleet" all hands eagerly grabbed the copies to see if any mention was made of our rescue ship. We are a PCE(R), which means Patrol Escort and Rescue, with strong emphasis on *rescue!*

Speaking for all hands we are not so much interested in blowing our horn as to avoid that deflated feeling of being constantly ignored. We appear (though not recognizable by a stranger) in two pictures in the August issue.

On page nine, you say it is an "assault" craft lying alongside the *Sotace*. You're wrong—it's we! And on page 14 in the story "They Return to Fight" there we are again receiving survivors from the *Evans*.

At Okinawa we received and later transferred to hospital ships over 2,000 casualties and survivors, nearly all taken from damaged Navy ships, along with doing patrol and escort work.

We, together with our sister ships, the 851 and 852, made our debut at Leyte.

### HOW DID IT START?

#### Homeward Bound Pennant

In the long ago, as now, no flag in the locker was big enough to express the joy of turning homeward after a long tour of duty, so the sailmaker would make a special one—a homeward bound pennant. In peacetime the pennants were made of finest silk, because they were later to be cut up and distributed among the personnel as souvenirs



with the captain taking the first star on the hoist, the executive, the second until the very newest seaman had his. At times the length of the homeward bound pennant was so great that it required an inflated hog's bladder to keep the end afloat.

The formula has changed many times. Today it generally provides one foot of length in the pennant for each man who has been in the ship a year on foreign duty, plus one inch for each man per month above a year.

And this is why the little sub tender, *Orion*, trailed a pennant 400 feet long when she steamed into New York for Navy Day 1945.



This is to certify that \_\_\_\_\_ while serving N \_\_\_\_\_ on board the U.S.S. \_\_\_\_\_ crossed the Arctic Circle on \_\_\_\_\_ in the Year 194 A.D. to enter W \_\_\_\_\_ the Northern Domain of the Polar Bear.

Commanding S \_\_\_\_\_ USN.

### Arctic Circle Certificate

Sir: The boys who took a balmy cruise across the Equator rate the Neptune Certificate which you published in your June issue, p. 38. It's a swell souvenir of the trip. But those of us who made the trip to Murmansk with the Armed Guard and aboard escort vessels have nothing to remind us of our experience except the memory of the awful cold and danger.

Why doesn't the Navy issue a certificate for which we would be eligible, since it was never our good fortune to draw a tropical cruise?—L. D. P., SIC, USNR.

• It does (see above). The Arctic Circle certificate (sometimes called the Polar Bear certificate) is issued by the Navy to men who have crossed the Arctic Circle.

Individuals eligible for the certificate should obtain them from the CO of the ship on which they crossed the circle. COs may obtain the certificates without cost and in quantities from the Naval Supply Depot, Norfolk, Va.—Ed.

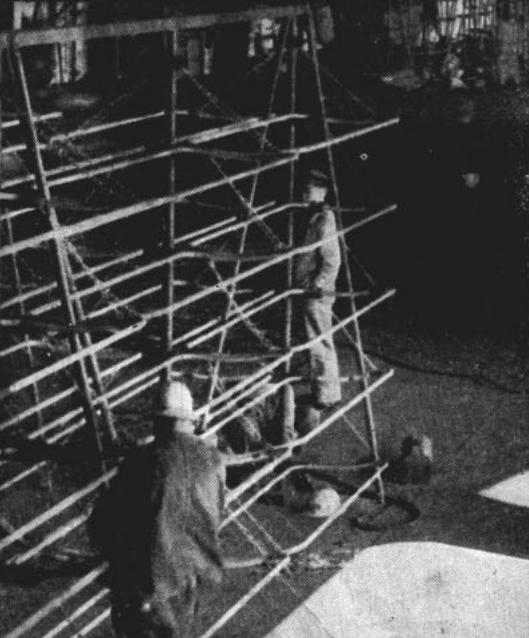
### Insignia

Sir: In explaining what the Army Distinguished Unit Badge is (ALL HANDS, October 1945, p. 39), you fail to point out that when worn by naval personnel it is worn on the left breast next after the Presidential Unit Citation, while Army eligibles wear it on the right.—W. S. E.,—Lt., USN.

### BCD Not Carried Over

Sir: I received a Bad Conduct Discharge from the Navy in 1943. In 1944 I came back into the Navy for another enlistment. Will the BCD keep me from getting an honorable discharge?—R. F. P.

• Your BCD from a previous enlistment will in no way affect the type of discharge you get for your present enlistment.—Ed.



**'MAGIC CARPET'**, code name for Navy's transport fleet, continued to expand last month as more combat ships joined service. Above: Assault transport loads up in Leyte Gulf. Upper left: One of many carriers getting bunks installed on the hangar deck. Center left: Sailor now civilian comes home. Lower left: Homebound veterans enjoy sun on flightdeck in Pacific.

# THE MONTH'S NEWS

## MAGIC CARPET WITH 889 SHIPS SPEEDING RETURN OF VETERANS

PERIOD 21 OCTOBER THROUGH 19 NOVEMBER

### Tough Task

That demobilization and readjustment for peace is as tough a task as mobilization and adjustment for war was becoming increasingly evident last month.

In a world at war, the answers to most problems, foreign and domestic, came by merely applying the \$64 question; will it help win the victory? In a world at peace, the single-mindedness was gone, the answers difficult.

There was THAT bomb. It had a definite and certain role in war but its role in peace was not so definite (p. 52). There was little questioning of how the Army and Navy were to get the job done during the war; now there was the question of how they are to get the job done in peace—and the next war, should there be one (p. 43). Control of former Jap-held territory had become controversial whereas during the war there was no question—at least as to who should NOT have control. War production was an unquestioned necessity; peace production did not go unquestioned (p. 55).

But even as the World awaited solution of these problems of readjustment there were signs of a return to normal elsewhere. Veterans were returning to their homes and jobs (see below). Elections here and abroad signalled a reawakening of political interest (pp. 56 and 53). Interest in the Army-Navy game soared (p. 57).

Even Thanksgiving, back on schedule, was nearly normal for most food items had been removed from the ration list (p. 57).

### Home by June

"Magic" really is the name for that "carpet" which Johnny is riding home. By June—10 months after V-J day—the 7,000,000 men it took three years to carry overseas will be back home.

Already more than a third of the

total has been brought home by the "magic carpet," code name for the shuttle service being operated by the Naval Transportation Service with the aid of the War Shipping Administration and the Army.

But still overseas on 1 November were 4,430,000 men scattered throughout the three major theaters—the Pacific, Europe and the Indian area. Currently, the shuttle service is hard-pressed to lift all those eligible for discharge. The situation is particularly acute in the Pacific where considerably more men are eligible for return than there is available space. But, according to Rear Admiral Howard A. Flanigan, assistant CNO for transportation, the backlog will be reduced largely by January and wiped out by April.

Hacking away at the backlog as of 10 November were 889 vessels ranging from battleships down to transports. More ships will be added until the "carpet" is able to deposit on U. S. shores an average of 870,000 military passengers a month.

For the 1,440,000 Army and 10,000 Navy personnel in the European theater on 1 November, Admiral Flanigan had this cheerful promise: they'll all be home by the middle of January with the exception of those engaged in occupation, supply or clean-up activities. Participating in the Atlantic operation on 10 November were 371 ships having space for approximately 475,000 military passengers. Composition of the Atlantic "carpet" at that time was: 1 battleship, 4 large carriers, 1 escort carrier, 3 Independence-class carriers, 2 heavy cruisers, 4 light cruisers, 4 hospital transports, 47 troopships, 87 converted Victories, 217 converted Liberties and the huge *Queen Mary*.

### LAST JANUARY



Carrier planes struck Jap bases on Formosa, Okinawa, Indo-China, China coast; fleet units shelled Bonins, Kurils. On 8 January, giant amphib forces invaded Luzon at Lingayen Gulf. In Europe, Yanks erased the Bulge and Red Army drove toward Berlin.

### JANUARY 1946

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		



**CHEERING SAILORS** wave discharge papers aloft as they happily race from the separation center in Los Angeles after getting releases.

In the Pacific, all the 1,430,000 Navy, Coast Guard and Marine personnel and the 1,360,000 Army people (on 1 November) except those in occupation units are scheduled to be returned by Jung. Engaged in the Pacific operation as of 10 November were 489 ships having space for slightly under 700,000 passengers. Included were: 6 battleships, 7 large carriers, 4 Independence-class carriers, 45 escort carriers, 21 light cruisers, 164 troopships, 165 assault transports, 30 hospital transports, 7 converted Liberties and 40 miscellaneous craft. Engaged in bringing the 200,000 Army and 3,000 Navy personnel home from India as of 10 November were 29 troopships having capacity for about 90,000 men. According to the schedule, all eligible military personnel will be brought home from this area by April.

Before November, the only major warship engaged in evacuating U. S. personnel from the European theater was the carrier *Lake Champlain*. During November she was joined by the large carriers *Enterprise*, *Randolph* and *Wasp*; the light carriers *Monterey*, *Langley* and *Bataan*; the heavy cruisers *Augusta* and *Portland*; the light cruisers *Savannah*, *Philadelphia*, *Boise* and *Reno*, and the battleship *Washington*.

In the Pacific repatriation service, the only major fleet unit engaged before late October was the famed carrier *Saratoga*. Since then the Sara has been joined by the Essex-class carriers *Ticonderoga*, *Bunker Hill*, *Bon Homme Richard*, *Hornet*, *Hancock* and *Yorktown*; the battleships *Arkansas*, *Colorado*, *Maryland*, *Nevada*, *Texas* and *West Virginia*; the light carriers *Belleau Woods*, *Cowpens*, *Independence* and *San Jacinto*. Principal additions still to be made to the Pacific operation after mid-November were 38 assault transports.

Besides the "carpet" craft there were many other ships and plenty of air-planes helping to bring Johnny home.

All combat ships in the active fleet, other combat ships not assigned to the Fleet or the shuttle service, cargo vessels and tankers were carrying as many high-point military passengers as space allows. In the case of these "extra" combat ships, many of the crew members also were on their way home for discharge.

As for planes, 175,356 military passengers had been flown home from Europe alone by 10 November.

### Navy Seeks Atomic Test

While men the world over, in every walk of life, discussed, argued, condemned, expressed alarm over and generally worried about the atomic bomb and its future (see *World Affairs*, p. 52), it was revealed that the Navy hopes to test on naval vessels the effect of the world's most destructive force.

Obviously, plans would have to be elaborate and worked out in minutest detail, but the results of such a test might well have a far-reaching effect on the future of the Navy.

As revealed by Navy spokesmen, a test on a simulated fleet in formation would be in two parts. In the first phase, the destructive capacity of the bomb when exploded in the air above the vessels would be tested. In the second, the power of the bomb when detonated beneath the surface in the vicinity of the ships would be gauged.

Setting up the test would present many problems, the spokesman said. In an above-surface test a shallow water area is desirable so as to permit examination of the wreckage—should there be any. In a below-surface test deeper water is necessary so as to avoid reaction from the bottom. Difficulty in keeping the ships in any semblance of formation in deep water is still another factor in the second test.

"Guinea pigs" for the Navy's atomic bomb tests, it has been indicated, may come from remnants of the Japanese fleet, which are to be destroyed under an agreement among the United

States, Great Britain, the Soviet Union and China. According to Secretary of State Byrnes, major Jap units to be destroyed are one battleship, four carriers, four cruisers and fifty-one submarines.

### Oldest at 20

Commissioned in October 1925, the Navy's oldest aviation squadron, Utility Squadron One, this year celebrated its 20th anniversary as the "handyman" of the Fleet's combat planes and surface ships.

Initial major project for the squadron was the First Alaskan Aerial Survey Expedition of 1926, a task that took them to Kanaga Bay to do the aerial mapping of that previously uncharted area. Since then the role of the squadron has been improvement of anti-aircraft gunnery, photographic assignments, air-sea rescue, convoy coverage, search missions, air patrols, special aerial transportation, radar and radio calibration checking, and "spotting" for torpedo target practice.

High spot in the important but un-spectacular jobs of Utility Squadron One came at Pearl Harbor on 7 Dec 1941. Within a few minutes after the first alarm of the Jap attack, the squadron's crews had mounted machine guns in the cockpits of their small amphibious planes and were taking off after the enemy. Left unharmed because the Japs ignored them as unimportant targets, every available plane took off for search, observation—and combat duty. Some crewmen even took along rifles for chance potshots at the attackers.

At present the squadron is based at the Naval Air Station, Moffett Field, Calif.

### Immortal Immortalized

To serve as a "symbol of American valor and tenacity in war, and of our will to fight all enemies who assail us," the "Big E" will be preserved for posterity, joining the ranks of such Navy "immortals" as the *Constitution* and the *Constellation*.

President Truman has approved Secretary Forrestal's proposal that the *Enterprise*, one of the 3 surviving carriers of the 7 which the United States had at the time of Pearl Harbor, be saved from the scrap heap.

With one of the most active records (ALL HANDS, Nov 1945, p. 18) of any warship in the Pacific war, the *Enterprise* participated in some 20 engagements, her planes and guns destroying nearly 1,000 enemy planes and her squadrons sinking 74 enemy ships. In the extensive operations, the *Enterprise* was hit more often than any other carrier in World War II. Six times she was seriously damaged.

In urging the President to authorize preservation of the *Enterprise*, Secretary Forrestal wrote:

"Time has accomplished what the enemy failed to do in four years of desperate and costly effort; the *Enterprise* must be taken out of service because modern planes cannot be flown in combat from her flight deck.

But before she joins the immortals, "Big E" has one more job—shuttling troops home from the European theater (see p. 41).

## New BuDocks Chief

Rear Admiral John J. Manning, director of the Eastern Pacific division of the Bureau of Yards and Docks, will succeed Vice Admiral Ben Morell as chief of the Bureau when the latter relieves Vice Admiral S. M. Robinson as chief of the material division in the office of the Assistant Secretary of the Navy.



Rear Admiral Manning

Admiral Morell, who has headed the Bureau of Yards and Docks for eight years, will take over the material division when Admiral Robinson retires 1 Jan 1946 to assume administrative direction of the Webb Institute of Naval Architecture in New York.

Admiral Manning has been director of the Bureau's Eastern Pacific division since 22 June 1945.

## SecNav Backs 'Security Plan'

A plan retaining separate Army and Navy departments in the cabinet, while unifying command in the field, research, intelligence and some military training phases, was Secretary of the Navy James V. Forrestal's counter-proposal last month to the Army-backed proposition for outright Army-Navy consolidation.

The merger proposal prompted warm discussion everywhere, while in the Senate Military Affairs Committee hearings on legislation which would force the marriage, Army and Navy representatives frankly chose up sides pro and con.

Leading off for the proponents, Secretary of War Robert P. Patterson sketched the basic elements of the merger plan as (1) a single executive department of the armed forces, comprising all of the services now in the War and Navy departments and (2) headed by a civilian having the title of Secretary and cabinet rank; (3) a Chief of Staff of the armed forces, the chief military advisor of the Secretary; (4) three major and coordinate branches—the air, the ground, and the naval forces to include the Marine Corps and fleet air arm—with common hospitalization and supply services.

Such consolidation of the armed forces would have these benefits, Secretary Patterson contended:

- Integration of our military program and true unity of our security forces;
- Important savings in manpower, material and money;
- Centralized supervision and planning of scientific, industrial, and physical resources and development;
- Preservation of the traditions of the existing forces, as coordinate divisions of the single department.

Taking his turn before the committee, Secretary Forrestal said he believes unification of command in the field has proven itself beyond question, but that it should not be generalized into the merger of the War and Navy departments for these reasons:

- It concentrates power in the hands

of one secretary beyond the capacity of any one man to use that power . . . to obtain and digest the knowledge upon which its use could be based.

- It dilutes the civilian control over the military establishment as exercised by the President, the Congress and the civilian secretaries.

- It proposes a drastic and sweeping reorganization of a system for the common defense under provisions of our Constitution and the statutes of Congress which we have developed over 150 years.

- Efficiency, economy and effective administration are better guaranteed in separate departments, as proven by the splitting off of the Army Air Force from the Ground and Service Forces during the war for many functions, and the frequent success of new enterprises with smaller, more compact organization in the fields of great, established industries.

- We would lose the advantage of healthy American competition which resulted in the development of air-cooled engines, the proximity fuse and radar fire control.

- We would lose the benefit of the variety of opinion, which among other instances made it possible for the Navy to insist in the Joint Chiefs of Staff that the war against Japan could be pressed simultaneously with the war in Europe. As a result, victory over Japan came much earlier than had before seemed possible.

Urging caution in scrapping a "seasoned mechanism which has proven itself in the greatest war of history," Secretary Forrestal asked "that the matter of national security be dealt with in its broadest and most comprehensive aspects," suggesting that the President and Congress seek the advice of a committee for the study of national security named from representatives of Congress, the armed services and the labor, education, science, business and administrative fields.

Proposals to the Senate committee

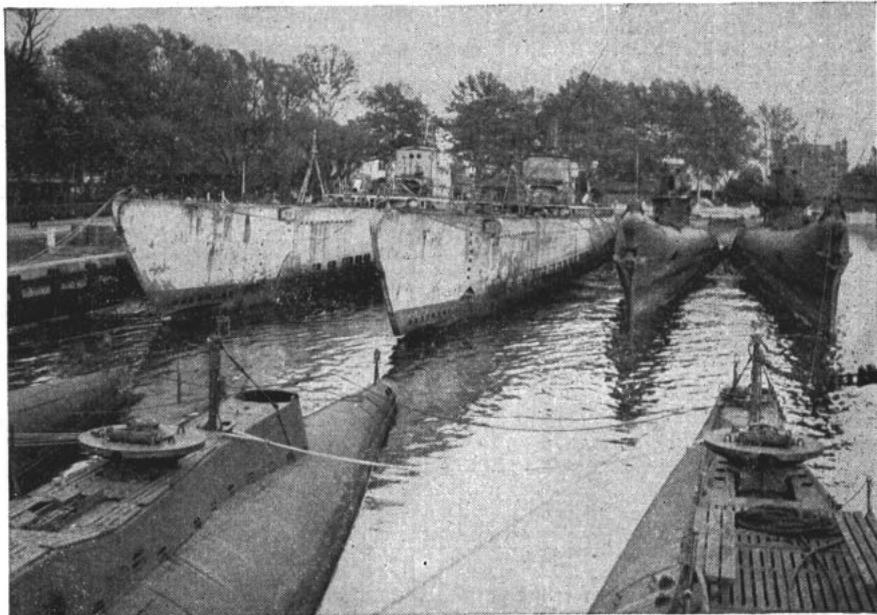
for outright unification of War and Navy departments "fail to deal with vital problems within each of the military departments . . . [and] fail to give adequate attention to an effective co-ordination of all the departments concerned with national security . . ." the Secretary said in his statement before the committee.

SecNav endorsed in part a plan drafted by Ferdinand Eberstadt, his former associate in New York business and former chairman of the Army-Navy Munitions Board, which provides for a National Security Council to center around the secretaries of War, Navy, State and a newly-created Air Department.

It would have interlocking membership with a National Security Resources Board, which also would have representation from a Military Munitions Board and emergency war agencies or regular government departments dealing with price, supply, manpower, transportation and other matters. The Board would "establish and keep up to date—in times of peace as well as war—policies and integrated programs for the maximum use of the nation's natural and industrial resources in the support of national security." A committee with representation of labor, industry and agriculture would advise on matters involving the civilian economy.

Serving the Board and the Council would be the munitions board, a continuation of the Joint Chiefs of Staff, a central research and development agency, a central intelligence agency, and a military education and training board with War, Navy and Air representation and a civilian advisory board.

While supporting the Eberstadt plan in general, Secretary Forrestal reserved complete endorsement of the proposed Air Department, but agreed "with General Arnold that steps must be taken to prevent the Army Air



Photograph from Press Association, Inc.

SEVEN SUBS, many with war records, are moored at Philadelphia Navy Yard. Stripped of their secret gear they are up for sale as scrap.



Official Coast Guard Photograph

FIGHTING ON grimly in a different type of war, this LST was one of many U. S. ships battered in heavy seas as terrific typhoon hit Okinawa.

Forces from reverting automatically to their prewar status."

Also testifying or making public statements in support of the Navy's viewpoint were the Marine Corps Commandant, Brig. Gen. Alexander A. Vandegrift, Fleet Admiral Chester W. Nimitz, Vice Admiral Charles M. Cooke, Jr., and Admiral W. F. Halsey, who from his home at Wilmington, Del., declared himself for the Navy program as "the best, truest and most tested way of accomplishing a tough job."

Presenting pro-unification arguments and rebuttal were Generals of the Army Dwight D. Eisenhower and George C. Marshall, AAF Commander H. H. Arnold, Eighth Air Force Commander James H. Doolittle, and others. When Lt. Gen Doolittle declared Navy claims that seapower and carrier planes defeated Japan probably would result in B-29 fliers "resting uneasily in their graves," an exchange of letters resulted between Secretaries Forrestal and Patterson.

As this issue of ALL HANDS went to press, the issue of unification and the make-up of the nation's post-war military establishment continued hot in the halls of Congress and the quarters of America's fighting men.

### Pacific News Speeded

News hungry home folks were kept up to date on Pacific war news developments this year, including the actual surrender, by the Navy's press and radio facilities, placed at the disposal of war correspondents.

Within eight months after it had begun operation, the Navy's short-wave radio communications transmitter KU5Q at Guam carried the broadcast of the surrender ceremonies from the deck of the USS *Missouri*. Before picking up this historic occasion, the station had broadcast more than 3,000 programs to the U. S.

Shortly after KU5Q was set up, transmitters were placed aboard the

USS *Eldorado*. During the first six weeks of the Okinawa invasion these transmitters relayed more than 300 programs to the states via KU5Q. A shore station was established on Okinawa before the island had been secured.

News correspondents found Navy facilities essential and used them to file 4,500,000 words in nine months. This copy to papers and magazines was accompanied by 627 pictures sent by photoradio, either from Guam or direct to San Francisco from ships. In addition still pictures and movie films were flown to the states.

More than 200 correspondents accredited to CincPac/CincPoa used the Navy facilities. On 1 April, the day Okinawa was invaded, 38,000 words were transmitted through radio teletype channels.

### 'Captain Dixie' Killed

Called the "indestructible man" because he survived 65 shrapnel wounds when a Kamikaze struck his ship, the carrier *Ticonderoga*, off Formosa, Commodore Dixie Kiefer, USN, was killed Armistice Day in the crash of a Navy Beechcraft plane in the fog-shrouded Fish-kill Mountains of New York.

"Captain Dixie" of the Navy's documentary film, "Fighting Lady," which was based on the exploits of an aircraft carrier, Commodore Kiefer, 49, had been commanding officer of the Naval Air Station at Quonset, R. I., since the war's end. Before taking over the *Ticonderoga*, he was executive officer of the *Yorktown* when that carrier was sunk by the Japanese. For heroism and meritorious service aboard the *York-*



Commodore Kiefer

town he was awarded the DSM and the Navy Cross.

Illustrative of the qualities which made the colorful carrier skipper popular with his fellow officers and his men was a remark he made earlier this year:

"I'm a professional man just paying back the United States for a marvelous education and 30 years' steady employment at a good job and good pay. I'm not like the reserves who volunteered to go to war with far less training. There's nothing heroic about us 'regulars.' We aren't giving up homes, good jobs, pleasant shore lives to go to sea."

### Everything but Sub Chasing

A little ship with a number instead of a name, the subchaser PC-1119 has about everything but subchasing in its battle record which includes participation in 18 amphibious operations against the Japs.

The battle record of the 173-foot, steel-hulled PC includes action as control ship for initial assault waves, escort duty, close-range bombardment of enemy shore installations, rescue of survivors of the USS *Gambier Bay* and the downing of 4½ planes.

That "half" plane, a Kamikaze, gave the "19" one of its closest squeaks. As the suicide plane came down in a long, fast glide, the "19" swung into a sharp power turn with her guns blazing. The Kamikaze missed the "19" by a scant 50 feet, almost hitting a minesweeper as it ended its plunge. Credit for downing the plane was divided among "19" and other nearby vessels.

At Corregidor in February 1945, the "19" gave close-in fire support for the assault, making a run through heavy crossfire from Caballo Island and Corregidor to do the job. In the action the "19" suffered a hit on the forward deck which wounded four men. Its mission completed, the PC again pushed through the barrage, picked up serious Army casualties from assault boats returning from the Corregidor beachhead and then steamed to Merveles Harbor where the wounded were transferred to a hospital LST.

Sent to help rescue survivors of the sinking of the USS *Gambier Bay* off Samar, the PC picked up 183 survivors, more than three times her normal complement. Badly injured men were taken to the ship's mess hall where an improvised sick bay had been set up. All the subchaser's 60-odd bunks were turned over to the survivors. For the rescue work the "19" received official commendation.

Oddly enough, the "19" made its first contact with an enemy submarine AFTER the war was over. She assisted in accepting the surrender of Jap subs ordered to report into Subic Bay.

**Last road back.** From the Japanese Government the Army has recovered urns containing the ashes of at least 2,600 Allied prisoners of war who died during imprisonment. Burial, with full military honors will be accorded the victims in Japan unless relatives ask to have the urns sent home. In a temple near Osaka, soldiers found 1,200 urns, which were cared for by a priest.

**Promotions.** The following nominations to flag rank were recently confirmed by the Senate:

**To be admiral:**

Frederick J. Horne, USN.  
Richard S. Edwards, USN.  
John H. Towers, USN, designated by the President to serve as admiral while serving as Com5thFleet.

**To be vice admiral:**

Harry W. Hill, USN.  
Ben Moreell (CEC), USN.  
William S. Farber, USN.

**To be rear admiral:**

Donald Royce, USN.  
Frederick W. Penoyer Jr., USN.  
Arthur C. Miles, USN.  
Fred D. Kirtland, USN.  
Harvey E. Overesch, USN.  
Irving M. McQuiston, USN.  
Albert M. Bledsoe, USN.  
William K. Phillips, USN.  
John W. Roper, USN.  
Stuart S. Murray, USN.  
Emmet P. Forrestal, USN.  
Edmund T. Woodriddle, USN.  
Thomas H. Robbins Jr., USN.  
William G. Tomlinson, USN.  
Richard F. Whitehead, USN.  
Charles Wellborn Jr., USN.  
Daniel V. Gallery Jr., USN.  
Walter F. Boone, USN.  
Joseph F. Bolger, USN.  
Stuart H. Ingersoll, USN.  
Edward C. Ewen, USN.  
Apollo Soucek, USN.  
Edward O. McDonnell, USNR.  
George W. Calvern (MC), USN, while serving as medical officer in attendance on the Congress.

Roger W. Paine, USN.  
Claude O. Kell, USN.  
Grover C. Klein, USN.  
Thorwald A. Schberg, USN.  
Frederic E. Haeblerle, USN.  
Norborne L. Rawlings, USN.  
Andrew F. Carter, USNR.  
Ellery W. Stone, USNR.  
Oswald S. Colclough, USN.  
Thomas G. W. Settle, USN.  
Edmond J. Moran, USNR.  
Giles C. Stedman, USNR.  
Paul F. Foster, USNR.  
Lewis L. Strauss, USN.  
Thomas B. Inglis, USN.  
George C. Dyer, USN.  
Charles B. Momsen, USN.  
Felix L. Johnson, USN.  
Herbert G. Hopwood, USN.  
Maurice E. Curtis, USN.  
John E. Gingrich, USN.  
Sidney W. Souers, USNR.  
Luis de Florez, USNR.  
Winchell M. Craig (MC), USNR, to be medical director.

Gerald A. Eubank (SC), USNR, to be pay director.

Wilfred J. McNeil (SC), USNR, to be pay director.

Kirby Smith (CEC), USNR, to be a civil engineer.

Gilchrist B. Stockton, USNR, while serving as naval aide and liaison officer to the U. S. High Commissioner to the Philippines.

**To be commodore:**

Ernest F. Robinson, USNR.  
Robert C. Lee, USNR.  
William A. Read, USNR.  
Ralph S. Moore, USNR.  
Carl E. Anderson, USNR.  
Robert V. Kleinschmidt, USNR.  
Milton K. Revill, USNR.  
Roger W. Cutler, USNR.  
N. Loyall McLaren (SC), USNR, to be pay director.

Richard M. Watt Jr., USN, while serving as director of Inspection Administration, Office of Procurement and Material.

Henry A. Schade, USN, while serving as director, Naval Research Laboratory, Anacostia, D. C.

Edmund E. Brady Jr., USN, while serving as technical advisor to the Brazilian Merchant Marine Commission.

Dudley W. Knox, USN (Ret), while serving as deputy director of naval history.

William G. Greeman, USN, while serving as director of naval petroleum and oil shale reserves.

Carlos A. Bailey, USN, while serving as chief of staff to commandant, 9ND, and commander Midwest Naval Area.

Herbert J. Grassie, USN, while serving as commander, USNRC, Great Lakes, Ill.

Henry R. Oster, USN, while serving as deputy director of logistic plans, CNO.

Robert G. Tobin, USN, while serving as port director, New York, N. Y.

Albert T. Sprague Jr., USN, while serving as chief of staff to Com5PhibFor.

Arthur Gavin, USN, while serving as commander, U. S. Naval Air Bases, Philippines.

Richard B. Tuggle, USN, while serving as commandant, NOB, Eniwetok and Atoll commander, Eniwetok.

Lemuel P. Padgett Jr., USN, while serving as director, petroleum and tanker division, CNO.

Alva J. Spriggs, USN, while serving as director of electronics division, CNO.

Kenmore M. McManes, USN, while serving as commander, U. S. Naval Group, France.

Paul B. Tuzo Jr., USN, while serving as ComUTWingServPac.

William M. Angas (CEC), USN, while serving as a superintending civil engineer.

Lewis N. Moeller (CEC), USN, while serving as a superintending civil engineer.

Thomas Blau, USNR.

Antoine O. Rabideau, USNR.

Alvin O. Lustie, USNR.

Joseph B. Lynch, USNR.

Isaac J. Van Kammen, USNR.

John M. Gill, USNR.

Claude O. Bassett, USNR.

Webb C. Hayes, USNR.

James E. Arnold, USNR.

Gene Markey, USNR.

David S. Ingalls, USNR.

John D. Small, USNR.

Howland R. Gary, USNR.

Warner N. Grubb, USNR.

Thomas B. Magath (MC), USNR, to be a medical director.

Richard A. Kern (MC), USNR, to be a medical director.

Don S. Knowlton (MC), USNR, to be a medical director.

Thomas M. Rivers (MC), USNR, to be a medical director.

Alphonse McMahon (MC), USNR, to be a medical director.

George C. Paffenbarger (MC), USNR, to be a dental surgeon.

John W. Landregan (SC), USNR, to be a pay director.

William L. Nelson (SC), USNR, to be a pay director.

Robert J. White (ChC), USNR, to be a chaplain.

Cuthbert P. Conrad (CEC), USNR, to be a civil engineer.

Roy M. Harris (CEC), USNR, to be a civil engineer.

Francis M. McCarthy (CEC), USNR, to be a civil engineer.

Robert C. Johnson (CEC), USNR, while serving as senior OinC of naval construction regiments.

Archibald D. Hunter (CEC), USN, while serving as OinC of a naval construction brigade.

Robert F. Batchelder (SC), USN, while serving as director, Navy Materiel Distribution and Disposal Administration.

**Three strikes** usually is out, but not for the USS *Birmingham*. On 4 May, while bombarding Okinawa, she suffered her third hit when a Kamikaze with a 500-pound bomb crashed through three decks. However, the fire was quickly extinguished. Almost two years ago she was torpedoed and in October 1944 she was badly damaged when the USS *Princeton* exploded alongside.

## NAVY MOVIE STARS CROSBY, HOPE



HOPE, S2c, gets the word straight from wise old salt, co-star Crosby.

SUZANNE RIDGEWAY fills Hope chest—with hope!—in the film.

**T**HE Navy hits the entertainment jackpot with the release of a mirthful movie, "Road to Home," starring the irrepressible comedy team of Bob Hope and Bing Crosby.

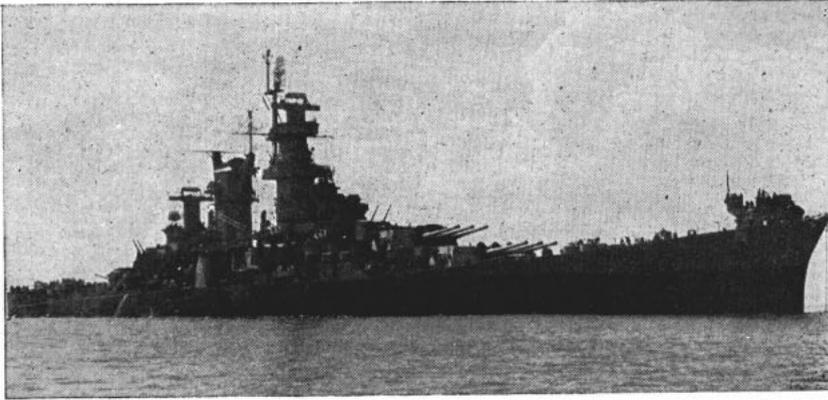
In the movie, Crosby and Hope, amid their customary antics, inspect the relative merits of various "roads to home"—over the hill, for example, versus the separation center route.

The film is ready for release now and will be in distribution within 30 days. Distribution plans call for the film to be sent to receiving ships, receiving stations and staging centers.

In addition, other activities based within the continental limits of the United States as well as transports may receive the film by making application through Training Aids Libraries. The picture is enlivened by flashes of scenes from a number of the movies in which Hope and Crosby were starred.

"Road to Home" was produced by Rainbow Productions, Inc., with the cooperation of Paramount Studios, in collaboration with the Civil Readjustment Division of the Bureau of Naval Personnel and Navy Photographic Services.

## SLEEK, FAST, DEADLY—OUR NEW CBs



Official U. S. Navy photograph

USS GUAM, gun-bridged battle cruiser, at anchor between operations

SHE was sleek and fast and as deadly as an angry rattlesnake just out of a winter's hibernation but at a distance her appearance was deceptive. Pilots of the Kamikaze planes that bored in and out of the dawn took a quick look, judged her a last-war battleship, and kept coming, hoping for a kill. Closer in they made out her clean, trim lines, her long slender bow, and their explosives-packed planes rocked from near misses from her powerful AA batteries. The suiciders shied away and made for the flat-tops but not until two of them had been splashed by five-inch flak.

Such was the first day of combat for the 27,500-ton battle cruiser USS *Guam*, newcomer to the line.

Jap fliers made the same mistake with the *Guam's* sister ship, the *Alaska*, when she hove into sight off the Kyushu on her combat debut. She was one of several heavy units protecting carriers of Task Force 58 on 18 March of this year.

Shortly after 0810 a lookout on the *Alaska* spotted a Jap twin-engine bomber approaching from the stern. As the plane started a dive on one of the carriers, the *Alaska* opened fire with her five-inch, 40-millimeter and 20-millimeter guns. Hits were scored almost immediately and the plane's gas tanks were struck when it was less than half a mile from the carrier. It was just a harmless ball of fire when it hit the water.

In this operation, the *Alaska* was one of the large warships protecting the carriers *Enterprise* and *Saratoga*.

### First Battle Cruisers

The *Guam* and her sister ship *Alaska* are the first American battle cruisers ever to be completed as such although the carriers *Saratoga* and *Lexington* were designed for the purpose but converted before their completion. One other CB is scheduled for construction, the *Hawaii*.

Keel of the *Guam* was laid in February 1942 at Camden, N. J.; she

was launched in November 1943 and commissioned at Philadelphia Navy Yard on 17 Sept 1944. When she put to sea for her shakedown to Trinidad on 25 October she was the most powerful cruiser ever built, outweighing by 1,000 tons the ill-fated German *Scharnhorst* and *Gneisenau*, and by 500 tons their French counterparts, *Dunkerque* and *Strasbourg*, both scuttled at Toulon. More than 800 feet long and with a beam exceeding 80 feet the *Guam* packs a 12-inch gun wallop like the old battlewagon *Arkansas*, plus a formidable array of twin-mounted five-inch dual purpose anti-aircraft guns and 40 and 20-mm. cannon.

### Set Record

Capt. Leland P. Lovette, USN, took command of the *Guam* after a tour of shore duty as Director of the Navy's Office of Public Information. During her 55-day shakedown he tested both his new ship and new crew and found them both capable and seaworthy after establishing a new night gunnery record in the Gulf of Paria, almost land-locked shakedown area.

Post-shakedown repairs and alterations kept the *Guam* in Philadelphia Navy Yard until 18 Jan 1945 when she left for the combat zone. A damaged bearing on main shaft number two forced her to put in at Guantanamo, Cuba, where machinists restored the bearing to proper working order in three days' time. The work of the men forestalled any possibility that the *Guam* might be forced to return to a repair base rather than proceed to a combat area. After a few days at Pearl Harbor, where she was inspected by Secretary Forrestal, the *Guam* headed towards Japan and a rendezvous with the far ranging, fast moving Fleet.

Construction of the *Alaska* was begun 10 days after the attack on Pearl Harbor and she was launched on 20 Nov 1943, then commissioned 17 June 1944 at the Navy Yard, Philadelphia.

Their job done, all underwater demolition teams (ALL HANDS, Oct 1945, p. 12) have been withdrawn from forward areas in the Pacific, bringing to a close one of the war's most secret operations. From the Tarawa landing in 1943, no major amphibious assault was attempted until UDTs had accomplished their mission of pre-assault reconnaissance and destruction of the enemy's underwater beach defenses.

A wooden fleet of British warships hoaxed German submarines and lured air attackers away from the big British naval bases of Scapa Flow and the Firth of Forth for two years, according to recent London disclosures.

Queens of the phantom fleet were three 7,900-ton merchantmen. Two of these were converted into wooden replicas of the 33,500-ton battleships *Revenge* and *Resolution*. The third was camouflaged to look like the 12,000-ton carrier *Hermes*. A real battleship, the 33-year-old *Centurion*, disarmed under the Washington Naval Treaty, also was used in the deception, being converted into an imitation of the new battleship *Anson*.

The bogus *Hermes* was wrecked in 1941 and the two other merchantmen were returned to their owners and are now back in service. The former *Centurion* was sunk shortly after D-day as a blockship to form part of the breakwater off the Normandy coast.

First veteran to receive a physical therapy scholarship from the National Foundation for Infantile Paralysis is Robert E. Wightman of Pittsburgh who was a pharmacist's mate, first class, before he was honorably discharged.

Wightman was in the Navy three years and served with the Marines during the invasion of Bougainville. Before entering the Navy he took pre-medical courses at the University of Pittsburgh.

Other scholarships are available to veterans under the Foundation's nation-wide \$1,267,000 free training program. Applicants for scholarships must be graduates of accredited schools of nursing or physical education, or have two years of approved college study with twelve semester units of basic science, including biology. For further details write the National Foundation for Infantile Paralysis, 120 Broadway, New York 5, N. Y.

Champ Pop. Claimed by his mates to be the highest paid seaman in the Navy is Pembleton J. Wesley, who lists 14 children as dependents and draws \$364 a month. Of Indian descent, Wesley is 38 and entered the Navy May, 1944. His children range in age from eight months to 18 years.

Pacific Islands. Our forces had occupied 13 per cent of the 209 major islands in the Pacific by the time of the Japanese surrender. Of the remaining 87 per cent, 26 per cent had only natives and 20 per cent were uninhabited. The rest were Jap-controlled.

## Where They Were

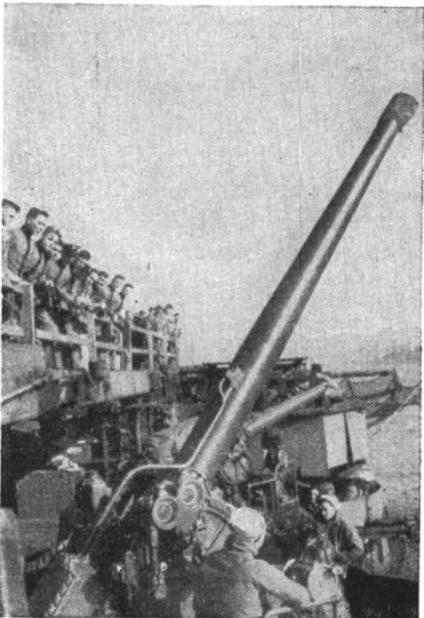
When the war ended nearly two-thirds of the Navy's officers and men were outside the states. There were about 2,000,000 in the Pacific, about 134,000 in the Atlantic, and 1,252,000 in the states.

At more than 400 places in the Pacific were 38,000 officers and 509,000 enlisted men. Approximately 118,000 officers and 1,151,000 enlisted men were on ships, with nearly half a million on combatant units. Auxiliaries and amphibious vessels claimed about 600,000 personnel. With the Naval air arm were about 35,000 officers and 186,400 enlisted men.

This is how the Navy shifted its personnel out of the country as the tide of war began turning against Japan: In December 1943 45% of the Navy's officers and men were outside the country. By June 1945 that percentage had increased to 63.

**Liberated** along with the thousands of other prisoners of Japan was the USS *Stewart* which the Japanese captured in drydock in Surabaya, Java, 2 Mar 1942. The destroyer has returned to duty in the Pacific Fleet after being placed in commission 29 Oct at Hiro Wan in ceremonies attended by all flag officers in the harbor. Welcoming the *Stewart* back into the Fleet was its new executive officer, Lt. (jg) G. T. Burns, USN, who was motor machinist, first class attached to the *Stewart* when she was abandoned at Surabaya.

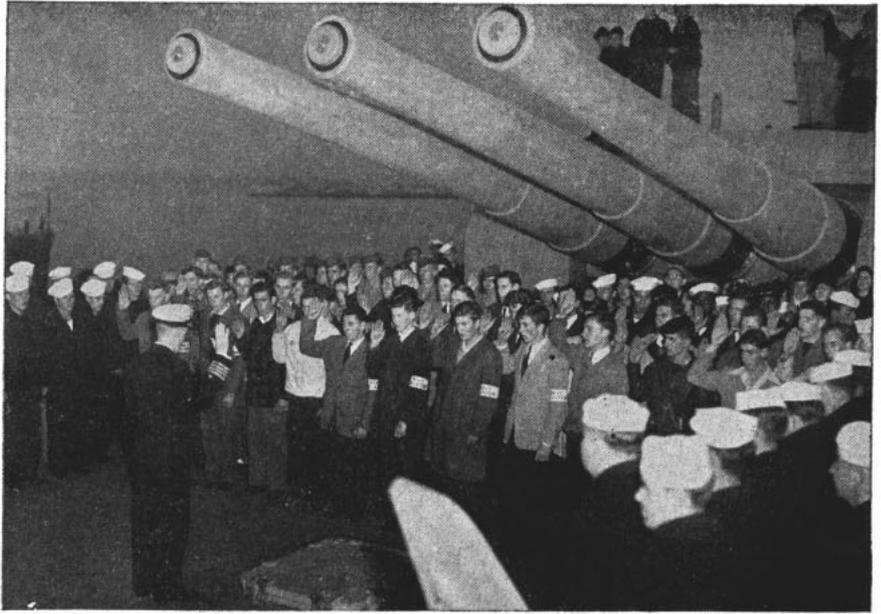
**In tribute** to the famed newspaperman who chronicled their carrier's exploits, crew members of the USS *Cabot* recently were presented cigarette lighters engraved "In Memory Ernie Pyle—1945," the gift of an American lighter firm. While he was aboard the *Cabot* during the first big carrier strike at Tokyo in February



Photograph from Press Association, Inc.

WEST POINT cadets view rifle on Enterprise in New York on Navy Day.

DECEMBER 1945



Official U. S. Navy Photograph

ABOARD the USS Portland at Portland, Maine, Capt. Lyman A. Thackrey swears in 34 new Navy recruits in one of many ceremonies held on Navy Day.

1945, Pyle wrote: "My carrier is a proud one, and deservedly so—out of its heritage of action has grown a nobility."

The presentation was not the first time the crew of the *Cabot* had participated in a tribute to Pyle. When the SS *Ernie Pyle* was launched at Vancouver Navy Yard, a delegation from the carrier presented to the officers and men of the ship two radio-phonograph combinations and a plaque with the inscription: "In Memory of Ernie Pyle, Shipmate, Admired, Remembered and Missed, from the Officers and Men of the USS *Cabot*."

**Commemorating** the 170th anniversary of the United States Marine Corps and at the same time seeking to spur the Victory Loan drive, General Alexander A. Vandegrift, Commandant of the Marine Corps, on 10 November unveiled in Washington a 36-ft. statue depicting the famous flag raising episode atop Iwo Jima's Mount Suribachi. Present at the ceremonies were Maj. Gen. Graves B. Erskine, who commanded the Third Marine Division at Iwo, and PhM2c John H. Bradley, who is one of the three survivors of the episode.

**Warning** that the Navy's job in the Pacific did not end with the surrender of Japan, Fleet Admiral Chester W. Nimitz, USN, in a personal message to naval personnel in the Pacific, declared the naval service still has many obligations to the Nation—obligations which must be given priority over demobilization.

The tasks ahead, he said, are those involved in "the occupation of the Empire and its possessions, the return to the United States of hospital patients, repatriated prisoners of war, and high point personnel in the armed forces."

**The Navy Nurse Corps** got a new superintendent early last month when Lt. Comdr. Nellie Jane DeWitt

was appointed to succeed Capt. Sue S. Dauser who retired. Except for a two-year period, the new superintendent has served continuously in the Navy Nurse Corps since graduation from nurses training in December 1918. Capt. Dauser, who entered the corps in 1917, is the first woman in the Navy to hold that rank.

**Last Destroyer Sunk** in the war was the USS *Callaghan*, which went down off Okinawa on 29 July 1945, less than an hour before she was to have begun her trip back to the states for overhaul.

Shortly after midnight, after the skipper had told the crew the good news, general quarters was sounded when a Jap plane was spotted. It was an old biplane and was driven off by heavy anti-aircraft fire. However, the plane returned, hugging the water, and was unobserved until just before it crashed into the *Callaghan* on the starboard side. The plane exploded, its gasoline ignited. Several minutes later a bomb that had been attached to the plane exploded in the after engine room.

At 0050 the ship was ordered abandoned and she went down by the stern at 0234. Attempts to fight the fire were thwarted by exploding ammunition. One officer and 47 enlisted men were killed.

**Reconversion at Marcus.** Tiny Marcus Island, so important to the Japs during war, is being readied for an important peacetime mission by the Navy. Forces supplied by Rear Admiral F. E. M. Whiting, USN, are repairing airstrips on the 740-acre atoll for flights from the Hawaiian Islands to Tokyo.

When completed, these runways, 1,000 miles southeast of Tokyo, will save nearly a day's flight over routes now followed by NATS planes shuttling personnel and freight across the Pacific. The Navy is utilizing a powerful Jap radio station on the island.



THEN AND NOW on Salerno Beach is pictured here. Top picture taken in September 1943 shows wartime action as men, equipment and supplies are put ashore. Peaceful scene of bathing and fishing (right) is Salerno today.

Photographs from Press Association, Inc.

### Tough Destroyer Lives

By all the rules, the destroyer USS *Haggard* should have gone down off Okinawa. A Kamikaze blast had opened a hole in her hull 20 feet long and 18 feet wide, extending from four feet above the keel to the waterline. Her forward engine room and forward and after fire rooms were flooded; seas swept across the deck amidships. More than 50 of her crew were dead or wounded.

But a few months later, the *Haggard*, game and alone, dragged into Pearl Harbor. Waiting was a message from Fleet Admiral Nimitz. It said: "The fighting ability of the *Haggard* has been proved again. Congratulations and welcome back to Pearl."

The story of how the officers and men of the *Haggard* refused to give her up was a fitting climax to 17 months of duty in advanced areas in the Pacific during which they polished off two subs, two planes and participated in landing and raiding operations from the Solomons to Japan's home islands.

It was 29 April when the destroyer was hit. She was in the screen of a carrier task force when a damaged Kamikaze crashed into the sea so close that it drove into the forward engine room near the waterline. A 500-pound bomb exploded on impact with the main engine frame between the cruising and high pressure turbines and the *Haggard* began settling.

The walking wounded pitched in with the rest of the survivors and in less than two hours after the crash flooding had been brought under control and the light cruiser USS *San Diego* was alongside to remove the wounded. Fresh water hoses and emergency pumps were transferred to the destroyer and stretchers rigged on trolleys. During this operation the crew knew that a sudden jolt might rupture another bulkhead and prob-

ably sink the ship. Already along the rail was the whaleboat and life rafts were bobbing in the sea—just in case.

The life rafts were not needed. After the *San Diego* got under way, the destroyer USS *Walker* took the *Haggard* in slow tow for the fleet anchorage at Kerama Rhetto. On this long trip the men tensed with each swell of the sea, wondering if the improvised shoring would keep the bulkhead in the after engine room from collapsing. There was no hot food aboard and the men could not sleep below decks. At any time during the night the ship might have sunk in a matter of minutes.

The next day, shortly after the ocean fleet tug USS *Cree* took over the

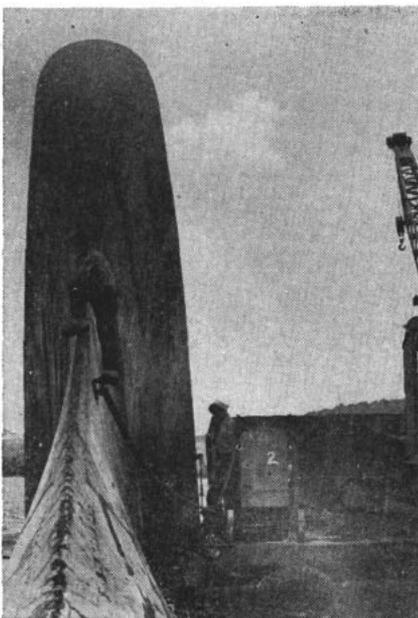
tow, colors on both vessels were half-masted while the skipper conducted burial services for a machinist's mate, whose body had been recovered from the flooded forward engine room.

At Kerama Rhetto, the crew learned that their ship was far down on the work repair list because priority was being given to other damaged warships that could be quickly returned to action. But rather than have their ship scrapped, the officers and men organized salvage hunts. Ignoring air raids they scavenged among other ships in the harbor. Then they built a patch for the huge rent in the hull. For several days they pumped the water from three compartments. Then all hands pitched in on the machinery in the engine and fire rooms. Then the Ship Repair Unit of the USS *Zaniah* constructed two patches strong enough to permit the *Haggard* to put to sea once more.

It was this makeshift of machinery and patches that won Admiral Nimitz's admiration. On 6 August the *Haggard* was in Norfolk Navy Yard, having earned her rest.

**Averaging better** than three Jap ships sunk or damaged daily, Patrol Bombing Squadron 109 played a major role in the liquidation of Japan's merchant fleet in the last months of the war. In 61 days of combat missions which ranged from Singapore to Shanghai and Shantung to Hokkaido, "109" sank 118 medium or large enemy ships, damaged 87 more, shot down seven enemy planes and inflicted heavy damage to enemy ground installations.

**Third-Timer.** Oldest destroyer in the Navy, the USS *Allen* has been decommissioned again, the third time in nearly 29 years. First commissioned in January 1917, *Allen* was named for Lt. William Henry Allen and Lt. William Howard Allen, USN, heroes of the War of 1812. After service



Official U. S. Navy Photograph  
SALVAGE CREW raises bow of USS Pittsburgh from Agat harbor at Guam.

with the Atlantic Fleet during World War I, *Allen* was decommissioned in July 1922, but was recommissioned three years later to serve as a training ship for Naval Reserve personnel. *Allen* again was decommissioned in March 1928 and lay idle until shortly before the U. S. entered World War II. Recommissioned in August 1940, the 1,000-ton, high-forecastled destroyer was ordered to Pearl Harbor for duty with the Hawaiian Sea Frontier.

**Mines** have damaged two American vessels in Japanese waters despite the efforts of a vast Allied fleet engaged in sweeping the Western Pacific of mines. The auxiliary-store ship *USS Bridge* and the *LSM 114* are the victims. One crewman was killed on the *LSM*; none on the *Bridge*. Engaged in mine sweeping operations are 600 U. S. ships, 100 Jap minesweepers still operational and many Russian and British craft.

**The disastrous typhoon** which resulted in heavy loss of life and property when it struck Okinawa early in October caused little delay in the processing of military personnel eligible for release under the point demobilization program.

In the week following the typhoon, 7,500 high-point men were processed on the island and evacuated to the United States for discharge, despite the fact that nearly all naval personnel were engaged in clearing away the debris, evacuating and caring for the wounded and rebuilding facilities.

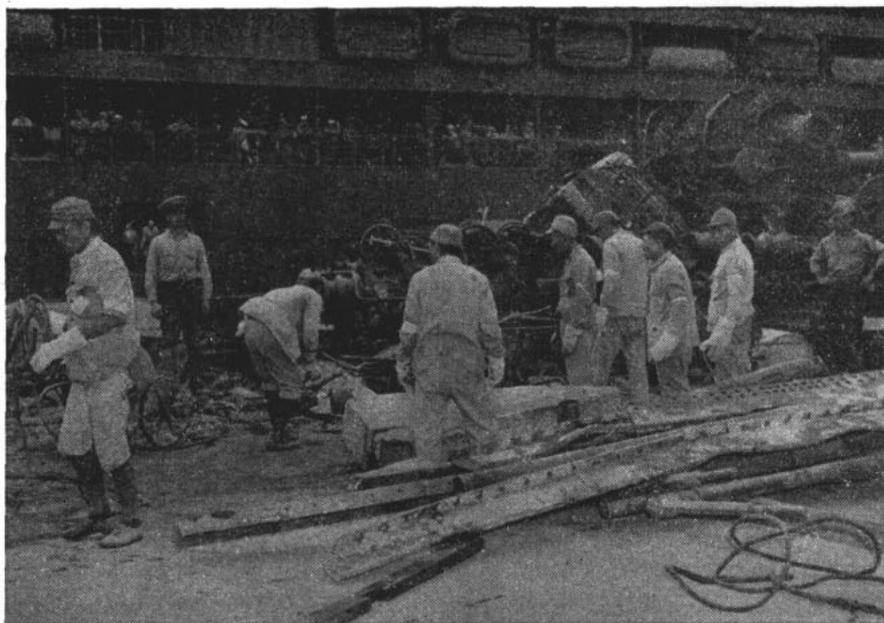
Included in the task of cleaning up after the storm is the salvage of 184 Navy and merchant ships beached during the storm. Of that number, 70 percent are expected to be salvaged within six weeks. To do the job nearly all salvage ships and tugs assigned to the fleets in occupied areas have been ordered to Okinawa.



Photograph from Press Association, Inc.

**DRAFT BOARD** in New Jersey finds out what it's like to eat C ration.

**DECEMBER 1945**



Official U. S. Navy Photograph

**NAVY SEABEE CHIEF** directs Jap work gang clearing dock area at a Nip port while sailors on ship look on. Seabees are stationed at Yokosuka.

**Demobilized.** As of 15 November, all war correspondents accredited to the Pacific Fleet assumed the status of civilian correspondents, Admiral Nimitz' headquarters announced.

**New assistant director** of the Waves is Comdr. Jean T. Palmer, Omaha, Neb., former BuPers assistant for the Women's Reserve to the director of enlisted personnel. Comdr. Palmer relieved Comdr. Tova Petersen Wiley who is now on terminal leave after completing 39 months of active duty.

**Laboratory Director.** Just back from Europe where he was chief of the Naval Technical Mission, Commodore Henry A. Schade, USN, has been appointed director of the Naval Research Laboratory, Washington, D. C., now part of the Office of Research and Inventions. He succeeds Rear Admiral Alexander H. Van Keuren, USN (ret), who has been the director since 1942.

**When they return** to civilian life most naval personnel will retain Government life insurance purchased during the war, it was found in a recent survey at two of the Navy's largest separation centers. Of those polled at one of the centers, 82.58 per cent indicated their intention to keep the insurance while at the other 78.1 expressed a similar intention. Under the Navy demobilization program, discharges are being provided with information—audio-visual and printed—as to the method of continuing the life insurance. In addition, they are offered the aid of officers trained in Government life insurance methods.

**Long Voyage.** When the *USS New Mexico*, peacetime "Queen of the Fleet," steamed past Fujiyama to participate in the Jap surrender cere-

monies, the 27-year-old battleship completed one of the war's longest travel records. In the 1,365 days from Pearl Harbor to Jap surrender, the *New Mexico* had steamed 183,000 nautical miles in World War II operations, participating in nearly every major campaign from Guadalcanal through Okinawa. Three times damaged in the operations, the *New Mexico* expended approximately 13,000,000 pounds of ammunition—a greater weight than was fired by any ship in any previous war in history.

**Training for the Blow.** A West Indies hurricane recently provided a laboratory at sea for midshipmen of the United States Naval Academy. During a training cruise, the midshipmen's squadron encountered a "blow" off Bermuda whereupon the squadron commander, Rear Admiral Frank E. Beatty, USN, ordered an intensive—and immediate—course of instruction on hurricanes.

Later at Cuba, when another hurricane was reported approaching, it was decided the squadron should attempt to outrun the storm. The squadron did—with the result that the midshipmen arrived in New York two days ahead of schedule.

**Profits** totaling \$21,000 from two Navy-sponsored publications have been turned over to Secretary of Navy James V. Forrestal for the acquisition of permanent exhibits at the U. S. Naval Museum at Annapolis. Authored by Comdr. Walter Karig, USNR, and Lt. Welbourne Kelley, USNR, one of the publications was the 150,000-word "Battle Report" covering the first six months of naval war in the Pacific. Profits from the book amounted to \$12,000. The other publication, written by Comdr. Karig, was the paper-bound "Second Battle of the Philippine Sea" which sold over 200,000 copies for a profit of \$9,000.



Official U. S. Coast Guard photograph

**IT'S BACK TO NORMALCY** for Coast Guard as PBM rescues 11 year old injured boy in fall into engine of his father's fishing vessel 125 miles at sea.

"The prettiest sight I've ever seen. . . ." This is a sample reaction of crew members of Air Group Nine—only group in the war actually to witness the sinking of a Jap 45,000-ton super-battleship—the *Yamato*.

Helldivers and Hellcats from several air groups shared in her destruction, but it was torpedoes from six Avenger bombers of Air Group Nine that actually sent the *Yamato* to the bottom. Led by Lt. Thomas H. Stetson, USN, six TBMs scored six torpedo hits and seconds later a tremendous explosion was followed by a red burst of fire as the *Yamato* disintegrated and sank.

The date was 7 Apr 1945, when the *Yamato* made an ill-fated sortie out of the Inland Sea and was intercepted

by planes of Task Force 58 off the southwestern tip of Kyushu.

Lt. (jg) William K. Gibson, USNR, led the second section of TBMs in the attack on the super-battleship. "When we broke through the clouds," he said, "there she was—about 2,500 yards away. I just had a chance to get squared away, drop my fish and head for the clear when the Japs let us have it. Cans, a cruiser and the 'dragon,' herself, let go and we got out. Brother, it was really something. But other pilots did their stuff and we watched. She was heeled over, way down in the water. The Jap cans came in to pick up survivors, but before they could get there, her whole superstructure went under. Then she blew. A big bolt of red fire geysered

about 3,000 feet into the sky, right through the cloud we had just flown out of."

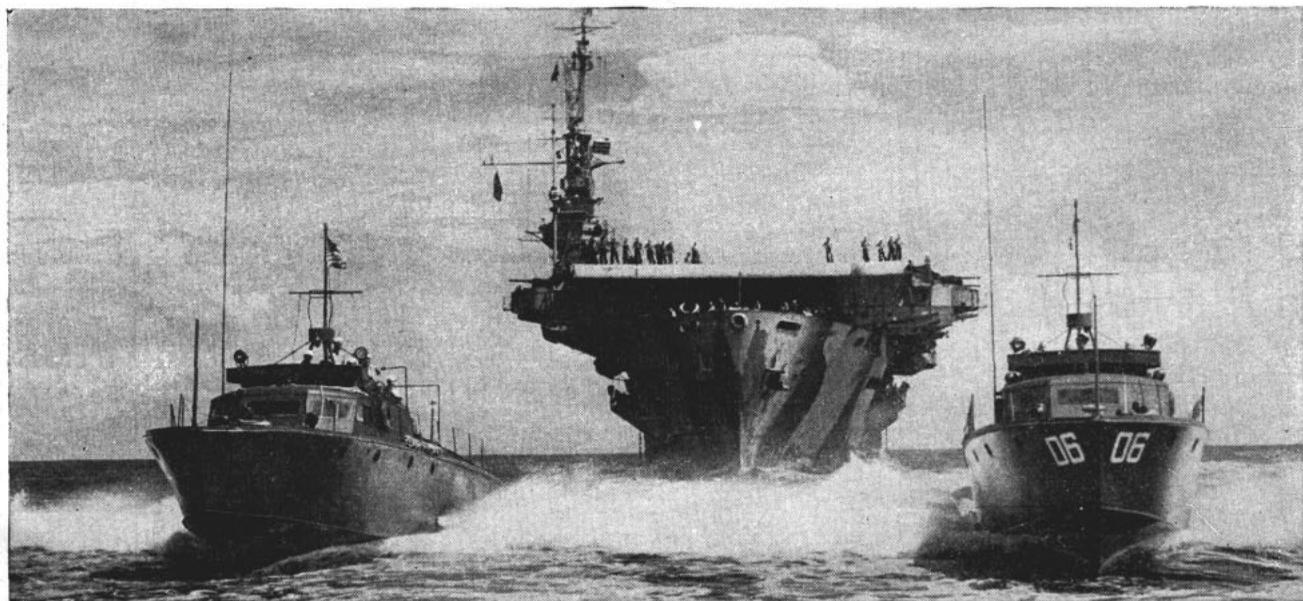
**Pearls.** An incidental return from our capture of Japanese mandated islands in the Pacific is expected to be a potentially valuable pearl industry. The industry, an extension of pearl culture in the Japanese home islands, is primarily on Koror, in the Palaus. It produced 4,106 pearls in 1931, 2,949 in 1932, 10,000 in 1934 and 1,000 in 1935, according to the only figures now available. The Palau pearls are of unusual size, many of them a quarter to half an inch in diameter.

**A discharge system** by which merchant seamen with 32 months of "substantially continuous service" in the Merchant Marine can be released has been set up. Such service includes periods of hospitalization, medical treatment, internment by the enemy or allowable credit for shore leave. Seamen released are not subject to induction by Selective Service.

At the same time it was announced that the War Shipping Administration no longer will recruit men between the ages of 18 and 25 unless they have been disqualified for any military service or are eligible only for limited service.

**Air-sea rescues** in the Pacific area from the Palau Islands to Japan saved 892 out of 997 men, or 89%, between 1 Dec 1944 and the end of the war. Bulk of the rescue work was accomplished from Iwo Jima, one more way in which this hard won base helped pay off.

**Ship Models.** President Truman has lent to the Naval Academy his models of the USS *Missouri*, scene of the Jap surrender, and the USS *Augusta*, which took the President to Europe for the Potsdam Conference. The *Missouri* model was given to the President by the Navy.



Official U. S. Navy photograph

**SPEEDY LITTLE CRASH BOATS** frame the escort carrier USS Guadalcanal as it cruises along in the boiling water of their wakes. Specialty of these rugged speedboats is picking up downed aviators in close-to-shore operations.



Official U. S. Navy photograph

**MOBILE DENTAL UNIT** supplies treatment for Navy men at an outlying station. Units have facilities of most modern dental operating room.

**Jungle thriller.** For nearly six months, three Navy airmen played hide-and-seek with Japs in Borneo jungles, narrowly escaping death several times. When they returned to safety they learned they had been reported missing in action and that friends believed them dead.

Originally part of a Liberator crew forced down in a rice paddy in the heart of Jap-occupied territory, they trekked for 13 days without rations. When they reached a native village, they all had malaria. Two were so weak that native women chewed rice before feeding it to them. Twice the trio contacted Army flyers who were in the same predicament.

In another village they found a friendly Dutch official and five Army airmen. With the help of natives they built a crude airstrip of bamboo slabs embedded in mud. One at a time they were flown from the jungle in a small Australian plane.

Six other members of the original Liberator crew failed to survive the 179-day ordeal.

The three survivors were Lt.(jg) Robert J. Graham, USNR, of Rosemont, Pa.; Reuben L. Robbins, ACMM, USN, of Omak, Wash., and James R. Shepherd, AMM2c, USNR, of San Diego, Calif. When their plane was forced down, they were on their 62nd—and last—mission, and had been scheduled to leave for home in two days.

**Symbol of American valor** in World War II, Wake Island was commissioned a U. S. Naval Air Base on 1 November in ceremonies highlighted by a prayer that the suffering and anguish endured by American troops on the island in 1941 never will come to pass again through negligence or indifference. The prayer, which was offered by Chaplain Donald Sinclair, USNR, of St. Francis, Maine, preceded installation of Captain Earl A. Jung-hans, USN, of Bethesda, Md., as commander of the new air base.

As the ceremonies took place, 500 Japanese, the last of the garrison which had occupied the island since 23 Dec 1941, were preparing for evacuation to Japan. And at the same time Seabees were hard at work wiping out the intricate system of Jap defenses and facilities.

**After helping rescue** the crew of a transport abandoned and given up for lost, the destroyer *Converse* last May fought—and won—a battle to save the stricken ship, the high speed transport *Chase*. Severely damaged when a Kamikaze crashed

close aboard, the *Chase* was abandoned when a sharp list developed. However, the *Chase* stayed afloat despite the damage, and a salvage crew from the *Converse* went aboard. Within two hours the crew had the crippled ship "recuperating." Later, the *Converse* towed the *Chase* into port for repairs.

**A modern version** of an old device of warfare, the Navy's fog generator has played an important role in all major invasions. Within 30 seconds of the command "make smoke" an artificial fog would screen attackers from shore batteries. The "smoke" is lubricating oil heated to a high temperature and sprayed through nozzles. When the fine oil particles contact the air, they condense into thick white "fog." Incidentally, one of these generators is now being used by BuMed to spray DDT.

**Welcoming** the "hometown boy who made good," Elizabeth, N. J., went all-out in celebrating the return of Admiral William F. Halsey who 50 years before had won the city's acclaim as a player on Pingry School's football team. More than 80,000 persons, including some with whom he went to school, jammed the four-mile parade route to give forth with a real "New York welcome" replete with ticker tape, confetti and bunting.

To the throngs, Admiral Halsey urged that the United States keep Japan and Germany subjugated "until the world becomes the sort of place where international banditry can't exist." Of the spectacular ovation, Admiral Halsey said, "I accept it with due humility as the representative of the finest fighting men in the world, whom I have been privileged to command. I cannot say enough for them."



Official U. S. Navy photograph

**NOT FLORIDA** but the Marianas is setting in which these Navy nurses frolic in surf after long hours of caring for men wounded on Pacific fronts.



INDONESIAN NATIONALISTS fighting Dutch in Java learn operation of machine guns taken from Japs. Photo was taken before fighting occurred.

Photograph from Press Association, Inc.

## WORLD AFFAIRS

### New Wars Flare

Armed conflict which many felt threatened the newly won peace of the world flared last month in two areas—China and the Netherlands East Indies.

In China, the United States sought to remain free of civil war between Nationalists and Chinese Communists fighting for control of Manchuria.

Strife broke out when the forces of Generalissimo Chiang Kai-shek, moving to establish Central Government authority over Manchuria which Soviet troops had taken over from the defeated Japs, collided with Chinese Reds seeking control in the same region.

United States forces were present in North China to help carry out three obligations: (1) to help Nationalist forces round up 2,000,000 Jap soldiers and civilians, (2) to liberate Allied prisoners of war and internees, and (3) to help establish order. But in carrying out the obligations which entailed landing Nationalist troops from American ships and placing U. S. marines to guard vital railway bridges, the United States became involved in the fratricidal strife.

Fighting between the two Chinese factions flared at Shanhaikwan, eastern anchor of the Great Wall. The Chinese Reds charged American intervention, demanded withdrawal of the Marines. The American commander in China, Lt. Gen. Albert C. Wedermeyer, denied U. S. forces had joined the conflict but admitted that there had been some skirmishes. Secretary of War Robert Patterson, declaring American forces were in China to carry out U. S. obligations, denied our troops would aid in suppressing the civil strife but added that they would

act if attacked. A later charge that the U. S. had agreed to lend China \$64,000,000 for purchase of American arms and ammunition also was denied.

As for the 50,000 Marines in North China, Secretary of State James F. Byrnes announced in Washington that they would be withdrawn as soon as their mission is completed.

Main hope of resolving the undeclared war before it became a full-scale engagement was the concerted effort being made to bring about resumption of the suspended negotiations between the Nationalists and Chinese Reds.

In Java, nationalist demonstrations and riots led to fighting between Javanese forces and British troops. At Surabaya, British units suffered 100 casualties when attacked by the Indonesians. The incident was followed the next day by assassination of the local British commander, Brigadier Aubertin W. S. Mallaby. When the British learned that 100,000 Indonesians, armed with Jap equipment, were massing in central Java, an ultimatum was issued demanding the natives lay down their arms. When it was refused, the British landed more troops and equipment and launched a full scale assault on Surabaya.

Just prior to the ultimatum, the Indonesian de facto government had refused Dutch proposals to grant: (1) full partnership in a New Netherlands commonwealth; (2) an Indonesian government with its own representative body, plus an advisory council of ministers and a Dutch governor general; (3) suffrage to be determined by joint consultation; (4) Indonesian participation in civil and military service, and (5) increased education, and (6) improved income distribution.

The Indonesians countered with a proposal for a plebiscite conducted by the United Nations or arbitration by the United States.

### Atomic Dilemma

With debate on the atomic bomb welling up to an explosive potential only slightly less than that of the bomb itself, the men who must decide what to do with the world's most destructive force found the recommendations of scientists, legislators, diplomats, clerics and the "little guys" falling into four main groupings:

- Demands that the secret information be kept by the present owners, primarily the United States.

- Proposals that the Bomb and any secret information about it be given to the world, or at least to the Security Council of the United Nations Organization.

- Suggestions that it be used as a basis for a world government.

- Pleas that the use of and research on the bomb be banned altogether.

Out of the mighty mass of fact and opinion advanced in the atomic bomb discussions it seemed evident that production (in quantity or size), secrecy, cost, resources, military and scientific measures offer little or no protection.

With the realization of these atomic facts, the leaders of nations, especially major powers, are faced with the problem of how best to protect the world from the terrible consequences of an atomic war.

Spurred by the warnings of scientists and the uneasiness of the world in general, the heads of the governments of the United States, Great Britain and Canada—the three nations that produced and now hold key data on the atom bomb—met in Washington in mid-November to formulate a policy on the atomic bomb.

After nearly a week of conferences, President Truman and Prime Ministers Attlee and Mackenzie King announced in a joint declaration that their governments:

- Will share technical atomic bomb information in its industrial applica-



PLAYING WAR is still a game for Jap boys. Locale is old bomb shelter.

Photograph from Press Association, Inc.

tion with others of the UNO on a reciprocal basis "just as soon as effective enforceable safeguards against its use for destructive purposes can be devised."

• Propose a special commission set up by the UNO to prepare recommendations concerning (1) the exchange of basic scientific information for peaceful ends, (2) the control of atomic energy to ensure its use only for peaceful purposes, (3) the elimination of atomic weapons from national armaments and (4) effective safeguards by way of inspection and other means to protect the world against the hazards of violations and evasions.

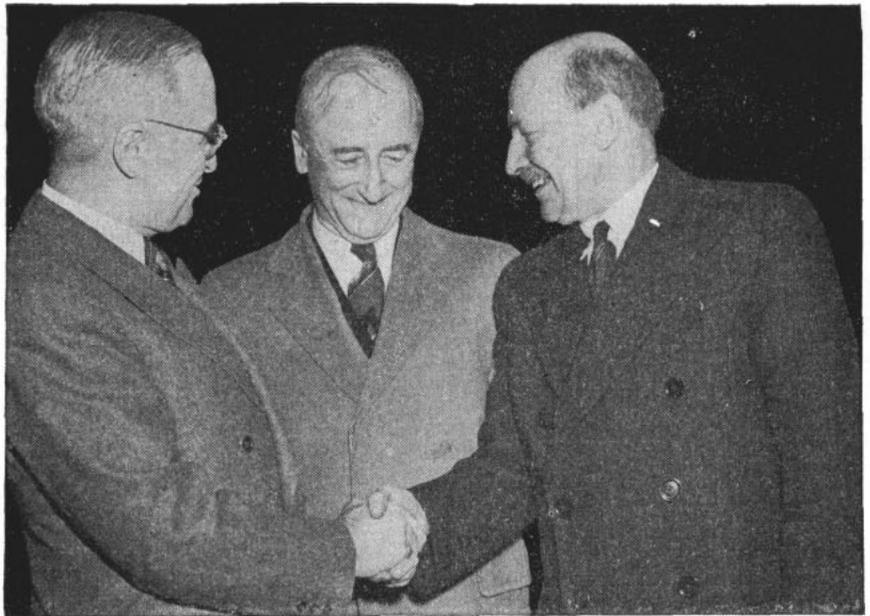
In their joint statement, Messrs. Truman, Attlee and Mackenzie King acknowledged that there can be no adequate military defense against the atomic bomb and "no single nation can in fact have a monopoly" of it. With this realization, they said, they had met to consider international action not only to prevent the use of atomic energy for destruction, but also to promote the use of such energy for peaceful and humanitarian ends.

They added, however, that the responsibility for devising means to insure that the new discoveries be used for the benefit and not destruction of mankind rests not on the United States, Great Britain and Canada alone, but upon the whole civilized world.

The only complete protection for the world, they added, "lies in the prevention of war." This can only be brought about "by giving wholehearted support to the United Nations organization and by consolidating and extending its authority," they stated.

Meanwhile, Congress still had before it the May-Johnson bill which would establish strict control of nuclear energy research, development and information.

Among alternate plans offered elsewhere for the future of the bomb was



Photograph from Press Association, Inc.

**PRESIDENT TRUMAN** greets British Prime Minister Attlee on arrival at White House to discuss atomic bomb. State Secretary Byrnes looks on.

the proposal of Capt. Harold E. Stassen, USNR, and former governor of Minnesota.

Stassen, who returned to civilian life last month, suggested that the UNO create an international air force consisting of five bomber squadrons each equipped with five atomic bombs and spaced around the world to halt aggression. He urged that after the international air force is equipped further manufacture of the atomic bombs be outlawed and the UNO Security Council create a commission to supervise and inspect all atomic manufacture and experimentation.

Whatever other problems faced the world, the atom bomb obviously held No. 1 position on the list demanding rapid but thoughtful solution. But there seemed to be one good sign emerging from the atomic fog of fact, rumor and opinion: most observers believe there is evidence of a stronger inclination for cooperation among nations.

**Cordell Hull**, former Secretary of State, has been awarded the 1945 Nobel Peace Prize for his role in laying the foundation for the UNO.

The award, suspended since 1938, is made annually to the person or persons "who shall have most or best promoted the fraternity of nations and the abolishment or diminution of standing armies and the formation and extension of peace congresses."

Although illness forced him to resign as Secretary of State before the United Nations Charter was adopted at San Francisco, Hull is often referred to as the "father" of the UNO because of efforts to bring the nations of the world together as a unit to prevent further aggression.

The 5-man Norwegian Parliament committee which selected Hull also awarded the 1944 Nobel prize to the International Committee of the Red Cross for its work among prisoners of war.

**The Charter of the United Nations** became a "part of the law of nations" at 1650 Wednesday 24 October when Secretary James F. Byrnes signed the required protocol after being presented with the ratification instrument of the Soviet government.

Under the terms of the charter, 29 (including the "Big Five") out of a total of 51 countries had to ratify the charter before it became effective. Russia's ratification was the 29th.

First meeting of the General Assembly of UNO is tentatively scheduled for London on 4 December at which time it is expected that the date and place of the first formal session of the full world organization will be set.

**Elections in the Balkans** are unusual events but last month elections were held in Hungary and Yugoslavia.

In Yugoslavia, Marshal Tito's National Front won indorsement in an "election" in which more than 90 per cent of the country's eligible voters cast ballots. Running without opposition, Tito's candidates for the assembly polled the heaviest vote in the nation's history. Those who wanted to vote against the National Front could do so in a special ballot box. One of the reasons for the heavy vote was the fact that women were voting for the first time.

In the first wholly free national and municipal elections in Hungary's history, the conservative Small Landholders Party, representing every shade of political thought, won decisively over Socialist and Communist opponents.

**Brazilian Tremors.** A mid tension growing with the approach of the 2 December presidential election, Getulio Vargas resigned as president of Brazil, ending a 15-year term in office. Taking Vargas' place as provisional president until the election is



Photograph from Press Association, Inc.

**CORDELL HULL**, former Secretary of State, is given Nobel peace prize.



GERMAN WOMEN PRISONERS in the Peninsular Base Section camp at Florence, Italy, improve barracks area. There are 2,700 women in the camp.



BODY of Joseph Pfitzner, Czech No. 3 war criminal, hangs in Prague.

held is Supreme Court Justice Jose Linhares, who appointed a new cabinet immediately upon taking office.

There was little or no violence in the change of governments, although the Brazilian army was ordered into the streets of Rio de Janeiro shortly after Vargas announced appointment of his brother, Benjamin, as chief of the Rio police. Vargas' resignation followed shortly after the appearance of the army units.

In his third report as military governor of the American zone of occupation in Germany and shortly before his return to the United States for conferences, Gen. of the Army Dwight D. Eisenhower declared that widespread unemployment in the zone, unless checked, may lead to organized resistance against occupation forces. He added that MG's controls and the local German agencies have been so successfully established that it has become feasible to plan for the withdrawal of all but supervisory control units on the lower governmental levels but, he warned, long occupation is necessary to complete the reformation of the German people.

"This is heaven." That's what one sailor said of Shanghai shortly after sailors landed and began making the rounds. Top priority on bluejackets' shopping list went to silk stockings, filmy black lace panties, nightgowns, pajamas. These were items Chinese storekeepers had hidden during Jap occupation. Also broken out from hiding places were bottles of pre-war Scotch whisky. With Americans changing their currency into the puppet money, a dinner and drinks for two frequently cost 3,000,000 Chinese dollars. Some sailors remarked they'd need seabags for the money to take a girl to dinner.

Hitler's death has been accepted as fact by British authorities. Intelligence officers, after exhaustive investigations, have little doubt, according to a British spokesman, that the former Nazi leader and his bride, Eva Braun, took their lives after making elaborate preparations to have their bodies burned. The preparations reportedly were made during a macabre wedding feast 30 April.

The first nonstop flight from Japan to Washington was completed 1 November when four B-29s arrived at the capital's National Airport, the first plane landing 27 hours and 29 minutes after taking off. The flight was the Army's second attempt to make the 6,544-mile trip nonstop. The first, a three-plane flight, failed when constant adverse winds forced landings at Chicago. Both flights followed the same route, the great cir-

cle course across the Pacific by way of Agattu and Kodiak in the Aleutians, Sitka, Alaska, Fort St. John, Winnipeg, Detroit and thence east across the U. S.

**Show-down.** General Charles de Gaulle became president of France last month, duly elected by the new Constituent Assembly. But before his position was established he had a cabinet show-down with the Communists. The trouble arose when the Communists who won the most seats in the new Assembly, demanded that they receive one of the three most important cabinet posts—Foreign Affairs, Interior or War. De Gaulle refused the request and the Communists precipitated a vote challenging the president. However, the Assembly overrode the Communists and returned to de Gaulle the mandate to form a government of national unity.

## QUOTES OF THE MONTH

- Secretary of States Byrnes, discussing the need for the world-wide system of United Nations: "There must be one world for all of us or there will be no world for any of us."
- A young torpedo-plane pilot, considering a return to civilian life: "It's obvious that nothing can ever happen to me in my life—if I come out of this—that won't be an anticlimax. It's a funny sort of thing to be 21 and at the absolute peak of everything."
- Secretary of War Robert Patterson, calling for universal military training: "The price of security will not be small."
- Mrs. Eleanor Deveny, 25, mother of 2, speaking of the 16-year-old

- youth she tried to elope with: "He's the kind of a man every girl dreams about but seldom finds. He's more of a man at 16 than a lot of men are at 35."
- Dorothy Dix, counseling the returning veteran on what to expect of his wife: "Women are birds of a different feather now."
- Brig. Gen. Harry H. Vaughan, presenting Boy Scout award to a sergeant: "If the Army had enough good sergeants, the colonels and generals could stay home."
- Captain Harold E. Stassen, urging the atomic bomb be outlawed: "There is no logical reason why each nation of the world should have the power to destroy other nations."

# REPORT FROM HOME

## Industrial Peace Talks

With an appeal to the 36 delegates to formulate a "broad and permanent foundation for industrial peace and progress," President Truman early last month opened a National Labor-Management Conference which he convened to meet the threat of crippling strikes in virtually every basic industry around the nation.

Warning that "our country is worried about our industrial relations," the President declared that the delegates have it within their power to stop that worry by finding a "democratic way to compose industrial difficulties." His recommendations:

- Genuine collective bargaining.
- Use of impartial machinery to reach decisions when bargaining fails.
- Peaceful negotiations of contracts and adjustment of disputes arising under these agreements.
- A substitute for inter-union jurisdictional strikes.

Among the delegates to the conference, which the President pointed out was not a Government affair but rather a meeting of representatives of the major labor and management groups, were:

John L. Lewis, president of the United Mine Workers; Philip Murray, president of the Congress of Industrial Organizations; William Green, president of the American Federation of Labor; Eric Johnston, president of the Chamber of Commerce; Ira Mosher, president of the National Association of Manufacturers, and C. E. Wilson, president of the General Motors Corporation.

Definite progress was made during the early sessions despite flareups among delegates. An accord on "full acceptance" of the principle of collective bargaining was reached, thus hurdling the obstacle which caused the breakdown of a similar industry peace conference after World War I.

Although wages were not on the agenda of the conference, the subject soon was injected into the parley. But even on this basic issue, the delegates seemed more than willing to strive hard for agreement.

A week before the conference, President Truman had advocated in a Radio address substantially higher wages but at the same time had ruled that prices must be held stable. Declaring that wage increases were necessary to prevent deflation, the President said industry could afford the increases without raising prices. However, he added, organized labor could not hope to maintain on a shorter work week the high "take-home" pay earned by working long hours with overtime compensation during the war.

Meanwhile, Congress was studying legislation to increase the legal minimum wage for workers in interstate commerce to 65 cents an hour. Secretary of Labor Schwollenbach went before the House Labor Committee to urge the increase, declaring the boost

was necessary in justice to a large group of wage earners who had never attained our standard of living.

A few days later, Price Administrator Chester Bowles joined the Secretary of Labor, assuring Congress that the increase to 65 cents would have no significant price consequences and would in fact improve the economy.

The national economy as affected by increased wages as well as tax reductions and loans to foreign countries prompted Bernard M. Baruch, adviser to Presidents and one of America's elder statesmen, to warn that the country faces inflationary dangers unless our production is guided along necessary channels until it is increased. Then, he added, we must determine (1) how to divide production so that enough of what is produced remains in the United States to prevent inflation and (2) how much to allocate for foreign rehabilitation.

## Income Tax Cut

Exempting the service pay of enlisted men from any tax during the war years and allowing officers three years in which to pay any back taxes on their service pay (see p. 73), a tax bill slicing the levies of individuals and corporations an estimated \$5,920,000,000 has been signed into law by President Truman.

The measure which removes 12,000,000 low-income wage earners from the income tax rolls also reduces by 10 percent or more the levy on incomes

up to \$50,000 and grants smaller reduction on incomes over \$50,000.

## Pearl Harbor Inquiry

Congress last month undertook a public investigation into events that surrounded the Japanese surprise attack on Pearl Harbor 7 Dec 1941. The investigating committee is made up of six Democrats and four Republicans, under the chairmanship of Senator Barkley. The Pearl Harbor disaster has been investigated several times: by the Roberts Commission, by a special Army board and by a Navy board; but because of wartime security none were conducted in public.

## Universal Training Proposed

President Truman delivered an historic address on 23 October before a joint session of Congress, requesting legislation for peacetime universal military training. Excerpts:

"The day of the minute man who sprang to the flintlock hanging on his wall is over. Now it takes many months for men to become skilled in electronics, aeronautics, ballistics, meteorology and all the other sciences of modern war. If another national emergency should come there would be no time for this complicated training. Men must be trained in advance.

"I recommend that we create a post-war military organization which will contain the following basic elements:

"First—A comparatively small regular Army, Navy and Marine Corps;

"Second—A Greatly strengthened National Guard and an organized reserve for the Army, Navy and Marine Corps;

"Third—A general reserve com-



Photograph from Press Association, Inc.

LABOR-MANAGEMENT conference speakers who addressed first session in Washington 5 November are grouped around chairman Walter P. Stacy. Shown (left to right) seated: Commerce Secretary Wallace; Stacy, and Labor Secretary Schwollenbach. Standing: AFL Chief William Green, U. S. Chamber of Commerce President Eric Johnston, National Association of Manufacturers President Ira Mosher and CIO President Philip Murray.

posed of all the male citizens of the United States who have received training.

"The general reserve would be available for rapid mobilization in time of emergency, but it would have no obligation to serve, either in this country or abroad, unless and until called to the service by an act of the Congress.

"In order to provide this general reserve, I recommend to the Congress the adoption of a plan for universal military training.

"Universal military training is not conscription. The opponents of training have labeled it conscription, and by so doing have confused the minds of some of our citizens. Conscription is compulsory service in the Army or Navy in time of peace or war. Trainees under this proposed legislation, however, would not be enrolled in any of the armed services. They would be civilians in training. They would be no closer to membership in the armed forces than if they had no training. Special rules and regulations would have to be adopted for their organization, discipline and welfare.

\* \* \*

"The basic reason for universal training is a very simple one—to guarantee the safety and freedom of the United States against any potential aggressor. The other benefits are all by-products—useful indeed, but still by-products. The fundamental need is, and always will be, the national security of the United States and the safety of our homes and our loved ones.

"Since training alone is involved, and not actual military service, no exemptions should be allowed for occupation, dependency, or for any other reason except total physical disqualification.

\* \* \*

"Upon completion of a full year's training, the trainee would become a member of the general reserve for a period of six years. After that he should be placed in a secondary reserve.

\* \* \*

"The argument has been made that compulsory training violates traditional American concepts of liberty and democracy, and even that it would endanger our system of government by creating a powerful military caste.

"The purpose of the program, however, is just the contrary. And it will have just the contrary result. The objective is not to train professional soldiers. It is to train citizens, so that if and when the Congress should declare it necessary for them to become soldiers, they could do so more quickly and more efficiently. A large trained reserve of peace-loving citizens would never go to war or encourage war, if it could be avoided.

"It is no valuable, valid argument against adopting universal training at this time that there are now millions of trained veterans of this war. No fair-minded person would suggest that we continue to rely indefinitely upon those veterans. They have earned the heartfelt gratitude of us all—and they



Photograph from Press Association, Inc.

**PRESIDENT TRUMAN advocates one year military training in a special message given in person to congress.**

have also earned the right to return promptly to civilian life. We must now look to our younger men to constitute the new reserve military strength of our nation.

\* \* \*

"Until we are sure that our peace machinery is functioning adequately, we must relentlessly preserve our superiority on land and sea and in the air. Until that time, we must also make sure that by planning—and by actual production—we have on hand at all times sufficient weapons of the latest nature and design with which to repel any sudden attack, and with which to launch an effective counter-attack.

\* \* \*

"Any system which is intended to guarantee our national defense will, of course, cause some inconvenience—and perhaps even some hardships—to our people. But we must balance that against the danger which we face unless we are realistic and hard-headed enough to be prepared. Today universal training is the only adequate answer we have to our problem in this troubled world.

\* \* \*

"Let us not by a short-sighted neglect of our national security betray those who come after us.

"It is our solemn duty in this hour of victory to make sure that in the years to come no possible aggressor or group of aggressors can endanger the national security of the United States of America."

**Veterans Hospitals**

Designed to provide 15,276 additional beds for Veterans Administration patients, plans calling for 19 new hospitals and expansion of 19 existing units have been given presidential approval.

The construction and expansion projects are part of a program to add 29,100 hospital beds to VA facilities. Funds for the new hospitals and expansions will be requested for the 1946 fiscal year and appropriations for the remainder of the program will be requested for the 1947 fiscal year.

New hospitals will be built at New Haven, Conn.; Albany, N. Y., Buffalo, N. Y.; Newark, N. J.; Baltimore, Md.; Washington, D. C.; Gainesville, Fla.; Clarksburg, W. Va.; Louisville, Ky.; Decatur, Ill.; Duluth, Minn.; Iowa City, Iowa; Omaha, Neb.; New Orleans, La.; El Paso, Tex.; Oklahoma City, Okla.; Phoenix, Ariz.; Cincinnati, Ohio; and a southern Minnesota site yet to be chosen.

Additions will be made at veterans hospitals at Northampton, Mass.; Bedford, Mass.; Lebanon, Pa.; Atlanta, Ga.; Downey, Ill.; Lincoln, Neb.; Minneapolis, Minn.; Sioux Falls, S. D.; Biloxi, Miss.; Gulfport, Miss.; Tuskegee, Ala.; Salt Lake City, Utah; San Fernando, Calif.; Portland, Ore.; and Roseburg, Ore.

Facilities will be expanded at domiciliary homes at Bath, N. Y.; Mountain Home, Tenn.; Bay Pines, Fla.; and Dayton, Ohio.

**On Armistice Day**, a world largely at peace for the first time in seven years paid tribute not only to the dead of World War I but also to those who fell in World War II. Marking most of the solemn ceremonies was the fervent plea that mankind act to avert a third and even more catastrophic conflict.

In Washington, President Truman, Prime Minister Attlee of Britain and Prime Minister W. L. Mackenzie King of Canada were joined by Government and military leaders and veterans in impressive rites at Arlington's Tomb of the Unknown Soldier.

In France, the rows of American military graves in cemeteries from Normandy to the Rhineland were blanketed with floral tributes from the French people who were urged by General Charles de Gaulle to forget their differences and unite. In London, King George VI led England in the Armistice Day observance.

In Berlin the chief ceremony on Armistice Day was provided by Red Army soldiers who dedicated a monument to their comrades lost in the assault on the German capital.

**Many American cities** elected mayors last month. Here are the results:

- O'Dwyer, Democrat, also American Labor Party candidate, over Judge Jonah Goldstein, Republican-Fusion-Liberal candidate, and Newbold Morris, "No Deal" candidate.

- Detroit re-elected Mayor Edward J. Jeffries over the CIO's Richard Frankenstein in a non-partisan race.

- Pittsburgh chose David L. Lawrence, Democrat, over Robert N. Waddell, Republican.

- Cleveland picked Mayor Thomas A. Burke, Democrat, over Ray C. Miller, Republican.

- Louisville apparently elected Democrat E. Leland Taylor over Republican Roy W. Easley in an extremely close race.

## Home-Town Topics

Wartime advertisements of the shiny postwar cars-to-be created the desired nation-wide anticipation, but the real thing turned anticipation into overwhelming temptation in *Nassau County, N. Y.*, where a thief broke into a show room and stole the first 1946 Buick on display. However, apparently feeling the loot a bit obvious, the "car-naper" abandoned the \$1,800 automobile after driving it only 14 miles. . . . The return of gasoline-in-quantity has forced a change in the way of life at the *Cambridge, Mass.*, police department where Chief Timothy F. Leahy felt called upon to order his men to "stop playing dominoes" following reports that policemen have been slow in answering calls.

After reviving Ralph Booen, the *Albert Lea, Minn.* fire department assured the 60-year-old experimenter that his new gas rat extermination system which he had been checking was functioning perfectly. . . . Two students of the *West New York, N. J.* high school were arrested when their "TNT apple"—23 sticks of dynamite and 90 detonating caps—were discovered under the school house steps. . . . Everyone knows what they do in the infantry but Ex-Sergeant William Barnes found out that such doings don't halt with discharge. Barnes wore out his first pair (in four years) of civilian shoes pounding *Manhattan's* pavements in search of an apartment for his family. But he DID find an apartment.

When a woman visitor to a prisoner-of-war exposition in *New York* pointed out a change in a display atop a 10-ft. guard tower, red-faced guards discovered that a dummy had been stripped of its Luftwaffe uniform. . . . The lure of California apparently stretches across the 2,000 miles to *Honolulu* where Miss Antonio "Tonya" Jones, 32, recently set sail alone in a frail, 30-foot ketch for *San Francisco*.

**Ration books** were well on their way last month to becoming civilian



Photograph from Press Association, Inc.

**HOUSING SHORTAGE** is tough for many civilians these days. Here David Mizrahi, a Marine veteran, moves wife, son into pup tent in Los Angeles.

souvenirs, although certain items still require stamps—and will for some time.

Latest items taken from the list of rationed goods were shoes and automobiles and the Department of Agriculture predicted that meat would be point-free early in 1946. On the other hand, sugar, butter, margarine, lard and shortening apparently are on the list to stay for some little time—at least well into 1946. In the case of sugar, civil strife in Java and other Netherland East Indies islands and the slow return to production in the Philippines were blamed.

As for cars, the removal of rationing had to be tempered with the sobering news that new cars won't be plentiful for many months to come.

## SPORTS

### Found: A Contender

Undefeated, yet not too highly regarded as a contender in the annual gridiron battle with Army, Navy's football task force on 10 November emerged from a sparkling victory over Michigan to confound those who had counted it out of the 1 December classic.

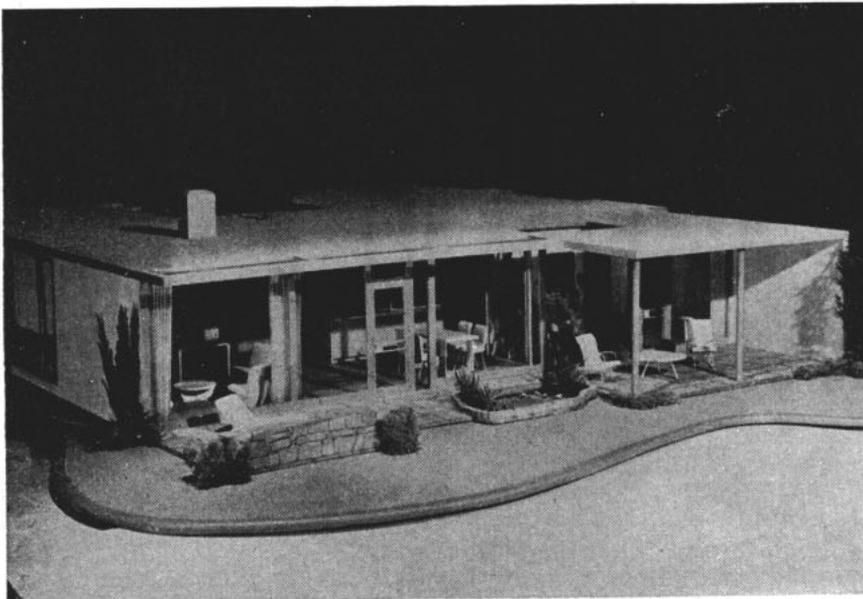
Again on 17 November the Middies won, this time 36 to 7 over Wisconsin—but all was not sunshine and roses, because the Army team meanwhile was showing its power by drubbing Pennsylvania, 61 to 0.

Navy's gridiron prestige had hit its lowest point earlier when the midshipmen eleven was tied and outplayed by Notre Dame. At that time the experts—the armchair "coaches" and sports writers—had handed down Sunday morning judgments to the effect: Navy can't win.

The Naval Academy's early season record was good—on paper—but the experts still weren't satisfied that the team was of championship stripe. In their first three games the middies weren't scored on. First, Villanova toppled 49-0; then Duke 21-0 followed by Penn State 28-0. Against Penn, Navy found the going much tougher, came up with a 14-7 victory over a team later rated second or third in the East.

Meeting Notre Dame's Irish at Cleveland, Navy found itself on the defensive most of the time. This was shown in the statistics of the game: yards gained by rushing—Navy 60, Notre Dame 179; by forward passes—Navy 55, Notre Dame 116; first downs—Navy 8, Notre Dame 12.

But the highlight of the game was Notre Dame's last second push in



World Wide photograph

**RECONVERSION** is expected to bring a boom in home construction. Here is a model illustrating increased use of windows featured in many house plans.

which many felt the Irish, with only inches to go, had scored the winning touchdown but which officials ruled (and movies later proved) a failure.

In the Michigan game, the midshipmen exploded; they seemed to have found themselves and solved the riddle of their newly-adopted "T" system. Admittedly competent at defense, the Navy team showed offensive resourcefulness which blasted Michigan off the field. The result: the Wolverines were crushed 33-7, one touchdown worse than the drubbing given them by the cadets earlier in the season.

While the Naval Academy was running wild over Michigan, Army was handing the midshipmen's week-before opponent, Notre Dame, its worst defeat of the season, 48-0. Army's latest victory and previous wins failed, however, to dim the Navy's new prestige. Earlier Army wins were over the Army Air Forces Personnel Distribution Command team, 32-0; Wake Forest, 54-0; Michigan, 28-7; Duke, 48-13, and Villanova 54-0.

\* \* \*

Elsewhere in the nation's gridirons as of mid-November:

The Oklahoma Aggies cinched the Missouri Valley title by defeating Tulsa. Oklahoma was leading the race for the Big Six championship but Missouri was hot on the Sooners' heels. In the Southeast conference, Alabama, unbeaten and untied, was on top followed by Mississippi State, Georgia Tech, LSU and Georgia. On the Pacific coast, St. Mary's was regarded tops, although Southern California had regained first place in the Pacific conference. In the Southwest, Texas and Texas Aggies were tied for first place. Colorado was leading the Rocky Mountain league, followed by Denver and Utah. Duke led in the South. Notre Dame dominated the midwest. The Western Conference



Photograph from Press Association, Inc. **VOTED MOST valuable player in National League is Cubs' Phil Cavarretta.**

was topped by Indiana, followed by Ohio State, Purdue and Michigan.

In the pro leagues, Cleveland and Detroit were battling it out for top spot in the western division while Washing headed the eastern.

**One of Navy's football immortals,** Col. Emery Ellsworth "Swede" Larson, 46, USMC, died 7 November at the Atlanta Naval Air Station dispensary where he was taken after suffering a heart attack while attending a football game.

Col. Larson's military career was filled with action not only on the gridiron but also in combat. Born in Monticello, Minn., he enlisted in the Marine Corps in 1917 and was appointed

to the Academy in June 1918. At Annapolis he played football three years—each of which saw Navy defeat Army—and won the Thompson Trophy as Navy's outstanding athlete in 1922.

He continued his football career during three years at Quantico and subsequent duty at Parris Island and Hawaii. He even extended his coaching to the USS *Pennsylvania*, whose team he led to Fleet championships in 1935 and 1936. Before returning to the academy as coach in 1938, Col. Larson led the Sixth Marine football team at Shanghai. During his three years as coach at the academy, the midshipmen under his guidance beat West Point 10-0, 14-0 and 14-6.

When his team defeated Army in November 1941, Col. Larson declared: "This will be the last football for me for quite a while. There's a bigger game coming up and I'm going to be in it." Eight days came Pearl Harbor.

Early in the war he saw duty in the Aleutians and later led his regiment into action at Tarawa, Kwajalein and the Marshalls. He was ordered to Marine Corps headquarters in Washington, D. C., in February 1944.

**Banner Year—at the Gate**

With five teams drawing better than a million attendance, major league baseball set a new attendance record in 1945 in spite of numerous games that would have been insulting to minor leagues before the war. The total attendance was 11,375,185, of which the American League contributed 6,002,366 and the senior circuit 5,372,819. This figure did not include thousands of servicemen and women who were on the cuff.

The three New York teams—Yankees, Giants and Dodgers—were in the million class, the Giants for the first time in their history. The other two teams in that category were the pennant winners, the Detroit Tigers and Chicago Cubs.



Photograph from Press Association, Inc.

**NAVY DEFENSE** and Army offense featured their games with Notre Dame as service teams headed for classic clash. Minisi's one-foot-line tackle saved Navy's 6-6 tie. Army's Davis scores early in 48-0 victory.

# DECORATIONS & CITATIONS

For reasons of security, the deed for which a man receives a decoration sometimes cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

## DESRON 23 AWARDED UNIT CITATION

### 'Little Beavers' Won Fame During Solomons Campaign

The Presidential Unit Citation has been presented to Destroyer Squadron 23, consisting of the USS *Charles Ausburne*, *Claxton*, *Dyson*, *Spence*, *Converse*, and *Stanly*. These six ships, known as the "Little Beavers" had a major part in action against the Japanese forces during the Solomon Islands campaign from 1 Nov 1943 to 23 Feb 1944.

Four of the ships, the USS *Charles Ausburne* (flagship), *Converse*, *Claxton* and *Dyson*, received the award from Secretary of the Navy James Forrestal at the Washington, D. C., Navy Yard on 19 Oct 1945. The USS *Stanly* was at the Mare Island Navy Yard on that date and the *Spence* foundered and sank in heavy weather on 17 Dec 1944.

These six destroyers, plus the USS *Foote*, *Thatcher* and *Aulick*, comprised the original squadron under the command of Capt. Arleigh A. Burke, USN, Boulder, Colo., whose repeated fast maneuvers spelled surprise and defeat for the Japs and won for him the nickname, "31-knot Burke." The *Foote*, torpedoed during the Battle of Empress Augusta Bay, 1-2 Nov 1943, had to be towed to the United States, thereby missing the greater part of the period for which the citation was given. The *Thatcher*, damaged in the same battle, proceeded to Pearl Harbor and finally to the United States. The *Aulick* was temporarily put out of action prior to the period due to perils of the sea.

Commanded by forceful leaders and manned by aggressive, fearless crews, the ships of Squadron 23 coordinated as a superb fighting team, boldly penetrating submarine-infested waters during a period when Japanese naval and air power was at its height. They countered the enemy's fierce aerial bombing attacks and destroyed or routed his planes, intercepted his surface task forces, sank or damaged his warships by torpedo fire, prevented interference with our transports, and rendered effective cover and fire support for the major invasion operations in this area. In 22 separate engagements during the cited period, the squadron is credited with the destruction of one Jap cruiser, nine destroyers, one submarine, one auxiliary vessel, one coastal destroyer minelayer, one large cargo vessel, and four barges and numerous aircraft estimated at possibly 30. In 11 bombardments several shore batteries, supply dumps, bivouac areas were set afire and destroyed.

During the period, Capt. Burke was awarded the Distinguished Service Medal, the Navy Cross and the Legion of Merit. In addition, Capt. Bernard L. Austin, USN, Rock Hill, S. C., was

awarded the Navy Cross and Silver Star Medal while he was in command of Destroyer Division 46, a part of Squadron 23; Capt. Leland R. Lampman, USN, Huntington, W. Va., former CO of the USS *Thatcher*, has received the Silver Star Medal; and Comdr. Alston Ramsey, USN, former CO of the USS *Foote*, also received the Silver Star Medal. Included among those who were commanding officers and received individual awards for action during the citation period were:

Capt. Henry J. Armstrong, USN, Santa Ana, Calif., former CO of the USS *Spence*, Silver Star Medal, Navy Cross and Bronze Star; Capt. Robert Cavenagh, USN, New Philadelphia, Ohio, former CO of the USS *Stanly*, Silver Star Medal, Bronze Star Medal; Comdr. John B. Colwell, USN, Pawnee City, Neb., former CO of the *Converse*, two Bronze Star Medals; Capt. Roy A. Gano, USN, Pipestone, Minn., former CO of the USS *Dyson*, Bronze Star Medal, Navy Cross, and Silver Star Medal; Capt. DeWitt C. E. Hamberger, USN, Washington, D. C., former CO of the USS *Converse*, Navy Cross and Silver Star Medal; Comdr. Ellis H. McDowell, USN, Pasadena, Calif., CO of the USS *Converse*, two Bronze Star Medals; Comdr. John B. Morland, USN, Haven, Kans., former CO of the USS *Stanly*, two Bronze Star Medals; Capt. Luther K. Reynolds, USN, Water Valley, Miss., former CO of the USS *Ausburne*, Navy Cross, Bronze Star Medal and Silver Star Medal; Capt. Herald F. Stout, USN, Dover, Ohio, former CO of the USS *Claxton*, Navy Cross and Silver Star Medal.

Bronze Star Medals were awarded to: Andrews, Frank V., Lt. Comdr., USN, Pasadena, Calif.; Bedell, Arthur W., Lt., USNR, Albany, N. Y.; Beeman, Nyle J., CGM, USN, Bartley, Neb.; Briggs, John F. Jr., Lt.(jg), USN, White Plains, N. Y.; Burt, Arthur H. Jr., Lt. USNR, Elmira, N. Y.; Carr, Francis H., CWT, USN, Washington, D. C.; Carter, John R., Lt. Comdr., USNR, Omaha, Neb.; Connolly, John W. Jr., Lt., USNR, Dorchester, Mass.; Davis, John H., Lt., USNR, Birmingham, Ala.; Dereume, August J., Lt., USNR, Punxsutawney, Pa.; Duchon, Charles, Lt., USNR, St. Louis, Mo.; Ereckson, Henry J. Jr., Lt., USN, Muskogee, Okla.; Ferguson, Robert C., CGM, USN, Racine, Wis.; Fox, Robert B., Lt., USNR, Chicago, Ill.; Frost, Charles O., Lt.(jg), USNR, Seymour, Ind.; Gaetjens, William P., CBM, USN, Pittsburgh, Pa.; Girvin, Eb C., Lt., USNR, Waco, Tex.; Gray, Joseph H., Lt., USNR, Greensburgh, Pa.; Green, Herbert N., CBM, USN, Orleans, Ind.; Harvey, Robert C., Lt., USNR, Atchison, Kans.; Herbert, Edward I., CY, USNR, St. Louis, Mo.; Hogan, William H., Jr., Lt., USNR, Salem, Mass.; Hummel, David D., CGM,

USN, Fremont, Wis.; Hurley, Paul, Lt., USNR, Quincy, Mass.; Hurn, Richard W., Lt., USNR, Henrietta, Tex.; Mills, Jared W., Lt. Comdr., USNR, San Francisco, Calif.; Moody, Francis T., MM2c, USNR, Santa Cruz, Calif.; Mulcey, Paul A., Lt., USNR, Elkins Park, Pa.; Moore, Wilbur E., S1c, USN, Oak Hill, W. Va.; Naylor, Jesse A., Lt., USN, Kansas City, Mo.; Newport, Wayne M., Lt. Comdr., USN, Davenport, Iowa; Ottlinger, Michael E., TM1c, USN, Cincinnati, Ohio; Parker, Otis M., Lt., USN, Austin, Tex.; Peet, Raymond E., Lt., USN, Binghamton, N. Y.; Reeder, William E., CFC, USN, Gig Harbor, Wash.; Renfro, John N., Lt. Comdr., USN, Cleveland, Ohio.; Roberts, Willis L., Lt. Comdr., USNR, Chicago, Ill.; Rusin, Joseph, GM1c, USNR, Manchester, N. H.; Sancho, Frank R., BM2c, USN, Detroit, Mich.; Sander, Carl A., Lt. Comdr., USN, Cumberland, Md.; Schriber, John J., Ens., USN, Garret Park, Md.; Smith, Robert G., Lt.(jg), USN, Belfry, Ky.; Spore, Burns W., Lt. Comdr., USN, Coronado, Calif.; TenEyck, T. Willard, Lt., USNR, Denver Colo.; Taylor, Harold L., CMM, USN, Chicago, Ill.; White, Byron R. ("Whizzer"), Lt., USNR, Wellington, Colo.; Whitehurst, William B., Lt., USNR, Bethel, N. C.

Forty-one letters of commendation were also awarded to various members of the different ships' companies.

### Presidential Honors Awarded to Subs Flasher and Tirante

Presidential Unit Citations have been awarded to two submarines, the USS *Tirante* and USS *Flasher*, for exceptional performances during Pacific war patrols.

In special ceremonies at the Washington Navy Yard on 19 Oct 1945, Secretary of the Navy James Forrestal presented the Presidential Unit Citation to the submarine *Tirante* in recognition of daring combat achievement during her first war patrol.

Penetrating into the harbor of Quel-part Island off the coast of Korea on 14 Apr 1945, despite mine and shoal obstructed waters, numerous patrolling vessels and aircraft, and five shore-based radar stations, the submarine sent two torpedoes into a large Japanese ammunition ship. Then, although spotted by the enemy as she stood out plainly in the glare of the explosion, the *Tirante* quickly set up the torpedo data computer while retiring and fired her last two torpedoes into two other vessels. The *Tirante* then cleared the harbor undetected along the shoreline, diving deep as a pursuing patrol dropped

## ★ DECORATIONS

a pattern of depth charges at the point of submergence.

Comdr. George L. Street III, USN, Bon Air, Va., was CO of the *Tirante* during the period for which the Presidential Unit Citation was awarded. He received the Medal of Honor for his part in that action (ALL HANDS, November 1945, p. 55). The executive officer, Lt. Comdr. Edward L. Beach, Jr., USN, Carmel, Calif., received the Navy Cross for the same patrol (See col. 2).

The USS *Flasher* has been awarded the Presidential Unit Citation in recognition of the personal valor and superb seamanship of her officers and men during her third, fourth and fifth war patrols in the Pacific. Constantly forced down by fierce and repeated depth charging and threatened by strong hostile air coverage, the USS *Flasher* persistently resurfaced and boldly penetrated formidable screens to press home her attacks by day or night, inflicting terrific damage on the enemy in vital ships sunk or severely damaged.

## Philippines Work Earns Unit Honor For Salvage Group

The ship salvage, fire-fighting and rescue unit, Service Force, Seventh Fleet, has won the Navy Unit Commendation for service in the Philippine Islands area from 17 Oct 1944 to 10 June 1945 and in connection with the clearing of Manila harbor. The unit operated under continuous enemy attack throughout the assault phase of nine major landings, including Leyte, Ormoc and Lingayen invasions, and rendered invaluable service in fighting and extinguishing fires and in repairing, refloating and salvaging many vital service and combatant ships.

Within a period of three months, the citation points out, this gallant unit completed the emergency clearing of Manila harbor, raising, removing or disposing of over 350 vessels together with large quantities of Japanese underwater ordnance to open the port fully to Allied use.

All personnel attached to and serving with the unit, or with the following ships during the specified dates, are authorized to wear the Navy Unit Commendation ribbon: USS *Cable*, 20 Oct 1944 to 10 June 1945; USS *Quapaw*, 20 Oct 1944 to 15 Feb 1945; USS *Sonoma*, 20 Oct-24 Nov 1944; USS *Grasp*, 6 Jan-10 June 1945; USS *Hidatsa*, 6 Jan-3 Mar 1945; ATR-31, 7-8 Dec 1944; PC-1133, 30 Jan-3 Mar 1945; the USSs *Grapple*, *Potawatomi*, *Chickasaw*, *Chowanoc*, *Apache*, *Rail*, ATR-61, ARL-2, ARL-8, LCI-333, LCI-335, LCI-390, LCI-616, LCI-690, LCI-776, LCI-777, LCI-1033, from 6 Jan-15 Feb 1945; the USSs *Chanticleer*, *Teak*, YP-421, PT-375, LCT-1239, LCT-1240, LCT-1260, from 3 Mar-10 June 1945; and the USSs LCI-688, LCI-985, LCI-986, LCI-987, from 29 Jan-10 June 1945; LCI-63, from 6 Jan-15 Feb 1945.

## Pigeon, Lost in '42, Given Two PUCs

Two Presidential Unit Citations have been awarded to the USS *Pigeon*, a submarine rescue vessel which was sunk at Corregidor 3 May 1942 by Japanese air attack.

The *Pigeon's* first commendation was for the courageous performance of duty by her officers and men on 10 Dec 1941 when the vessel, despite severe bombing attacks by Japanese aircraft and without the use of regular steering equipment, towed to safety the USS *Seadragon* and assisted generally in clearing naval vessels and yard craft from the docks of Cavite Navy Yard, then a roaring inferno.

The second commendation was for the excellent fighting ability displayed by the personnel of the USS *Pigeon* on two occasions in December 1941. In these actions, the ship shot down several attacking Japanese aircraft, despite the fact that its primary mission was the rescue and salvage of submarines.

Capt. Richard E. Hawes, USN, Thomson, Ga. (a Lt. Comdr. at the time of the action cited), was awarded the Navy Cross for his services as CO of the *Pigeon* during the Japanese raid on Cavite 10 Dec 1941.



### First award:

★ ABEL, Brent M., Lt. Comdr., USNR, Cambridge, Mass.: As CO of the USS *Buckley* in action against a German submarine on 6 May 1944, he closed to short range of the wildly maneuvering submarine and in the face of torpedo attacks and automatic weapon fire succeeded in silencing the enemy's fire within four minutes and in ramming the U-Boat. The enemy countered with an attempted boarding while the vessels were in contact and then attempted to ram after the combatants became disengaged. Following the defeat of these efforts the doomed submarine disappeared under the surface of the water and blew up with accompanying heavy underwater explosion.

★ AVERY, Howard M., Comdr. (then Lt. Comdr.), USN, Chincoteague, Va.: As pilot of a torpedo bomber and officer in tactical command in offensive action against an enemy submarine on 15 June 1944 he maintained contact on a fully surfaced enemy submarine despite anti-aircraft gun fire and kept the enemy occupied until assistance arrived. He then calmly directed the attack which resulted in its destruction. During the action Lt. Comdr. Avery made two strafing runs with great skill and courage against the enemy in the face of heavy AA fire.

★ BEACH, Edward L. Jr., Lt. Comdr., USN, Carmel, Calif.: As executive officer, navigator and assistant approach officer of the USS *Tirante* during her first war patrol in the East China and Yellow Seas from 3 March to 25 Apr 1945, he rendered valiant service to his commanding officer in penetrating mined and shoal-obstructed shallow

## NAVY CROSS RECIPIENTS



Brent M. Abel,  
Lt. Comdr., USNR

Howard M. Avery,  
Comdr., USN



Edward L. Beach Jr.,  
Lt. Comdr., USN

Harold C. Fitz,  
Capt., USN



Stuart H. Ingersoll,  
Capt., USN

Jerome J. O'Dowd,  
Lt., USNR



Donald A. Remington,  
Corp., USMC

Alvin E. Rosenbloom,  
Lt. (jg), USNR



Roland N. Smoot,  
Commodore, USN

Thorolf E. Thompson,  
Lt. (jg), USNR

The citations for Lt. O'Dowd and Lt. (jg) Rosenbloom appeared in the November issue, Page 57. Photographs not available for Lt. Conner and Lt. (jg) Hopgood.

ALL HANDS

waters in defiance of hostile shore-based radar stations and aircraft. By his excellent judgment and keen understanding of attack problems, he contributed to the sinking of three Japanese cargo ships, one large transport, a hostile tanker, three patrol frigates and one lugger, totaling 28,000 tons of shipping. His courageous and inspiring devotion to duty was a major factor in the illustrious combat record achieved by his ship and in her safe return to port in spite of severe enemy countermeasures.

★ CONNER, Leon S., Lt. (jg), USNR, Eufaula, Ala. (missing in action): As pilot of a torpedo bombing plane from the USS *Natoma Bay* during the Battle off Samar 25 Oct 1944, he flew through intense anti-aircraft fire to score a bomb hit on a Japanese battleship, a near miss on a heavy cruiser, aided in a direct hit on another heavy cruiser, and straddled a light cruiser with his bombs.

★ FITZ, Harold C., Capt., USN, Severna Park, Md.: As CO of the USS *Santa Fe*

in action off the southern coast of Honshu on 19 Mar 1945, he brought his damaged cruiser alongside the USS *Franklin*, lying crippled in the water as the result of enemy action, and held his hazardous position to effect the rescue of great numbers of personnel. Simultaneously engaging his ship in fighting fires on board the disabled craft and heaving in on the towline from another cruiser, he aided the *Franklin* to withdraw without further damage and continued his gallant service until the carrier could effect emergency repairs and return to port under her own power.

★ HOPGOOD, Robert B., Lt. (jg), USNR, Cheshire, Conn.: While senior pilot of a Navy patrol plane on a regular air coverage flight over a convoy on 20 Aug 1942, he sighted an enemy submarine on the surface. In the face of enemy anti-aircraft fire and undesirable weather conditions Lt. (jg) Hopgood depth-charged and strafed the submarine and then led a destroyer from the convoy to the scene. As the destroyer was approaching, the enemy abandoned the sinking submarine and a large number of prisoners were taken.

★ INGERSOLL, Stuart H., Capt., USN, Alexandria, Va.: For his brilliant leadership, superb ship-handling and daring tactics maintained in the face of tremendous opposition while CO of the USS *Monterey* during action against enemy Japanese forces in the Pacific war area from 29 Aug to 30 Oct 1944. When the *Monterey* came under heavy Japanese aerial attack while boldly penetrating the hazardous waters off Formosa on 13-14 October, Capt. Ingersoll fearlessly held his course and, hurling the full fighting strength of his ship against the formation of attacking planes, despite terrific odds succeeded in blasting a number of hostile aircraft from the sky with no damage to his own vessel. During the Battle for Leyte Gulf on 25-26 October he inflicted heavy damage and destruction upon capital ships of the Japanese fleet in a bitterly fought, decisive engagement.

★ REMINGTON, Donald A., Corp., USMC, Bloomingdale, Mich.: For extraordinary heroism in action while attached to a Marine infantry battalion on Iwo Jima, 26 Feb to 7 Mar 1945. On 26 February, Corp. Remington braved intense mortar and small arms fire with complete disregard for his own safety to bring to cover four wounded Marines. On 27 February, when his platoon was unable to continue its advance because of several connecting and supporting enemy pill boxes, he, single-handed, destroyed four pill boxes, enabling the flame throwers to complete the annihilation of the enemy. On 7 March, Corp. Remington fearlessly exposed himself to the enemy while covering the evacuation of a group of wounded with his rifle fire.

★ SMOOT, Roland N., Commodore, USN, Salt Lake City, Utah: During the Battle for Leyte Gulf, he distinguished himself by extraordinary heroism in the line of his profession while commanding forces in operations against the enemy, leading his ships in a daring and successful attack on the enemy battleline on 25 Oct 1944. By his courage, skill in combat, and determination, he gave encouragement to his force in

a manner that caused his action to be very instrumental in the success of a most difficult operation.

★ THOMPSON, Thorolf E., Lt. (jg), USNR, Ames, Iowa (missing in action): As pilot of a fighter plane operating from the USS *Essex* during the Battle for Leyte Gulf, 24 Oct 1944, he dove to perilously low altitude in the face of shattering anti-aircraft fire to score a direct hit on a battleship of the Yamato class. By his superb airmanship, indomitable fighting spirit and gallant fortitude in the face of extremely adverse weather and savage, unceasing opposition, Lt. (jg) Thompson contributed materially to the success of our forces in this decisive engagement.

#### DISTINGUISHED SERVICE MEDAL

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

★ HALSEY, William F. Jr., Admiral, USN, Wilmington, Del.: As Commander, Third Fleet, operating in waters off the Ryukyus and Japan from 28 May to 2 Sept 1945, Admiral Halsey placed in action the greatest mass of sea power ever assembled and, with brilliant military precision and characteristic aggressiveness, initiated attacks on the enemy's naval and air forces, shipping, shipyards and coastal objectives to support Ryukyus operations and to protect sea and air communications along the Central Pacific axis. By 15 August, the naval and air forces under Admiral Halsey's command had destroyed or damaged nearly 3,000 of the enemy's planes and had sunk or disabled 1,650 of his combatant and merchant vessels from Northern Hokkaido to Tokyo. Following the formal capitulation of the enemy, Admiral Halsey organized and effected the naval occupation of the Tokyo Plains Area.

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

★ LEE, Willis A. Jr., Vice Admiral, USN, Rock Island, Ill. (posthumously): As ComBatRon2, Pacific Fleet, and Commander of a task force of battle-ships, from July 1944 to 27 May 1945, Vice Admiral Lee directed his task force with superb tactical skill throughout a period of intense carrier activity, contributing largely to the effectiveness of protective screens in the repulsion of incessant enemy aircraft attacks. Throughout the Battle for Leyte Gulf and the operations against the Japanese-held islands of Palau, the Philippines, Iwo Jima and Okinawa, he deployed his ships to achieve maximum strength in the defense of our carriers and, by accurate bombardment of shore installations and gun positions, the neutralization of enemy resistance in preparations for our amphibious landings. Vice Admiral Lee's inspiring leadership, energetic zeal, and resolute devotion to duty were vital factors in the success of fast carrier task forces during a critical period in the Pacific war.

★ ROYAL, Forrest B., Rear Admiral, USN, Arlington, Va. (posthumously): As Commander Amphibious Group Six, serving under Commander Seventh Amphibious Force, during our am-

### Navy Awards DSM To Army Generals

For their parts in joint Army-Navy operations the Navy has conferred its Distinguished Service Medal to two Army Generals.

General Omar N. Bradley, USA, Administrator of Veterans Affairs, has been awarded the Distinguished Service Medal by the Navy for his meritorious service while serving as commanding general of the Twelfth Army Group from 15 Dec 1944 to 15 Apr 1945. A master strategist, General Bradley demonstrated keen foresight and outstanding professional skill in coordinating with the U. S. Navy the planning of the Rhine river crossings of the First, Third and Ninth U. S. Armies and, by his intelligent appreciation of the problems common to joint operations of the Army and Navy, his sound judgment, unflinching tact and wholehearted cooperation during these vital maneuvers, contributed essentially to their ultimate success.

Secretary of the Navy James Forrestal has also presented the Distinguished Service Medal to Lt. Gen. Ira C. Eaker, USA, Deputy Commander, Army Air Forces and Chief of the Air Staff, for his exceptionally meritorious service as Commanding General, Mediterranean Allied Air Forces during the landings at Anzio, Italy, on 22 Jan 1944 and in southern France on 15 Aug 1944. Demonstrating a keen appreciation of the requirements for inter-service cooperation, Lt. Gen. Eaker aided materially in the planning and execution of these amphibious operations, closely supporting activities of the Eighth Fleet and providing effective air coverage for the strongly opposed landings in both Italy and France. His superb handling of air support during the invasion of southern France contributed essentially to the Allied Advance and to the ultimate defeat of Axis forces on the continent of Europe.

## ★ DECORATIONS

### Distinguished Service Medal cont.

phibious operations against enemy Japanese-held strongholds extending from Luzon through the Central and Southern Philippines, the Sulu Archipelago and Borneo, from 1 February to 18 June 1945, Rear Admiral Royal rendered valiant service in coordinating the joint activities of Allied naval and military forces and by his thorough comprehension of the tasks assigned him and his brilliant direction of these vital operations, contributed immeasurably to the success of the amphibious campaign in the Southwest Pacific Area. Directly concerned with the transportation of troops and equipment necessary for the Allied advance toward Manila, he subsequently served as Attack Group Commander during the actual invasion, personally leading amphibious forces which landed at Zamboanga, Mindanao, on 10 March; at Tarakan, North Borneo on 1 May; and at Brunei Bay, Borneo, on 10 June 1945.

### First award:

★ **BERKEY, Russell S.**, Rear Admiral, USN, Washington, D. C.: As CTG24 and Commander Cruisers, Seventh Fleet, from 26 Sept 1944 to 19 July 1945, he was charged with planning the bombardment and fire-cover for a number of invasions and was directly responsible for the excellent support rendered by cruisers during the amphibious landings at Leyte, Mindoro, Lingayen, Subic, Bataan-Corregidor, Zamboanga and Cebu in the Philippines and at Tarakan, Brunei Bay and Balikpapan in Borneo. Participating in the reopening of Manila Bay, the task group, under his inspiring leadership, neutralized enemy strongpoints, supported landings at Bataan and Corregidor and effectively covered our minesweeping units in that area. His skill in the coordination of Allied naval and military operations, his sound judgment in the preparation of plans and his professional ability in the direction of the cruisers under his command were major factors in the success of Southwest Pacific amphibious campaigns.

★ **EDWARDS, Richard S.**, Admiral, USN, Washington, D. C.: By the exercise of great foresight and brilliant military judgment in duties of great responsibility as deputy chief of staff to Cominch from January to September 1942, as chief of staff and aide to Cominch from September 1942 to October 1944, and as Deputy Cominch and Deputy CNO, from October 1944 to August 1945, Admiral Edwards provided wise and complete counsel on which to base operations of the United States Fleet. On problems of great urgency, delicacy and unprecedented scope, he brought to bear unlimited energy, tact and discretion. The qualities of leadership which Admiral Edwards displayed earned from his subordinates a loyalty and devotion to duty which were reflected throughout the entire naval service. His outstanding performance of his complex and vital duties contribu-

ted in large measure to the successful prosecution of the war.

★ **HORNE, Frederick J.**, Admiral, USN, Washington, D. C.: Displaying sound judgment, superb professional ability and meticulous attention to detail as Vice CNO from 26 Mar 1942 to 31 Aug 1945, Admiral Horne directed the planning and operation of the logistics, intelligence and communications systems of the Navy. An outstanding administrator, Admiral Horne, by the exercise of unrestricted energy, excellent foresight and management, brought about the vastly complex organization that provided the fleets of the United States and supported them throughout the world. Through the qualities of leadership which he displayed, Admiral Horne inspired in his subordinates a high degree of loyalty and devotion to duty. His conspicuous achievements contributed materially to the successful prosecution and outcome of the war.

★ **JACOBS, Randall**, Vice Admiral, USN, Washington, D. C.: As Chief of Naval Personnel, from December 1941 to September 1945, and responsible in large measure for the policies and re-organizational plans attendant upon the expansion of the United States Navy after the beginning of World War II, Vice Admiral Jacobs administered with brilliant success the procurement, training and distribution of all United States naval personnel. Capable and thorough in handling this vast man-power problem of the Navy, he applied a high degree of professional skill in formulating plans for manning ships and for a comparable personnel expansion in base forces and shore establishments to service and support the Fleet. Under his experienced and foresighted leadership, approximately 3,000,000 men and women, predominantly recruited from civilian life for war service, were screened for training and placement in billets selected for the most effective application of specialized skills and talents, their morale sustained by the establishment of welfare activities and religious interests.

★ **ROBINSON, Samuel M.**, Admiral, USN, Rockville, Md.: As chief of the Bureau of Engineering and later as the first chief of BuShips and as Coordinator of shipbuilding from September 1939, through January 1942; and as Chief of Procurement and Material from February 1942 through August 1945, Admiral Robinson initiated with daring imagination and great resourcefulness the largest shipbuilding program the world has ever known at a time when this nation and our Allies urgently needed ships. From February 1942, Admiral Robinson was called upon to establish and develop an organization to serve as liaison between the Navy and the industrial front. As a member of the Production Executive committee of the War Production Board, he also worked with various other Governmental agencies, applying his splendid mind and driving energy to solving the many complex problems involved, and was directly instrumental in insuring an uninterrupted flow of materials vital to the production of ships, planes and other munitions.

## DISTINGUISHED SERVICE MEDAL RECIPIENTS



Russell S. Berkey,  
Rear Admiral, USN



Omar N. Bradley,  
General, USA



Ira C. Eaker,  
Lt. General, USA



Richard S. Edwards,  
Admiral, USN



Wm. F. Halsey, Jr.,  
Admiral, USN



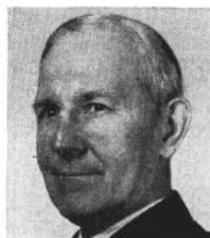
Frederick J. Horne,  
Admiral, USN



Randall Jacobs,  
Vice Admiral, USN



Willis A. Lee,  
Vice Admiral, USN



Samuel M. Robinson,  
Admiral, USN



Forrest B. Royal,  
Rear Admiral, USN

**LEGION OF MERIT**

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

★ WILSON, Ralph E., Capt., USN, Drexel, Pa.: Assistant chief of staff and operations officer, Commander Third Fleet, 28 May to 19 Sept 1945.

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

★ MOULTON, Horace D., Comdr., USNR, Huntington Park, Calif.: Air operations officer, Commander Third Fleet, 28 May to 19 Sept 1945.

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

★ BATES, Richard W., Commo., USN, Alameda, Calif.: Chief of staff to the Commander of bombardment fire support and associated groups during the capture of Leyte Gulf and landings on Leyte Island, 16-29 Oct 1944, and the capture of Lingayen Gulf and the landing on Luzon, 6-22 Jan 1945.

★ HOERNER, Herbert L., Capt., USN, Santa Monica, Calif.: Assistant operations officer, Commander Third Fleet, 28 May to 19 Sept 1945.

★ SALLADA, Harold B., R. Adm., USN, Washington, D. C.: CO of a carrier air support group, southern Marianas Islands, 14 June to 1 Aug 1944.

★ WIEBER, Carlos W., Capt., USN, San Diego, Calif.: CO, USS *Essex* in action against the enemy's shore installations, air power and forces afloat.

**First award:**

★ BOUTELLE, Richard R., Comdr., USN, Chester, Pa. (posthumously): Engineer officer, USS *Nashville*, during extensive bombardments of enemy islands, 15 Sept 1943 to 13 Dec 1944.

★ BRIGGS, Cameron, Capt., USN, Washington, D. C.: Naval liaison officer with the 5th Air Force, 15 Aug 1944 to 23 June 1945.

★ CLARK, Harry K., Capt., USNR, Worcester, Mass.: OinC and ass't OinC of the management and operation of plants possessed and operated by the Navy, February 1944 to 14 Sept 1945.

★ DICKEY, George D., Capt. (then Comdr.), USN, Vallejo, Calif.: Supply and maintenance officer and navigator, staff of Commander 8th Amphibious Force, Sicily and Salerno, 10 July 1943 to 9 Sept 1943.

★ DOUW, Volckert P., Comdr., USN, Annapolis, Md. (posthumously): CO, USS *Hazelwood*, Battle for Leyte Gulf, 18-29 Oct 1944.

★ DUNN, John E., Lt., USN, Darien, Conn.: While a prisoner of war in Germany rendered outstanding service to the United States and to our prisoners of war, 14 Apr 1943 to 29 Apr 1945.

★ HAGUE, Wesley M., Capt., USN, San Diego, Calif.: Senior assistant fleet maintenance officer, CcmServPac.

★ HARDING, John T., Comdr., USNR, Montclair, N. J. (posthumously): Naval Attache and Naval Attache for Air to Egypt and to the Greek government-in-exile, U. S. Liaison Officer to the Yugoslav general headquarters, 17 Apr 1943 to 12 Mar 1945.

★ HILL, Tom B., Capt., USN, San Marino, Calif.: Fleet gunnery officer and combat readiness officer to CincPac and CincPoa, October 1942 to August 1945.

★ KELLY, Monroe, R. Adm., USN, Nor-

folk, Va.: Commandant of Navy Yard, New York, 2 June 1943 to 5 Dec 1944.

★ READ, Albert C., R. Adm., USN, Miami, Fla.: Commander, Fleet Air, Norfolk, January 1944 to September 1945.

★ ROPER, John W., Capt., USN, Washington, D. C.: CO of USS *Wisconsin* in combat against the enemy, 6 Mar-11 Aug 1945.

★ RYSSY, John W., Comdr., USCG, Wilmington, N. C.: Escort division Commander, Southwest Pacific area, 1 Dec 1944 to 8 Mar 1945.

★ SEITZ, George A., Capt. (then Commo.), USN, Washington, D. C.: ComHedRonFairWing 15 and aviation base facilities at Port Lyautey, French Morocco.

★ SHARP, George A., Capt., USN, New London, Conn.: CO of a vessel patrolling enemy waters of the Southwest Pacific area.

★ TAYLOR, Gordon B., Capt., (MC) USN, Aulander, N. C.: Senior medical officer of the U. S. Naval Group in China, 29 Sept 1943 to 5 June 1945.

★ TUTTLE, Magruder H., Comdr., USN, Lenoir, N. C.: ComHedRonFairWing 15, 15 Jan 1944 to 15 Aug 1944.

★ WARD, Murray, Comdr., USNR, Beverly Hills, Calif.: Chief of press censorship, CincPac and CincPoa, 1 July 1943 to 31 Aug 1945.

**SILVER STAR MEDAL**

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

★ MANSELL, Paul L. Jr., Lt. Comdr., USNR, Poquonock Bridge, Conn.: Assistant approach officer, submarine war patrol.

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

★ BAKER, Troy L., CMoMM, USN, San Diego, Calif.: Member of the boarding party and auxiliaryman-in-charge, USS *Tirante*, 2d war patrol, East China and Yellow Seas, 20 May to 19 July 1945.

★ CAMPBELL, Edward G., Lt., USNR, Wynnewood, Pa.: Executive officer, navigator, and assistant approach officer, USS *Tirante*, 2d war patrol, East China and Yellow Seas, 20 May to 19 July 1945.

★ HARPER, John D. Jr., Lt. Comdr., USN, Trinidad, Colo. (missing in action): Assistant approach officer, USS *Shark*, war patrol.

★ PLEATMAN, Ralph F., Lt., USNR, Cincinnati, Ohio: Assistant approach officer, submarine war patrol.

★ REMLEY, David W., CTM, USN, Batavia, Ohio: Chief of the boat, USS *Tirante*, 1st war patrol, East China and Yellow Seas, 3 Mar-25 Apr 1945.

**First award:**

★ ANNABLE, Peter F., Lt. (jg), USNR, New Canaan, Conn.: Hangar deck officer, aircraft carrier, Iwo Jima, 21 Feb 1945.

★ BYERS, Donald G., Lt., USNR, Indianapolis, Ind.: CO of a subchaser, Central Mediterranean, April 1943 to October 1944.

★ CARPENTER, Richard J., CTM, USN, Iowa City, Iowa: Action on board USS *Abner Read*, Leyte Gulf, 1 Nov 1944.

★ COLE, George H., ACMM, USN, Merrimack Park, Va. (posthumously): Attached to CompRon 65, USS *St. Lo*, Second Battle of the Philippine Sea, 25 Oct 1944.

★ GALLAGHER, Wesley J. H., Lt. (jg), USNR, St. Louis, Mo.: Boat captain of PT 202, MTB Squadron 15, off coast of Italy, 15-16 July 1944.

★ GOODMAN, Claude L. Jr., Lt. Comdr., USN, Newport News, Va. (missing in action): Assistant approach officer, USS *Barbel*, 1st war patrol.

★ GREAVES, William B., ACM, USN, Los Angeles, Calif. (posthumously): Hangar deck assistant, USS *Saint Lo*, Philippines area, 25 Oct 1944.

★ GREEN, Laurence B., Lt., USN, Brooklyn, N. Y.: OTC of a patrol consisting of two MTBs during attack on four enemy barges, Wewak, New Guinea, 29 Apr 1944.

★ HENDERSON, Paul M. Jr., Lt., USNR, Lakeland, Fla. (missing in action): Pilot of a carrier-based fighter plane, Bonin Islands, 15 June 1944.

★ HICKS, Rex L., Capt., USN, Stronghurst, Ill.: CO of USS *Louisville* when it was under air attack by enemy planes.

★ JOHNSON, Edwin C., Sgt., USMC, Chicago, Ill.: Action on Guam.

★ KASKI, Carl R., Lt., USN, Groton Long Point, Conn.: Attached to a vessel in enemy controlled waters, Southwest Pacific area.

★ KNEISEL, Edmund B., Lt., USNR, Atlanta, Ga. (missing in action): Diving officer, USS *Barbel*, first war patrol.

★ LAIRD, Richard F., CM2c, USN, Varysburg, N. Y. (posthumously): Look-out supervisor, USS *Princeton*, Second Battle of the Philippine Sea, 24 Oct 1944.

★ LEEDS, John R., Comdr., USN, Abington, Pa.: Member of staff, Commander, 7th Amphibious Force, invasion of Wakde Island, New Guinea, 17 May 1944.

★ LERNER, Harold B., Lt., USNR, San Francisco, Calif.: Boat captain of PT 212, MTB Squadron 15, Gulf of Genoa, Italy, March 1945.

★ LYONS, Frank J., Ens., USNR, El Paso, Tex. (posthumously): Control officer of 20-mm. gun, aircraft carrier, Philippines area.

★ MACDONALD, Robert S., Lt., USNR, New York, N. Y. (missing in action): Assistant torpedo data computer operator, USS *Shark*, war patrol.



Chevron (MCB, San Diego)

"Doesn't it strike you that Mirkleburger has gone up pretty fast since he was put in the supply department?"



Cincinnati, Ohio (missing in action): Aircrewman of a torpedo bomber attached to Air Group 13, USS *Franklin*, Philippines area, 15 Oct 1944.

★ CHANDLER, Robert D., ARM2c, USN, Hartford, Ala. (missing in action): Aircrewman of a scout bomber, USS *Franklin*, Bonin, Marianas, Caroline, Nansei, Formosa and Philippine Islands area, from 4 July and culminating in the Battle for Leyte Gulf on 25 Oct 1944.

★ CLARK, Omer H., Ens., USN, Dallas, Tex.: Pilot of a fighter plane in Fighting Squadron 46, USS *Cowpens*, Tokyo area, 16 Feb 1945.

★ CONAWAY, Virgil C., Lt. (jg), USNR, Virginia, Minn. (posthumously): Pilot of a bombing plane, Bombing Squadron 7, USS *Hancock*, Battle off Samar, 25 Oct 1944.

★ EISENGREIN, Edward H., Lt., USNR, Utica, N. Y. (missing in action): Pilot of a dive bomber, Bombing Squadron 18, USS *Intrepid*, Okinawa, 10 Oct 1944.

★ FRAZER, Robert H., Lt. (jg), USNR, Bemidji, Minn. (missing in action): Pilot of a fighter plane, USS *Ommaney Bay*, Battle off Samar, 25-26 Oct 1944.

★ HAAS, Frank M. Jr., Lt. (jg), USNR, Sunbury, Pa. (missing in action): Pilot of a seaplane, USS *Indiana*, air-sea rescue, Nansei Shoto, 27 Mar 1945.

★ HAMMOND, Keene G., Lt. Comdr., USN, Kathwood, S. C. (posthumously): CO of a carrier-based fighting squadron, Philippines area, 11-14 Nov and 25 Nov 1944.

★ HUDSON, Harmon R., Lt. (jg), USNR, West Monroe, La. (posthumously): Pilot of a torpedo bomber, Air Group 13, USS *Franklin*, Formosa, 12 Oct 1944.

★ HUGHES, Edward O., ARM3c, USNR, Bay Shore, N. Y. (missing in action): Aircrewman of a torpedo bomber, Air Group 13, USS *Franklin*, Manila Bay area, 19 Oct 1944.

★ KINSELLA, Richard A., Lt. (jg), USNR, San Rafael, Calif. (missing in action): Pilot of a bombing plane, Bombing Squadron 7, USS *Hancock*, Battle off Samar, 25 Oct 1944.

★ KUMMERLIN, Robert J., Ens., USNR, Cleveland, Ohio (posthumously): Pilot of a torpedo plane, USS *Kitkun Bay*, Battle for Leyte Gulf, 25 Oct 1944.

★ LAMBERSON, William L., Lt. Comdr., USN, Oskaloosa, Iowa (posthumously): CO of Fighting Squadron 3, USS *Yorktown*, Luzon, 14 Nov 1944.

★ LEGATOS, Sabe, Lt. (jg), USNR, Sacramento, Calif. (missing in action):

Pilot of a fighter plane, USS *Fanshaw Bay*, Battle for Leyte Gulf, 25 Oct 1944.

★ LINDNER, Robert H., Lt. Comdr., USNR, St. Paul Minn. (missing in action): CO of air group attached USS *Belleau Wood*, Tokyo area, 16 Feb 1945.

★ MATHER, Bruce S., Lt., USNR, Pasadena, Calif. (missing in action): Pilot of a torpedo bomber, Composite Squadron 75, USS *Ommaney Bay*, Battle for Leyte Gulf, 25 Oct 1944.

★ MCGOWAN, Edwin W., Lt. (jg), USNR, Wellesley Hills, Mass. (missing in action): Pilot of a torpedo plane, USS *Hornet*, Philippines area, 11 Nov 1944.

★ OSBORNE, Grier P., AMM3c, USN, Peach Bottom, Pa. (missing in action): Gunner of a torpedo bomber, Air Group 13, USS *Franklin*, Formosa, 12 Oct 1944.

★ PICKENS, Leonard, ARM2c, USNR, Newton Falls, Ohio (missing in action): Aircrewman of a scout bomber, USS *Franklin*, Bonin, Marianas, Caroline, Nansei, Formosa and Philippine Island areas from 4 July and culminating in the Battle for Leyte Gulf, 24 Oct 1944.

★ PLOGER, Francis J., ARM3c, USNR, Grand Rapids, Mich. (missing in action): Aircrewman of a torpedo bomber, Air Group 13, USS *Franklin*, Manila Bay area, 19 Oct 1944.

★ PORTER, Arthur, Ens., USNR, St. Paul, Minn. (missing in action): Pilot of a torpedo bomber, Torpedo Squadron 84, USS *Bunker Hill*, Tokyo area, 16 Feb 1945.

★ RAJZA, Stanley P., ARM3c, USNR, Wilkes Barre, Pa. (missing in action): Aircrewman of a torpedo bomber, Air Group 13, USS *Franklin*, Formosa, 12 Oct 1944.

★ RELIS, Eric F., Lt. (jg) (then Ens), USNR, Chicago, Ill.: Pilot of a carrier-based torpedo plane, Manila Bay area, 13 Nov 1944.

★ RELYEA, Charles D. Jr., Ens., USNR, Fairfield, Conn. (posthumously): Pilot of a torpedo bomber, Air Group 30, USS *Belleau Wood*, Nansei Shoto, 1 Mar 1945.

★ RICHARDSON, John P., Ens., USNR, Oak Hill, Fla.: Pilot of a bomber, USS *Suwanee*, Battle for Leyte Gulf, 25 Oct 1944.

★ RILEY, Joseph T., Lt., USNR, Bethlehem, Pa. (missing in action): Division leader of a group of carrier-based fighter planes, Battle for Leyte Gulf, 25 Oct 1944.

★ SARGENT, John F. Jr., Lt. (jg), USNR, Boston, Mass. (posthumously): Pilot of a carrier-based fighter plane, Lingayen Gulf, 6 Jan 1945.

★ SHANE, Harold J., AOM1c, USN, York, Pa. (missing in action): Gunner of a torpedo bomber, Air Group 13, USS *Franklin*, Manila Bay area, 15 Oct 1944.

★ SHAW, Robert C., Lt., USN, Ashland, Kans. (posthumously): Pilot of a carrier-based dive bomber, Bombing Squadron 6, Gilbert and Marshall Islands and Truk, 19 Nov 1943 to 16 Feb 1944.

★ SHEA, Joseph D., Lt. (jg), USNR, Waterbury, Conn. (posthumously): Patrol plane commander of a Navy Liberator, Patrol Bombing Squadron 104, search patrol, Brunei Bay area northwest Borneo, 12 Dec 1944.

★ SHETLER, Carl E., ARM3c, USNR, Wayland, N. Y. (posthumously): Aircrewman of a dive bomber, USS *Essex*, Second Battle of the Philippine Sea, 24 Oct 1944.

★ SIRES, Howard E., Lt., USNR, Spangle, Wash. (missing in action): CO of a Navy Liberator, Patrol Bombing Squadron 111, reconnaissance patrol, Nansei Shoto, 5 Feb 1945.

★ SLOAN, Julius L. Jr., Lt., USNR, Monument, N. M. (missing in action): Pilot of a fighter plane, Fighting Squadron 37, USS *Sangamon*, Battle for Leyte Gulf, 25 Oct 1944.

★ SMITH, Marvin T., Lt. Comdr, USNR, Moultrie, Ga. (posthumously): CO of Patrol Bombing Squadron 101, Borneo and Mindanao, 21 Aug to 24 Dec 1944.

★ SNEAD, Charles S., Lt. (jg), USNR, Bessemer, Ala. (missing in action): Pilot of a bombing plane, Bombing Squadron 7, USS *Hancock*, Philippines area, 26 Oct 1944.

★ STEIN, Allan E., Lt., USNR, Detroit, Mich.: Photographer in a carrier-based plane, Iwo Jima, Kyushu, Kikai and Okinawa, 20 Feb to 27 Apr 1945.

★ SULLIVAN, Gerald M. Jr., Lt., USNR, Newtonville, Mass. (missing in action): Section leader of a division of four fighter planes, USS *Hancock*, Battle for Leyte Gulf, 26 Oct 1944.

★ TRACY, George J. Jr., Ens., USNR, Lowell, Mass. (missing in action): Pilot of a fighter plane, Air Group 30, USS *Belleau Wood*, Bonin Islands and Tokyo areas, 15 Feb to 1 Mar 1945.

★ TSARNAS, John E., Lt. (jg), USNR, Longvale, Calif. (missing in action): Pilot and wingman in a carrier-based bomber section of Squadron 20, Ormoc Bay, Leyte, 11 Nov 1944.

★ TURNER, William H. Jr., Ens., USNR, Wilson, N. C. (posthumously): Pilot in fighting squadron of USS *Cabot*, Formosa, 16 Oct 1944.

★ WEBB, Eugene N., Lt. Comdr., USN, Windsor, Mo. (posthumously): CO of carrier-based composite squadron, Philippines area, 1 Jan to 15 Jan 1945.

★ WHITTINGHILL, James D., AMM1c, USN, Ashland, Ore. (missing in action): Gunner of a torpedo bomber, Air Group 13, USS *Franklin*, Manila Bay area, 19 Oct 1944.

★ WILCOX, Russell S., Lt., USNR, Skokie, Ill. (posthumously): Pilot of a dive bomber and section leader of carrier-based Bombing Squadron 20, Okinawa and Formosa, 10 Oct and 12 Oct 1944.

★ WILSON, Thomas F., Lt., USNR, Traverse City, Mich. (missing in action): Pilot of a fighter plane and division leader in Composite Squadron 75, USS *Ommaney Bay*, Battle for Leyte Gulf, 25-26 Oct 1944.

★ WOODARD, Reece J., 1st Lt., USMCR, Hillsdale, Mich.: Aerial flight in the Southwest Pacific, completing his 20th mission.

#### NAVY AND MARINE CORPS MEDAL

★ DANDY, Wilbur D., AMM2c, USNR, Sioux Rapids, Iowa (posthumously): Plane crash, Oahu, T. H., 19 Dec 1944.

★ DELANEY, Maurice, BM2c, USN, Logansport, Ind. (posthumously): Rescue, 1 Dec 1944.

★ EWALD, Erwin M., SM3c, USNR, Flushing, N. Y. (posthumously): Rescue, Philippines area, 4 Jan 1945.



The Dial (NTS, Chicago)

"Guess who goes on watch in 15 minutes?"

## ★ DECORATIONS

### Navy, Marine Corps Medal cont.

- ★ KRUSE, Donald D., RT1c, USNR, Camas, Wash. (posthumously): USS *LST 127*, Peleliu, 20 Sept 1944.
- ★ MADJESKI, Henry R., AMM3c, USN, Elizabeth, N. J.: Rescue, Hyannis, Mass., 1 June 1945.
- ★ NALL, Lewis C. Jr., S2c, USNR, Pensacola, Fla.: Rescue, Palm Beach, Fla., 20 Jan 1945.
- ★ NATTER, Charles W., SM3c, USNR, Atlantic City, N. J. (missing in action): USS *Samuel B. Roberts*, Battle off Samar, 25 Oct 1944.
- ★ ORR, Robert N., SF1c, USNR, Long Beach, Calif. (posthumously): Attached to an aircraft carrier, vicinity of Samar.
- ★ OSBORNE, Jerry G., WT1c, USN, Brunswick, Tenn. (posthumously): USS *Samuel B. Roberts*, Battle off Samar, 25 Oct 1944.
- ★ PETRILLO, Thomas J., GM3c, USNR, Methuen, Mass. (posthumously): USS *St. Lo*, Philippine Islands, 25 Oct 1944.
- ★ PILKINGTON, Hardy L., PhM1c, USNR, Manchester, Ga. (posthumously): USS *Rich*, Normandy invasion, 8 June 1944.
- ★ PORTIS, Donald E., S2c, USNR, Mason City, Iowa: USS *Eversole*, 29 Oct 1944.
- ★ PRICE, Robert H., Lt. Comdr., USN, Shelbyville, Ill. (posthumously): Acting air officer of an aircraft carrier, Philippine Sea, 18 Dec 1944.
- ★ ROZZELLE, John T., S1c, USNR, Troy, Ala. (missing in action): USS *Samuel B. Roberts*, Battle off Samar, 25 Oct 1944.
- ★ STEVENS, William C., RM2c, USNR, Roff, Okla.: USS *St. Lo*, Philippine Islands, 25 Oct 1944.
- ★ VAUGHAN, Louis D., ARM3c, USN, Sheridan, Tex. (posthumously): Rescue, Pacific war area, 26 Oct 1944.
- ★ VIDRINE, Gil J. Jr., GM3c, USNR, Odaloua, La.: Rescue, 1 Dec 1944.
- ★ WEAVER, Herbert M., WT1c, USN, Escalon, Calif. (posthumously): USS *Parrott*, collision off the coast of Virginia, 2 May 1944.
- ★ YOUNG, Charles A., SoM3c, USNR, Steubenville, Ohio: USS *Reid*, S.W. Pacific area, 11 Dec 1944.
- ★ ZETTERHOLM, Karl E., Lt. (ChC), USNR, Erie, Pa.: Rescue, Jacksonville, Fla., 4 Feb 1944.

### BRONZE STAR MEDAL

### Gold star in lieu of second award:

- ★ AHLERS, Henry J., PhM3c, USN, Baltimore, Md. (posthumously): Attached to the 10th Marines, 2nd Marine Division, Saipan, 20-21 June 1944.
- ★ BAUGHAN, Robert L., Lt., USN, Huntington, W. Va.: Navigator of an Atlantic Fleet destroyer, amphibious invasion of southern France, August 1944.
- ★ HARTMAN, Paul E., Comdr., USN, Brookline, Mass.: CIC air operations officer and acting air officer on a carrier, Central and Western Pacific areas, 1 Nov 1944 to 11 Apr 1945.
- ★ JONES, Donald R., Lt. (jg), USN, Mt. Morris, Ill.: First lieutenant and damage control officer, USS *Tirante*, second war patrol, East China and Yellow Seas, 20 May 1945 to 19 July 1945.

- ★ LEWIS, John R., Sgt., USMC, Cleveland, Ohio: Platoon guide of an assault rifle company, Iwo Jima, 11 Mar 1945.
- ★ SPENCE, Howard W., GM1c, USN, Lansford, Pa.: Gunner's mate-in-charge, USS *Tirante*, first war patrol, East China and Yellow Seas, 3 Mar 1945 to 25 Apr 1945.

### First award:

- ★ AKERS, Jasper D., Lt., USN, Rockland, Maine: Electrical officer attached to a cruiser during an enemy air engagement in the Southwest Pacific.
- ★ ALLSTOT, Max V., S1c, USNR, Denison, Iowa (posthumously): Member of a gun crew aboard a cruiser, Luzon, 5-6 Jan 1945.
- ★ BAINES, Jack B., Lt. Comdr., USNR, Oakland, Calif.: Attached to the 81st CB during assault on France, 6 June 1944.
- ★ BALICE, Carmine A., 1st Lt., USMCR, Ionia, Mich.: Leader of a 37-mm. gun platoon, Iwo Jima, 19 Feb 1945.
- ★ BARROWS, Wilbur R., Lt., USNR, Santa Fe, N. M.: OinC, 81st CB during assault on France, 6 June 1944.
- ★ BERGEN, Richard H., EM1c, USNR, Farmington, Conn.: Controlman aboard a vessel on war patrol, Southwest Pacific area.
- ★ BETTS, Cecil E., Lt. (jg), USN, Phoenix, Ariz.: Battery officer, USS *St. Lo*, Battle off Samar, 25 Oct 1944.
- ★ BITTICK, William C. Jr., Sgt. Maj., USMC, Yoakum, Tex.: Action against the enemy, Saipan, 16 June 1944.
- ★ BLAYLOCK, James I., S1c, USNR, Pikesville, Tenn. (posthumously): Member of a gun crew aboard a cruiser, Luzon, 5-6 Jan 1945.
- ★ BOEBEL, Robert T., Lt., USNR, Kaukauna, Wis.: Boat captain of PT 214, MTB Squadron 15, action against German convoy north of Elba, Italy, 27-28 Mar 1944.
- ★ BOHM, Charles H., BM1c, USCG, Alexandria, Va.: Coxswain of a control boat during amphibious assault, Lingayen Gulf.
- ★ BOLTON, James A. Jr., Corp. USMC, Fulton, Mo.: Iwo Jima, March 1945.
- ★ BURLEY, Albert C., Lt., USN, Norwich, Conn.: Submarine war patrol.
- ★ BURTON, Willis H., 2nd Lt., USMC, Detroit, Mich.: Commander of rifle platoon, Iwo Jima, 27 Feb 1945.
- ★ BUTLER, William M., Lt. Comdr., USN, Oakland, Calif.: Torpedo data computer operator, USS *Barbel*, first war patrol.
- ★ CALHOUN, Charles D., Lt. (jg), USNR, Gentry, Ark.: Executive officer and CO of PT 208, MTB Squadron 15, European waters, January-September 1944.
- ★ CALHOUN, Thomas J., Lt. Comdr., USNR, Houston, Tex. (posthumously): Communication officer, staff of ComBat Div 2, Second Battle of the Philippine Sea, 18-25 Oct 1944.
- ★ CAMPBELL, Edward G., Lt., USNR, Wynnewood, Pa.: Diving and engineering officer, USS *Tirante*, first war patrol, East China and Yellow Seas, 3 Mar 1945 to 25 Apr 1945.
- ★ CHIN, Shoon, S2c, USNR, Detroit, Mich. (posthumously): Member of a gun crew aboard a cruiser, Luzon, 5-6 Jan 1945.
- ★ CLIFFORD, Eugene S. A., Lt., USNR, San Francisco, Calif.: Leader of a division of three PT boats, MTB Squadron 15, off coast of Italy, 18-19 May 1944.

- ★ CURRAN, Charles T., Lt. (jg), USNR, Gary, Ind.: Attached to 81st CB during assault on France, 6 June 1944.
- ★ DAVIS, Gerald O., FC1c, USN, Long Beach, Calif.: Stern planesman and fire controlman aboard a submarine during war patrol.
- ★ DIGARDI, Edward M., Lt. (jg), USNR, Martinez, Calif.: OOD, USS *Johnston*, during Battle off Samar, 24 Oct 1944.
- ★ DICKEY, George D., Capt., USN, Vallejo, Calif.: Logistics officer, staff of Commander, 11th Amphibious Force, prior to and during assault on coast of France, 6 June 1944.
- ★ DUNFEE, Charles F., Corp., USMC, Bellaire, Ohio: Squad leader in a Marine rifle company, Iwo Jima, 24 Feb 1945.
- ★ EDWARDS, Edwin R. Jr., Lt., USNR, Rockland, Maine: CO of USS *APC 4*, operating in escort for an LCT (5) convoy, New Britain, 15 Dec 1943.
- ★ EDWARDS, Robert M., S1c, USNR, West Terre Haute, Ind. (posthumously): Member of a gun crew aboard a cruiser, Luzon, 5-6 Jan 1945.
- ★ FISH, John W., Lt. Comdr., (MC) USNR, Louisville, Ky. (posthumously): Flight surgeon, Air Group 18, USS *Intrepid*, Philippines area, 10 Oct to 6 Nov 1944.
- ★ FORTIER, Gerald A., CBM, USCG, New Orleans, La.: Prevented a drifting army barge from beaching on an enemy position off Wewak, New Guinea, 12 Mar 1945.
- ★ FORTUNE, Porter L. Jr., Lt., USNR, Old Fort, N. C.: CO of USS *APC 2*, operating in escort for an LCT (5) convoy, New Britain, 21 Dec 1943.
- ★ FOX, Louis W., Lt., USN, Norfolk, Va. (posthumously): Attached USS *St. Lo*, Battle for Leyte Gulf, 25 Oct 1944.
- ★ FRANK, Herman E., CTM, USNR, Goliad, Tex.: Torpedoman's mate-in-charge, USS *Tirante*, first war patrol, East China and Yellow Seas, 3 Mar-25 Apr 1945.
- ★ FRUSHOUR, Joseph F., S2c, USNR, Denver, Colo. (posthumously): Member of a gun crew aboard a cruiser, Luzon, 5-6 Jan 1945.
- ★ GABRIELLI, Elmo, S2c, USNR, Reno, Nev. (posthumously): Member of a gun crew aboard a cruiser, Luzon, 5-6 Jan 1945.
- ★ GALL, Andrew Jr., S1c, USNR, Joliet, Ill. (posthumously): Member of a gun



Hoist (NTC, San Diego)

"Haven't you and your kid got anything better to do than stand around looking in people's windows?"

ALL HANDS



Eight Ball (NavHosp, Pearl Harbor)

"Pay him no mind, Mamie . . . Gobs are all alike!"

crew aboard a cruiser, Luzon, 5-6 Jan 1945.

★ GIBB, Arthur, Lt. Comdr., USNR, Rumson, N. J.: Air operations officer, USS *Lexington*, 23 July 1944 to 15 May 1945.

★ GOODMAN, Claude L. Jr., Lt. Comdr., USN, Newport News, Va. (missing in action): Assistant approach officer, USS *Barbel*, on war patrol.

★ GRACE, Garland D., CPhM, USN, Frisco, Mo.: Treating injured aboard USS *LST 472* while under enemy fire, 15 Dec 1944.

★ GREEN, Robert R., S2c, USNR, Fame, Okla. (posthumously): Member of a gun crew aboard a cruiser, Luzon, 5-6 Jan 1945.

★ GRIFFIN, Jimmy C., S1c, USNR, Los Angeles, Calif.: Member of the forward repair party, USS *Abner Read*, Leyte Gulf, 1 Nov 1944.

★ GRZYB, Ray, S2c, USNR, Chicago, Ill. (posthumously): Member of a gun crew aboard an aircraft carrier, Philippines area.

★ GULLICKSON, Howard M., Lt., USNR, Billings, Mont.: Intelligence officer, staff of Commander, Amphibious Group 9, 22 Sept 1944 to 1 July 1945.

★ HOWELL, Arthur G., CRT, USNR, East Moriches, N. Y.: Rescue of survivors of a U. S. ship after it was sunk, Southwest Pacific area.

★ JOHNSON, Raymond A., GM3c, USNR, Kane, Pa. (posthumously): Antiaircraft gunner aboard an aircraft carrier, Philippines area.

★ KELLERMAN, Ross R., Capt., USN, Seattle, Wash.: Aerological officer, Aircraft Seventh Fleet, in charge of the Navy Weather Central, Manila.

★ KELLY, Thomas A., Lt., USNR, Brooklyn, N. Y.: Communication officer, USS *St. Lo*, Battle for Leyte Gulf, 25 Oct 1944.

★ KIRSTEIN, Alvin E., Lt., USNR, Asheville, N. C. (missing in action): Diving officer, USS *Shark*, war patrol, Pacific area.

★ KRAEMER, Clarence, Corp., USMC, Paris, Ill.: Regimental scout attached to assault battalion, Iwo Jima, 19 Feb 1945.

★ LANGLEY, J. T., 1st Sgt., USMC, Columbia, La.: Served with Marine Forces on Guam.

★ LEDFORD, William E., Ens., USN, Oakland, Calif.: Assistant torpedo officer, USS *Tirante*, first war patrol, East China and Yellow Seas, 3 Mar-25 Apr 1945.

★ LEHMAN, Stephen M., Lt.(jg), (DC) USNR, S. Pasadena, Calif. (posthumously): Assistant surgeon of an

assault battalion, Saipan, 15 June-4 July 1944.

★ LEWIS, Edward E., CM, USCG, Claremont, N. H.: Prevented a drifting army barge from beaching on an enemy position off Wewak, New Guinea, 12 Mar 1945.

★ LIDDELL, James W. Jr., Lt., USNR, Joliet, Ill.: Saved lives of survivors of a stricken U. S. ship, Southwest Pacific area.

★ LUBKER, Robert H., Lt.(jg), USNR, Providence, R. I.: Attached to the 81st CB, assault on France, 6 June 1944.

★ LYON, Judson S., Lt.(jg), USNR, Orange, N. J.: Boat captain of PT 207, MTB Squadron 15, off coast of Elba, Italy, 17-18 June 1944.

★ MACKAY, Andrew G., Lt.(jg), USN, Waltham Mass.: Junior OOD, USS *Guavina*, war patrol.

★ MACON, Shirley R., CGM, USN, Birmingham, Ala. (posthumously): In command of all ordnance casualties, USS *Samuel B. Roberts*, Second Battle of the Philippine Sea, 25 Oct 1944.

★ MARSHALL, John R., BM1c, USN, Mexico, Mo.: Assistant in charge of a battery, USS *St. Lo*, Philippines area, 25 Oct 1944.

★ MAY, Clarence A., CMoMM, USN, Delight, Ark.: Aboard USS *Tirante*, second war patrol, East China and Yellow Seas, 20 May-19 July 1945.

★ MCGOWAN, William H., Lt., USCGR, San Francisco, Calif.: Executive officer and later CO of USS *LST 66*, amphibious operations at Cape Gloucester, 17 Jan 1944; invasion of Leyte, 20 Oct 1944.

★ MELINCAVAGE, Raymond J., S2c, USNR, Heckscherville, Pa. (posthumously): Member of a gun crew aboard a cruiser, Luzon, 5-6 Jan 1945.

★ MESSER, Freddie C., S1c, USNR, Mt. Pleasant, Iowa (posthumously): Member of a gun crew aboard a cruiser, Luzon, 5-6 Jan 1945.

★ MEYER, Otto C. Jr., Lt., USNR, Erie, Pa.: CO of an LCT(5), New Britain area, 26 Dec 1943.

★ MONSKY, Stanley J., Lt.(jg), USNR, Elizabeth, N. J.: Combat officer in the CIC and OOD, USS *Frost* in five successful submarine attacks.

★ NEWBERN, Henry C., GM3c, USNR, Cocoa, Fla. (posthumously): Attached armed guard crew, ss *Marcus Daly*, Philippines area, 24-30 Oct 1944; Mindanao, 5 Dec 1944.

★ NEWTON, Lester F., F1c, USN, Los Angeles Calif. (posthumously): Served aboard USS *Princeton*, Second Battle of the Philippine Sea, 24 Oct 1944.

★ O'LEARY, James J., AMM3c, USNR, Worcester, Mass. (posthumously): Served aboard USS *Princeton*, Second Battle of the Philippine Sea, 24 Oct 1944.

★ O'NEIL, Charles H., Comdr., USNR, Fall River, Mass.: Harbor defense and small craft officer, staff of ComServRonSoPac, March 1943 to 4 June 1945.

★ PAGE, Nelson K., F2c, USNR, Amarillo, Tex. (posthumously): Attached USS *Princeton*, Second Battle of the Philippine Sea, 24 Oct 1944.

★ PERKOSKI, Stanley M., SC2c, USNR, North Attleboro, Mass.: Ammunition handler, USS *St. Lo*, Philippines area, 25 Oct 1944.

★ PINKLEY, Clarence L., Ens., USNR, Renton, Wash. (posthumously): Executive officer of PT 210, MTB Ron 15, Genoa Gulf, Italy, 19-20 July 1944.

★ PLATT, James W., 1st Lt., USMCR, Council Bluffs, Iowa: Leader of an assault battalion, Iwo Jima, 9 Mar 1945.

★ PRITCHETT, Jesse, Ens. (then CGM), USNR, Spring Place, Ga.: Gunner's mate-in-charge, submarine, war patrol.

★ PROUGH, Richard G., Lt.(jg), USNR, Kirkwood, Mo.: Photographic interpretation officer, staff of an amphibious task force, South Pacific area, 28 Aug 1943 to 12 Jan 1945.

★ QUIGLEY, Norman E., S1c, USNR, Clinton, Mich.: Gunner of armed guard crew, ss *Marcus Daly*, Philippines area, 24 Oct to 30 Oct 1944; Mindanao, 5 Dec 1944; Leyte, 10 Dec 1944.

★ RENO, Robert Jr., MM2c, USNR, Rochester, Pa.: Attached to aircraft carrier, Philippines area, 24 Oct 1944.

★ REQUARDT, Clarence H., S1c, USNR, Houston, Tex.: Attached armed guard crew, ss *Marcus Daly*, Philippines area, 24-30 Oct 1944; Mindanao, 5 Dec 1944; Leyte, 10 Dec 1944.

★ RICHARDSON, Homer M., Corp., USMC, East Cleveland, Ohio: Messenger in an assault rifle platoon, Iwo Jima, 19 Feb 1945.

★ RICHARDSON, Walter V., CMoMM, USN, Brentwood, Calif.: Attached to aircraft carrier, Philippines area, 24 Oct 1944.

★ RICHEY, Raymond E., Lt.(jg), USN, Compton, Calif.: Assistant torpedo data computer operator and battery officer, USS *Tirante*, second war patrol, East China and Yellow Seas, 20 May to 19 July 1945.

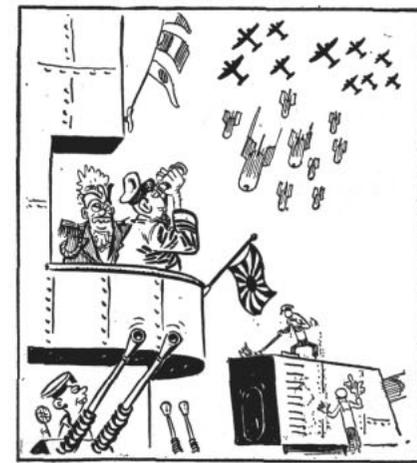
★ ROACH, Leonard H., Lt.(jg), (MC) USNR, Cincinnati, Ohio: Assistant battalion surgeon, Marianas Islands, 15 June-10 July 1944 and 24 July-1 Aug 1944.

★ ROBERTSHAW, Jacob D., Lt., USCGR, Belfast, Maine: Aboard USS *LST 170* and CO of USS *LST 206*, amphibious operations, May 1944 to Oct 1944.

★ ROBINSON, Bryon, S1c, USNR, Moulton, Tex.: Attached armed guard crew, ss *Marcus Daly*, Philippines area, 24-30 Oct 1944; Mindanao, 5 Dec 1944; Leyte, 10 Dec 1944.

★ RUSSELL, John M., Pfc, USMCR, Rangeley, Maine: Demolitions man, Iwo Jima, 11 Mar 1945.

★ RUTKOSKY, Anthony L., S1c, USNR, Braddock, Pa.: Gun captain of armed guard crew, ss *Marcus Daly*, Philippines area, 24-30 Oct 1944; Mindanao, 5 Dec 1944; Leyte, 10 Dec 1944.



Hospital Hi-Lites (Aiea, Oahu, T.H.)

"Offhand, Admiral Maguchi, I'd say they were enemy planes."

# BOOKS: WRITERS PORTRAY AMERICA AS LAND OF MANY FACETS

THERE IS MORE to America than can be seen from a spot in Times Square, a crowded train or even the quiet of the homeplace. This great land is full of infinite resources—people as well as the land—which literary explorers have discovered and reported in several books available in ships' libraries.

Men of the Navy, now turning homeward after seeing so much of the world in recent years, will find these and other books handy guide books in the rediscovery of America and aids to keener appreciation of even the commonplace in the native land.

## Character Study

Oddly enough, one of the more comprehensive books describing the United States has come from the pen of an English professor who knows America and Americans well enough to pay us the compliment of imitating our language. "The American Character" by D. W. Brogan, distributed some months ago to Navy libraries, is a brilliant impressionistic sketch, touching briefly on a multitude of topics and advancing novel theories about the American people and their way of life.

A more critical but highly revealing picture of America emerges from the pages of "One Nation," a carefully prepared study of eight minority groups who figure importantly in American life. Primarily a picture book containing hundreds of pictures especially made by cameramen on the staff of *Look*, it is given continuity by Wallace Stegner's running commentary. What might so easily be only an angry book, is instead a book which helps to create understanding by taking the reader inside the homes, the working places and the worship centers of these racial and religious groups and explaining those strangenesses which ignorance often makes appear sinister. The editors do not pull their punches, however, and "One Nation" presents a case study, fully documented in text and picture, of intolerance in the United States as well as the cultural and economic contributions which minority groups have made and can continue to add to life in America.

## Stories of Rivers

A different approach to the land may be found in those books about particular regions of the United States. An example is the famous *Rivers of America* series which has now grown to 28 volumes with a study of the Shenandoah, flowing through Virginia and West Virginia. American history gains fresh vitality and new interest in the *Rivers of America* series, not only because in earlier days river transportation shaped history, but because the writers have passed over artificial border lines and writ-

ten in terms of whole regions. Furthermore, the 28 writers of the series are not mere academic historians and have been free to treat each river in any form deemed fitting. Julia Davis' "The Shenandoah" is a worthy addition to the flow of history as reflected in this series.

The story of another river valley shows history in the making. R. L. Duffus has titled his "portrait" of the Tennessee Valley Authority "The Valley and Its People," and the promise of the title is fulfilled. Not only are the tremendous industrial and engineering accomplishments, the dams and the dynamos, recorded in brilliant word and picture, but the long-settled people of the valley and the changes wrought in their lives by modern industry are sympathetically presented.

## The Frontier Life

Another side of America may be seen in the autobiographies of men who grew up in the frontier territories and saw their communities rise from rough, crossroads settlements to modern towns. During 1945 three books of this type have appeared which are decidedly worth seeking out. One of these, Harvey Fergusson's "Home in the West," is full of the politics of pre-statehood New Mexico and the lore of the Santa Fe trail. Another is by Marquis James, author of the popular biographies of Sam Houston and Andrew Jackson, who in "The Cherokee Strip—A Tale of an Oklahoma Boyhood" gives an intimate picture of the town of Enid 50 years ago as recorded by the discerning eye of a small town newspaperman. The third book, Edward T. Wallace's "Bartington," presents the life of a town as reflected in the talk and personalities encountered in a typical hard-

ware store of early day Arkansas, interspersed with lots of comedy and some sentiment. Those who have been amused by "Life with Father," "Country Lawyer" and similar reminiscent books will like this one.

## Tall Tales of the Country

America is to be found not only in formal history but also in the tales which have passed by word of mouth down through the years. A choice percentage of this lore has been collected in a 1,000-page volume which one critic has termed "a Paul Bunyan among books"—"Treasury of American Folklore" by Ben Botkin. The compiler has thrown over dictionary definitions of folklore and instead declares that it is the "stuff that travels and the stuff that sticks." Using this expanded definition, he has been free to include as folk pieces not only the boasts, songs and yells of the cowboys, but also samples of the enthusiastic exaggerations of Chambers of Commerce and flamboyant extracts from Congressional oratory. There are tall tales of Wild Bill and Jesse James, Big Foot Wallace and Casey Jones, Johnny Appleseed and the prodigious John Henry—all set forth in the words of the people. On hand in most Navy libraries, "Treasury of American Folklore" is a large package of authentic America and a large package of entertainment to boot.

Not far removed from folklore are the stories and reminiscences of the narrow-gauge railroads which Archie Robertson has preserved for a fleeter generation in "Slow Train to Yesterday." He glorifies the local route and the milk train, short run and the narrow-gauge, the Toonerville Trolley and Tweetsie, an Appalachian railroad destined for abandonment but saved by its ardent fans. Songs, customs, jokes, hotels and eating places en route are recollected in loving and amusing detail. Robertson has ridden these back country lines as a hobby, ranging from New England's Blueberry Express to the isolated Moffat tunnel branch of the Denver and Salt Lake.

## Fun(?) on a Farm

The America that exists in its villages and farms is represented in "The Egg and I," Betty McDonald's best-selling account of her experiences on a small chicken farm in the far Northwest to which she went as a bride at 18. Though hers had been a wandering and unsheltered life as the daughter of a mining engineer, Betty was quite unprepared for the rugged self-sufficient life amidst the isolated mountains and with a husband who enjoyed hard work, hens and Indian neighbors. But then, as Betty says, he wasn't pregnant. Eventually Betty solved her problems through trial and error, and the mail order catalogue. Looking back from the present, she finds that even the most exasperating hardships, including the interminable canning with the pressure cooker which finally and blessedly blew up, were amusing adventures which she can now repeat for the delight of her readers.



From "Slow Train to Yesterday."

# U. S. NAVAL VESSELS LOST DURING WAR

ON THIS and following pages is a complete listing of U. S. warships and naval vessels sunk, destroyed or prevented capture, or overdue and presumed lost during the war.

The listing has been abridged to meet space limitations, but indicates the cause of loss, general location of the vessel when lost, and date of loss. Further explanation of the cause of loss is given in the following key:

Amphib—sunk in amphibious operations.  
 Air—sunk by air attack or aircraft.  
 Collision—sunk by collision.  
 Exercise—overdue, on exercises (submarine).  
 Explosion—sunk by explosion of undetermined origin.  
 Fire—destroyed by fire.  
 Grounding—destroyed by grounding.  
 Gunfire—sunk by shore gunfire.  
 Mine—sunk by mine.  
 Occupation of Philippines (or Guam)—lost due to enemy occupation of area.  
 Overdue—overdue from patrol.  
 Scuttled—scuttled to avoid capture.  
 Ships—sunk by surface ships.  
 Sub—sunk by submarine.  
 Torpedo—sunk by torpedo.  
 Weather—foundered in heavy weather.

## Type and Name Action

**Battleships**  
 Arizona.....Air, Pearl Harbor, 7 Dec '41  
 Oklahoma.....Air, Pearl Harbor, 7 Dec '41

**Aircraft Carriers**  
 Hornet.....Air, N. of Santa Cruz Is., 26 Oct '42  
 Lexington.....Air, Coral Sea, 8 May '42  
 Princeton.....Air, off Luzon, P. I., 24 Oct '44  
 Wasp.....Sub, off Solomons, 15 Sep '42  
 Yorktown.....Sub, off Midway, 7 Jun '42

**Aircraft Carriers, Escort**  
 Bismarck Sea.....Air, off Iwo Jima, 21 Feb '45  
 Roek Island.....Sub, off Canary Is., 29 May '44  
 Gambier Bay.....Ships, off Samar, P. I., 25 Oct '44  
 Liscome Bay.....Sub, off Makin I., 24 Nov '43  
 Ommann Bay.....Air, off Panay I., 4 Jan '45  
 Saint Lo.....Air, off Samar, 25 Oct '44

**Heavy Cruisers**  
 Astoria.....Ships, off Savo I., 9 Aug '42  
 Chicago.....Air, off Rennell I., 30 Jan '43  
 Houston.....Ships, Java Sea, 1 Mar '42  
 Indianapolis.....Sub, off Leyte, P. I., 29 Jul '45  
 Northampton.....Ships, off Savo I., 30 Nov '42  
 Quincy.....Ships, off Savo I., 9 Aug '42  
 Vincennes.....Ships, off Savo I., 9 Aug '42

**Light Cruisers**  
 Atlanta.....Ships, off San Cristobal, I., 13 Nov '42  
 Helena.....Ships, Kula Gulf, 6 Jul '43  
 Juneau.....Sub, off San Cristobal, 13 Nov '42

**Destroyers**  
 Aron Ward.....Air, off Savo I., 7 Apr '43  
 Abner Read.....Air, off Leyte, 1 Nov '44  
 Barton.....Ships, off Guadalcanal, 13 Nov '42  
 Beatty.....Air, off C. Bougaroni, Algeria, 6 Nov '43  
 Benham.....Ships, off Savo, 15 Nov '42  
 Blue.....Ships, off Savo, 22 Aug '42  
 Borie.....Rammed enemy sub, N. of Azores, 1 Nov '43  
 Bristol.....Sub, off C. Bougaroni, Algeria, 13 Oct '43  
 Brownson.....Air, off New Britain, 26 Dec '43  
 Buck.....Sub, off Salerno, 9 Oct '43  
 Bush.....Air, off Okinawa, 6 Apr '45  
 Callaghan.....Air, off Okinawa, 28 Jul '45  
 Chevalier.....Ships, off Vella Lavella, 6 Oct '43  
 Colhoun.....Air, off Okinawa, 6 Apr '45  
 Cooper.....Torpedo, Ormoc Bay, 3 Dec '44  
 Corry.....Mine, off Cherbourg, Fr., 6 Jun '44  
 Cushing.....Ships, off Savo I., 13 Nov '42  
 De Haven.....Air, off Savo I., 1 Feb '43  
 Drexler.....Air, off Okinawa, 28 May '45  
 Duncan.....Ships, off Savo I., 12 Oct '42  
 Edsall.....Air, S. of Java, 1 Mar '42  
 Glennon.....Mine, off V. of Wight, 8 Jun '44  
 Gwin.....Ships, off Vella Lavella, 13 Jul '43  
 Halligan.....Mine, off Okinawa, 26 Mar '45  
 Hammann.....Sub, off Midway, 6 Jun '42  
 Henley.....Sub, Huon Gulf, 3 Oct '43  
 Hoel.....Ships, off Samar, 25 Oct '44  
 Hull.....Weather, Philippine Sea, 17 Dec '44  
 Ingraham.....Collision, off Nova Scotia, 22 Aug '42  
 Jacob Jones.....Sub, off Cape May, N. J., 28 Feb '42  
 Jarvis.....Air, off Guadalcanal, 9 Aug '42  
 Johnston.....Ships, off Samar, 25 Oct '44  
 LaFey.....Ships, off Savo I., 13 Nov '42  
 Lansdale.....Air, off C. Bengut, Algeria, 20 Apr '44  
 Leary.....Sub, Atlantic, 24 Dec '43  
 Little.....Air, off Okinawa, 3 May '45  
 Longshaw.....Grounding, off Okinawa, 18 May '45  
 Luce.....Air, off Okinawa, 4 May '45

Maddox.....Air, off Sicily, 10 Jul '43  
 Mahan.....Air, Ormoc Bay, 7 Dec '44  
 Mannert L. Abele.....Air, SW of Midway, 12 Apr '45  
 Meredith I.....Air, off San Cristobal, 15 Oct '42  
 Meredith II.....Mine, off Cherbourg, Fr., 8 Jun '44  
 Monaghan.....Weather, Philippine Sea, 17 Dec '44  
 Monssen.....Ships, off Savo I., 13 Nov '42  
 Morrison.....Air, off Okinawa, 4 May '45  
 O'Brien.....Sub, off San Cristobal, 15 Sep '42  
 Parrott.....Collision, Norfolk, Va., 2 May '44  
 Peary.....Air, Port Darwin, 19 Feb '42  
 Perkins.....Collision, New Guinea, 29 Nov '43  
 Pillsbury.....Ships, Bali Str., N.E.I., 1 Mar '42  
 Pope.....Ships, Java Sea, 1 Mar '42  
 Porter.....Sub, Santa Cruz I., 26 Oct '42  
 Preston.....Ships, off Savo I., 15 Nov '42  
 Pringle.....Air, off Okinawa 16 Apr '45  
 Reid.....Air, off Leyte, 11 Dec '44  
 Reuben James.....Sub, North Atlantic, 31 Oct '41  
 Rowan.....Ships, Salerno Gulf, 11 Sep '43  
 Sims.....Air, Coral Sea, 7 May '42  
 Spence.....Weather, Philippine Sea, 17 Dec '44  
 Stewart.....Captured, Java, 2 Mar '42  
 Strong.....Sub, Kula Gulf, 5 Jul '43  
 Sturtevant.....Mine, off Key West, Fla., 26 Apr '42  
 Truxton.....Grounding, Newfoundland, 18 Feb '42  
 Tucker.....Mine, off Espiritu Santo I., 4 Aug '42  
 Turner.....Explosion, off Ambrose Light, N. Y., 3 Jan '44  
 Twigg.....Air, off Okinawa, 16 Jun '45  
 Walke.....Ships, off Savo, 15 Nov '42  
 Warrington.....Weather, off Bahamas, 13 Sep '44  
 William D. Porter.....Air, off Okinawa, 10 Jun '45  
 Worden.....Grounding, Amchitka I., Aleutians, 12 Jan '43

**Destroyer Escort Vessels**  
 Eversole.....Sub, off Mindanao, 28 Oct '44  
 Fechteler.....Sub, Gibraltar, 4 May '44  
 Fiske.....Sub, North Atlantic, 2 Aug '44  
 Frederick C. Davis.....Sub, North Atlantic, 24 Apr '45  
 Holder.....Air, Mediterranean, 11 Apr '44  
 Leopold.....Sub, North Atlantic, 9 Mar '44  
 Oberrender.....Air, off Okinawa, 9 May '45  
 Rich.....Mine, off Cherbourg, 8 Jun '44  
 Samuel B. Roberts.....Ships, off Samar, 25 Oct '41  
 Shelton.....Sub, off Morotai, 3 Oct '44  
 Underhill.....Sub, Philippine Sea, 24 Jul '45

**Submarines**  
 Albacore.....Overdue, Japan, Nov '44  
 Amberjack.....Overdue, off New Britain, Feb '43  
 Argonaut.....Ships, off New Britain, 10 Jan '43  
 Barbel.....Overdue, off Borneo, Feb '45  
 Bonfish.....Overdue, Japan, May '45  
 Bullhead.....Overdue, Java Sea, Aug '45  
 Capelin.....Overdue, Celebes Sea, Dec '43  
 Cisco.....Overdue, S. Pacific, Oct '43  
 Corvina.....Overdue, Marshalls, Nov '43  
 Darter.....Grounding, Palawan Passage, 24 Oct '44  
 Dorado.....Overdue, Canal Zone, Oct '43  
 Escorial.....Overdue, Japan, Oct '44  
 Flier.....Overdue, off Borneo, Aug '44  
 Golet.....Overdue, Japan, Jun '44  
 Grampus.....Overdue, off New Britain, Feb '43  
 Grayback.....Overdue, Ryukyus, Feb '44  
 Grayling.....Overdue, Philippines, Aug '43  
 Grenadier.....Overdue, Malaya, Apr '43  
 Growler.....Overdue, Philippine, Nov '44  
 Grunion.....Overdue, Aleutians, Jul '42  
 Gudgeon.....Overdue, Marianas, May '44  
 Harder.....Overdue, Philippines, Aug '44  
 Herring.....Overdue, Kuriles, May '44  
 Kete.....Overdue, Ryukyus, Mar '45  
 Lagarto.....Overdue, S. China Sea, Jun '45  
 Perch.....Ships, Java Sea, 3 Mar '42  
 Pickerel.....Overdue, Japan, May '43  
 Pompano.....Overdue, Japan, Sep '43  
 R-12.....Exercises, off Key West, 12 Jun '43  
 Robalo.....Overdue, off Borneo, Jul '44  
 Runner.....Overdue, Japan, Jun '43  
 S-26.....Collision, Gulf of Panama, 24 Jan '42  
 S-27.....Grounding, Aleutians, 19 Jun '42  
 S-28.....Exercises, off Oahu, 4 Jul '44  
 S-36.....Grounding, Makassar Str., 20 Jan '42  
 S-39.....Grounding, off Russell I., 14 Aug '42  
 S-44.....Overdue, Kuriles, Oct '43  
 Scamp.....Overdue, Japan, Nov '44  
 Scorpion.....Overdue, E. China Sea, Jan '44  
 Sculpin.....Overdue, Gilberts, Dec '43  
 Sealion.....Bombed, Cavite, P. I., 10 Dec '41  
 Seawolf.....Overdue, off Morotai I., N.E.I., Oct '44  
 Shark I.....Overdue, Molucca Sea, Feb '42  
 Shark II.....Overdue, off Hong Kong, Oct '44  
 Snook.....Explosion, off Hainan I., Apr '45  
 Swordfish.....Overdue, Ryukyus, Jan '45  
 Tang.....Overdue, Formosa, Oct '41  
 Trigger.....Overdue, Ryukyus, Mar '45  
 Triton.....Overdue, Admiralties, Mar '43  
 Trout.....Overdue, Ryukyus, Feb '44  
 Tullibee.....Overdue, off Palau I., Apr '44  
 Wahoo.....Overdue, Japan, Oct '43

**Minelayers**  
 Gamble.....Air, off Iwo Jima, 18 Feb '45  
 Miantonomah.....Mine, off Le Havre, 25 Sep '44  
 Montgomery.....Mine, South Pacific, 17 Oct '44

**Minesweepers**  
 Blitern.....Air, Cavite, P. I., 10 Dec '41  
 Bunting.....Collision, San Francisco Bay, 3 Jun '42

Crow.....Accident, Puget Sound, 3 Sep '43  
 Emmons.....Air, off Okinawa, 6 Apr '45  
 Finch.....Air, off Corregidor, 10 Apr '42  
 Hornbill.....Collision, San Francisco Bay, 30 Jun '42  
 Hovey.....Air, Lingayen Gulf, 6 Jan '45  
 Long.....Air, Lingayen Gulf, 6 Jan '45  
 Osprey.....Mine, English Channel, 5 Jun '44  
 Palmer.....Air, Lingayen Gulf, 7 Jan '45  
 Penguin.....Air, at Guam, 8 Dec '41  
 Perry.....Mine, off Palau I., 13 Sep '44  
 Porpent.....Mine, off Anzio, Italy, 22 Jan '44  
 Quail.....Gunfire, Corregidor, 5 May '42  
 Salute.....Mine, off Borneo, 8 Jun '45  
 Sentinel.....Air, off Sicily, 12 Jul '43  
 Skill.....Sub, Salerno Gulf, 25 Sep '43  
 Skylark.....Mine, off Okinawa, 28 Mar '45  
 Swallow.....Air, off Okinawa, 22 Apr '45  
 Swerve.....Mine, off Anzio, 9 Jul '44  
 Tanager.....Ships, at Corregidor, 4 May '42  
 Tide.....Mine, off Cherbourg, Fr., 7 Jun '44  
 Valor.....Collision, off Nantucket, R. I., 29 Jun '44  
 Wasmuth.....Weather, Aleutians, 29 Dec '42

**Submarine Chasers**  
 PC 496.....Mine, off Portugal, 4 Jun '43  
 PC 558.....Sub, N. of Sicily, 9 May '44  
 PC 1129.....Ships, off Luzon, 31 Jan '45  
 PC 1261.....Gunfire, off France, 6 June '44  
 PC 1603.....Air, off Okinawa, 21 May '45  
 SC 521.....Weather, E. of San Cristobal, 10 Jul '45  
 SC 694.....Air, off Palermo, 23 Aug '43  
 SC 696.....Air, off Palermo, 23 Aug '43  
 SC 700.....Fire, Vella Lavella, 10 Mar '44  
 SC 709.....Grounding, Cape Bretton, N. S., 21 Jan '43  
 SC 740.....Grounding, Coral Sea, 17 Jun '44  
 SC 744.....Air, Taolobon Bay, P. I., 27 Nov '43  
 SC 751.....Grounding, off N.W. Cape, Australia, 22 Jun '43  
 SC 984.....Grounding, in New Hebrides, 9 Apr '44  
 SC 1019.....Grounding, off W. Cuba, 22 Apr '45  
 SC 1024.....Collision, off Cape Hatteras, 2 Mar '43  
 SC 1059.....Grounding, in Bahamas, 12 Dec '44  
 SC 1067.....Weather, off Attu, 19 Nov '43

**Gunboats**  
 PGM 7.....Collision, Bismarck Sea, 18 Jul '44  
 PGM 17.....Grounding, off Okinawa, 4 May '45  
 PGM 18.....Mine, off SW Okinawa, 8 Apr '45  
 Asheville.....Enemy action, S. of Java, 3 Mar '42  
 Erie.....Sub, off Curacao I., 12 Nov '42  
 Luzon.....Captured, at Corregidor, 5 May '42  
 Mindanao.....Air, off Corregidor, 2 May '42  
 Oahu.....Ships, at Corregidor, 4 May '42  
 Plymouth.....Sub, E. of Norfolk, Va., 5 Aug '43  
 St Augustine.....Collision, S. of Delaware Bay, 6 Jun '44  
 Wake.....Captured, at Shanghai, 8 Dec '41  
 PE 56.....Explosion, Portland, Maine, 23 Apr '45

**Coast Guard Vessels**  
 CG 58012.....Fire, Cape Cod, 2 May '43  
 CG 83415.....Weather, off France, 21 Jun '44  
 CG 83421.....Collision, S.W. of Bahamas, 30 Jun '43  
 CG 83471.....Weather, off France, 21 Jun '44  
 Aeacia.....Sub, Caribbean, 15 Mar '42  
 Alexander Hamilton.....Sub, off Iceland, 29 Jan '42  
 Bedloe.....Weather, off C. Hatteras, 14 Sep '44  
 Bodega.....Grounding, G. of Mexico, 20 Dec '43  
 Catamount.....Explosion, off New York, 27 Mar '43  
 Dow.....Weather, Caribbean, 15 Oct '43  
 Escanaba.....Sub, off Greenland, 13 Jun '43  
 Jackson.....Weather, N. Atlantic, 14 Sep '44  
 Natsek.....Weather, Belle I., 17 Dec '42  
 Vineyard Sound.....Weather, Vineyard Sound, 14 Sep '44  
 Wilcox.....Weather, off C. Hatteras, 30 Sep '43

**Seaplane Tenders**  
 Gannet.....Sub, off Bermuda, 7 Jun '42  
 Langley.....Air, S. of Java, 27 Feb '42  
 Thornton.....Collision, SE of Okinawa, 5 Apr '45

**Motor Torpedo Boats**  
 PT 22.....Weather, North Pacific, 11 Jun '43  
 PT 28.....Grounding, Dora Harbor, Alaska, 12 Jan '43  
 PT 31.....Grounding, Subic Bay, P. I., 20 Jan '42  
 PT 32.....Scuttled, Sulu Sea, 13 Mar '42  
 PT 33.....Grounding, off Pt. Santiago, 15 Dec '41  
 PT 34.....Air, off Cavit Island, 9 Apr '42  
 PT 35.....Demolished, Cebu, P. I., 12 Apr '42  
 PT 37.....Ships, off Guadalcanal, 1 Feb '43  
 PT 41.....Scuttled, Lake Lanau, P. I., 15 Apr '42  
 PT 43.....Ships, off Guadalcanal, 10 Jan '42  
 PT 44.....Ships, South Pacific, 12 Dec '42  
 PT 63.....Explosion, off New Ireland, 18 Mar '44  
 PT 67.....Explosion, off New Guinea, 17 Jun '43  
 PT 68.....Grounding, New Guinea, 1 Oct '43  
 PT 73.....Grounding, Philippines, 15 Jan '45  
 PT 77.....Ships, off Luzon, 1 Feb '45  
 PT 79.....Ships, off Luzon, 1 Feb '45  
 PT 107.....Explosion, off New Ireland, 18 Jun '44  
 PT 109.....Ships, Blackett Straits, 2 Aug '43  
 PT 110.....Collision, off New Guinea, 26 Jan '44  
 PT 111.....Ships, off Guadalcanal, 1 Feb '43  
 PT 112.....Ships, off Guadalcanal, 10 Jan '43  
 PT 113.....Grounding, off New Guinea, 8 Aug '43  
 PT 117.....Air, Rendova Harbor, 1 Aug '43  
 PT 118.....Grounding, Vella Lavella, 7 Sep '43  
 PT 119.....Explosion, off New Guinea, 17 Mar '43  
 PT 121.....Air, off New Britain, 27 Mar '44  
 PT 123.....Air, off Guadalcanal, 1 Feb '43  
 PT 133.....Gunfire, off New Guinea, 15 Jul '44

**Type and Name Action**

PT 135	Grounding, off New Britain, 12 Apr '44
PT 136	Grounding, New Guinea, 17 Sep '43
PT 145	Grounding, New Guinea, 4 Jan '44
PT 147	Grounding, New Guinea, 19 Nov '43
PT 153	Grounding, Solomons, 4 Jul '43
PT 158	Grounding, off Solomons, 5 Jul '43
PT 164	Air, Mendora harbor, 1 Aug '43
PT 165	Sub, off Noumea, 23 May '43
PT 166	Air, Solomons, 20 Jul '43
PT 172	Grounding, off Vella Lavella, 7 Sep '43
PT 173	Sub, off Noumea, 23 May '43
PT 193	Grounding, off New Guinea, 25 Jun '44
PT 200	Collision, off Rhode Island, 22 Feb '44
PT 202	Mine, off S. France, 16 Aug '44
PT 218	Mine, off S. France, 16 Aug '44
PT 219	Weather, off Attu, Sep '43
PT 239	Fire, Solomons, 14 Dec '43
PT 247	Gunfire, off Bougainville I., 5 May '44
PT 251	Gunfire, off Bougainville I., 26 Feb '44
PT 279	Collision, off Bougainville I., 11 Feb '44
PT 283	Gunfire, off Bougainville I., 17 Mar '44
PT 300	Air, off Mindoro I., 18 Dec '44
PT 301	Explosion, off New Guinea, 7 Nov '44
PT 311	Mine, off Corsica, 18 Nov '44
PT 320	Air, off Leyte, 5 Nov '44
PT 321	Grounding, San Isidoro Bay, P. I., 11 Nov '44
PT 322	Grounding, off New Guinea, 23 Nov '43
PT 323	Air, off Leyte, 10 Dec '44
PT 337	Gunfire, New Guinea, 7 Mar '44
PT 338	Grounding, off Mindoro I., P. I., 28 Jan '45
PT 339	Grounding, off New Guinea, 29 Mar '44
PT 346	Air, off New Britain, 29 Apr '44
PT 347	Air, off New Britain, 29 Apr '44
PT 353	Air, off New Britain, 27 Mar '44
PT 363	Gunfire, Halmahera, N.E.I., 25 Nov '44
PT 368	Grounding, off Halmahera, N.E.I., 11 Oct '44
PT 371	Grounding, Molukka Passage, 19 Sep '44
PT 493	Ships, Surigao, P. I., 25 Oct '44
PT 509	Ships, English Channel, 9 Aug '44
PT 559	Mine, Mediterranean, 23 Aug '44

**Tank Landing Ships**

LST 6	Mine, Seine River, 18 Nov '44
LST 43	Explosion, Pearl Harbor, 21 May '44
LST 69	Explosion, Pearl Harbor, 21 May '44
LST 158	Air, off Sicily, 11 Jul '43
LST 167	Air, Vella Lavella, 25 Sep '43
LST 179	Explosion, Pearl Harbor, 21 May '44
LST 203	Grounding, near Union Is., 1 Oct '43
LST 228	Grounding, in Azores, 20 Jan '44
LST 282	Air, off S. France, 15 Aug '44
LST 313	Air, Gela, Sicily, 10 Jul '44
LST 314	Ships, off Cherbourg, Fr., 9 Jun '44
LST 318	Air, off Sicily, 9 Aug '44
LST 333	Sub, off N. Africa, 22 Jun '43
LST 342	Sub, off Guadalcanal, 18 Jul '44
LST 348	Sub, off Anzio, 19 Feb '44
LST 349	Grounding, off Ponzo, Italy, 26 Feb '44
LST 353	Explosion, Pearl Harbor, 21 May '44
LST 359	Sub, off Portugal, 20 Dec '44
LST 376	Ships, off N. France, 9 Jun '44
LST 396	Explosion, off Vella Lavella, 18 Aug '43
LST 447	Air, off Okinawa, 6 Apr '45
LST 448	Air, off Vella Lavella, 1 Oct '43
LST 460	Air, off Panay, Sulu Sea, 21 Dec '44
LST 472	Air, off Mindoro, P. I., 15 Dec '44
LST 480	Explosion, Pearl Harbor, 21 May '44
LST 493	Grounding, off S. England, 12 Apr '45
LST 496	Mine, off N. France, 11 Jun '44
LST 499	Mine, off N. France, 8 Jun '44
LST 507	Ships, English Channel, 28 Apr '44
LST 523	Mine, off N. France, 19 Jun '44
LST 531	Ships, English Channel, 28 Apr '44
LST 563	Grounding, S.W. of Mexico, 22 Dec '44
LST 577	Sub, Philippine Sea, 11 Feb '45
LST 675	Grounding, off Okinawa, 4 Apr '45
LST 738	Air, off Mindoro, P. I., 15 Dec '44
LST 749	Air, off Panay, Sulu Sea, 21 Dec '44
LST 750	Air, off Negros, P. I., 28 Dec '44
LST 808	Air, off Ie Shima, 20 May '45
LST 906	Grounding, Leghorn, Italy, 18 Oct '44
LST 921	Sub, English Channel, 14 Aug '44

**Medium Landing Ship**

LSM 12	Weather, off Okinawa, 4 Apr '45
LSM 20	Air, off Leyte, 5 Dec '44
LSM 59	Air, off Okinawa, 21 Jun '45
LSM 135	Air, off Okinawa, 25 May '45
LSM 149	Grounding, Philippines, 5 Dec '44
LSM 190	Air, off Okinawa, 4 May '45
LSM 194	Air, off Okinawa, 4 May '45
LSM 195	Air, off Okinawa, 3 May '45
LSM 318	Air, off Leyte, 7 Dec '44

**Tank Landing Craft**

LCT 19	Air, off Salerno, 14 Jul '43
LCT 21	Explosion, off Oran, 1 Jan '43
LCT 23	Explosion, Algiers, 3 May '43
LCT 25	Mine, off N. France, 6 Jun '44
LCT 26	Weather, Gaeta Gulf, Italy, 25 Feb '44
LCT 27	Grounding, off N. France, 6 Jun '44
LCT 28	Mine, Mediterranean, 30 May '43
LCT 30	Mine, off N. France, 6 Jun '44
LCT 35	Air, off Anzio, 15 Feb '44
LCT 36	Grounding, off Naples, 26 Feb '44
LCT 71	Weather, Gulf of Alaska, 11 Sep '43
LCT 147	Grounding, off N. France, Jun '44
LCT 154	Amphib, Sicily Str., 31 Aug '43
LCT 175	Weather, off Merit I., 21 Feb '45
LCT 182	Weather, Solomons, 7 Aug '44

**COMBAT SHIP COMPARISONS**

(Merchant ship losses are compared on page 18)

United States Vessels			Japanese Vessels		
On Hand	Completed	On Hand	On Hand	Completed	On Hand
7 Dec 1941	1941-1945	Aug 1945	7 Dec 1941	1941-1945	Aug 1945
17	8	23	10	2	1
7	17	20	7	8	4
0	9	8	3	4	2
1	77*	71	2	3	0
0	2	2	0	0	0
18	11	22	18	0	2
19	32	48	17	5	2
172	339	389†	109	70	42
0	422*	362†	0	0	0
111	198	236‡	84	106	55

\* Not including vessels completed by US Navy and transferred to Allies.  
 † Not including vessels reclassified.  
 ‡ Not including vessels stricken from list, not due to enemy action.

LCT 185	Weather, off Bizerte, 24 Jan '44
LCT 196	Weather, off Salerno, 27 Sep '43
LCT 197	Mine, off N. France, 6 Jun '44
LCT 200	Amphib, off N. France, Jun '44
LCT 208	Grounding, off Algeria, 20 Jun '43
LCT 209	Grounding, off N. France, 10 Jun '44
LCT 215	Amphib, off Salerno, '43
LCT 220	Weather, Anzio, 13 Feb '44
LCT 241	Air, off Salerno, 15 Sep '43
LCT 242	Torpedo, off Naples, 2 Dec '43
LCT 244	Amphib, off N. France, Jun '44
LCT 253	Weather, on passage to Tarawa, 21 Jan '45
LCT 293	Weather, English Channel, 11 Oct '44
LCT 294	Mine, off N. France, 6 Jun '44
LCT 305	Mine, off N. France, 6 Jun '44
LCT 311	Weather, off Bizerte, 9 Aug '43
LCT 315	Explosion, Eniwetok, 23 Mar '44
LCT 319	Grounding, Kiska, 27 Aug '43
LCT 332	Mine, off N. France, 6 Jun '44
LCT 340	Weather, Sicily Str., 20 Feb '44
LCT 342	Grounding, off Salerno, 29 Sep '43
LCT 362	Weather, off N. France, 6 Jun '44
LCT 364	Mine, off N. France, 6 Jun '44
LCT 366	Weather, S. of Kodiak, 9 Sep '43
LCT 413	Amphib, off N. France, Jun '44
LCT 458	Mine, off N. France, 7 Jun '44
LCT 459	Grounding, off W. France, 9 Oct '44
LCT 486	Mine, off N. France, 7 Jun '44
LCT 496	Gunfire, English Channel, Nov '43
LCT 548	Weather, Portsmouth, Eng., Nov '44
LCT 555	Mine, off N. France, 6 June '44
LCT 572	Mine, off N. France, June '44
LCT 579	Mine, off Palau, 4 Oct '44
LCT 582	Grounding, Azores, 22 Jan '44
LCT 593	Mine, off N. France, 6 Jun '44
LCT 597	Mine, off N. France, 6 Jun '44
LCT 612	Gunfire, off N. France, 6 Jun '44
LCT 703	Mine, off N. France, 6 Jun '44
LCT 713	Amphib, off N. France, Jun '44
LCT 714	Mine, off N. France, Jun '44
LCT 777	Mine, off N. France, 6 Jun '44
LCT 823	Grounding, off Palau, 27 Sep '44
LCT 863	Explosion, Pearl Harbor, 21 May '44
LCT 983	Explosion, Pearl Harbor, 21 May '44
LCT 984	Weather, off Hawaii, 15 May '44
LCT 988	Weather, off Hawaii, 15 May '44
LCT 1029	Grounding, Iwo Jima, 2 Mar '45
LCT 1075	Air, off Leyte, 10 Dec '44
LCT 1090	Amphib, off Luzon, 26 Mar '45
LCT 1151	Amphib, off New Guinea, 26 Jan '45
LCT 1358	Grounding, off Calif., 4 May '45

LCS 26	Ships, off Luzon, 14 Feb '45
LCS 33	Air, off Okinawa, 12 Apr '45
LCS 49	Ships, off Luzon, 14 Feb '45
LCS 127	Grounding, off Calif., 5 Mar '45

**Tugs**

ATR 15	Grounding, off LeHavre, 19 Jun '44
ATR 98	Collision, Mid Atlantic, 12 Apr '44
Genesee	Scuttled, at Corregidor, 5 May '42
Grebe	Grounding, in S. Pacific, 2 Jan '43
Napa	Scuttled, at Bataan, 8 Apr '42
Nauset	Air, Gulf of Naples, 9 Sep '43
Navajo	Explosion, off New Hebrides, 11 Sep '43
Partridge	Ships, off N. France, 11 Jun '44
Seminole	Ships, off Tulagi, 25 Oct '42
Sonoma	Air, at Leyte, 24 Oct '44

**Tankers**

Kanawha	Air, off Guadalcanal, 7 Apr '43
Mississinewa	Sub, N. of Ulithi, 20 Nov '44
Neches	Sub, W. of Oahu, 23 Jan '42
Neosho	Air, Coral Sea, 7 May '42
Pecons	Air, S. of Java, 1 Mar '42
Sheepsfoot	Grounding, off Iwo Jima, 6 Jun '45

**Troop Transports**

APC 21	Air, off New Britain, 17 Dec '43
APC 35	Grounding, off New Georgia, 22 Sep '43
Barry	Air, off Okinawa, 25 May '45
Bates	Air, off Okinawa, 25 May '45
Colhoun	Air, off Guadalcanal, 30 Aug '42
Dickerson	Air, off Okinawa, 2 Apr '45
Edward Rutledge	Sub, off Morocco, 12 Nov '42
George F. Elliott	Air, off Guadalcanal, 8 Aug '42
Gregory	Ships, off Guadalcanal, 5 Sep '42
Hugh L. Scott	Sub, off Morocco, 12 Nov '42
John Penn	Air, off Guadalcanal, 13 Aug '43
Joseph Hewes	Sub, off Morocco, 11 Nov '42
Leadstown	Sub, off Algiers, 9 Nov '42
Little	Ships, Solomons, 5 Sep '42
McCauley	Ships, off New Georgia, 30 Jun '43
McKean	Air, off Bougainville, 17 Nov '43
Noa	Collision, off Pelolu, 12 Sep '44
Susan B. Anthony	Mine, off Le Havre, Fr., 7 Jun '44
Tasker H. Bliss	Sub, off Morocco, 12 Nov '42
Thomas Stone	Air, off Spain, 7 Nov '42
Ward	Air, off Leyte, 7 Dec '44

**District Patrol Craft**

YP 16	Occupation, Dec '41
YP 17	Occupation, Dec '41
YP 26	Explosion, Canal Zone, 19 Nov '42
YP 47	Collision, off Staten I., N. Y., 26 Apr '43
YP 72	Grounding, at Adak, 22 Feb '43
YP 73	Grounding, Kodiak Harbor, 15 Jan '45
YP 74	Collision, Aleutians, 6 Sep '42
YP 77	Collision, Atlantic Coast, 28 Apr '42
YP 88	Grounding, Aleutians, 28 Oct '43
YP 94	Grounding, off Kodiak I., 18 Feb '45
YP 95	Grounding, at Adak, 1 May '44
YP 97	Occupation of Philippines, Mar '42
YP 128	Grounding, off Monterey, Calif., 30 Jun '42
YP 183	Grounding, Coast of Hawaii, 12 Jan '43
YP 205	Grounding, N. of Puerto Rico, 1 Nov '42
YP 235	Explosion, Gulf of Mexico, 1 Apr '43
YP 270	Grounding, off Calif., 30 Jun '42
YP 277	Scuttled, E. of Hawaii, 23 May '42
YP 279	Weather, off Australia, 5 Sep '43
YP 281	Weather, E. of Fiji I., 9 Jan '44
YP 284	Ships, off Guadalcanal, 25 Oct '42
YP 331	Weather, off Key West, 23 Mar '44
YP 336	Grounding, Delaware River, 23 Feb '43
YP 345	Sunk, S.E. of Midway, 31 Oct '42
YP 346	Ships, South Pacific, 9 Sep '42
YP 383	Collision, Gulf of Panama, 24 Nov '44
YP 387	Collision, Delaware Bay, N. J., 20 May '42
YP 389	Sub, off Cape Hatteras, 19 Jun '42
YP 405	Explosion, Caribbean, 20 Nov '42
YP 422	Grounding, on New Caledonia, 23 Apr '43
YP 426	Grounding, off Savannah, Ga., 16 Dec '43

Type and Name	Action
YP 438.....	Grounding, Port Everglades, Fla., 20 Mar '43
YP 453.....	Grounding, in the Bahamas, 15 Apr '43
YP 481.....	Grounding, Charleston, S. C., 25 Apr '43
YP 492.....	Collision, on E. Florida, 8 Jan '43
YP 577.....	Explosion, Great Lakes, 23 Jan '43

Miscellaneous District Craft	
YA 92.....	Occupation of Philippines, 1942
YA 59.....	Occupation of Philippines, 1942
YA 65.....	Occupation of Philippines, 1942
YAG 2.....	Occupation of Philippines, 1942
YAG 3.....	Occupation of Philippines, 1942
YAG 4.....	Occupation of Philippines, 1942
YAG 17.....	Grounding, off Norfolk, Va., 14 Sep '44
YC 178.....	Occupation of Philippines, 1942
YC 181.....	Occupation of Philippines, 1942
YC 523.....	Grounding, off Portsmouth, N. H., 24 Feb '44
YC 537.....	Occupation of Philippines, 1942
YC 643.....	Occupation of Philippines, 1942
YC 644.....	Occupation of Philippines, 1942
YC 646.....	Occupation of Philippines, 1942
YC 647.....	Occupation of Philippines, 1942
YC 648.....	Occupation of Philippines, 1942
YC 649.....	Occupation of Philippines, 1942
YC 652.....	Occupation of Philippines, 1942
YC 653.....	Occupation of Philippines, 1942
YC 654.....	Occupation of Philippines, 1942
YC 664.....	Occupation of Guam, 1942
YC 665.....	Occupation of Guam, 1942
YC 666.....	Occupation of Guam, 1942
YC 667.....	Occupation of Guam, 1942
YC 668.....	Occupation of Guam, 1942
YC 669.....	Occupation of Philippines, 1942
YC 670.....	Occupation of Guam, 1942
YC 671.....	Occupation of Guam, 1942
YC 672.....	Occupation of Guam, 1942
YC 673.....	Occupation of Guam, 1942
YC 674.....	Occupation of Guam, 1942
YC 683.....	Occupation of Philippines, 1942
YC 685.....	Occupation of Guam, 1942
YC 693.....	Sunk, in Alaskan Area, Feb '45
YC 714.....	Occupation of Philippines, 1942
YC 715.....	Occupation of Philippines, 1942
YC 716.....	Occupation of Philippines, 1942
YC 717.....	Occupation of Guam, 1942
YC 718.....	Occupation of Guam, 1942
YC 857.....	Grounding, off Cape Cod, 12 Nov '43
YC 869.....	Grounding, off Imperial B., Calif., 23 Mar '43
YC 886.....	Weather, Guantanamo, 3 Feb '43
YC 887.....	Weather, Guantanamo, 3 Feb '43
YC 891.....	Sunk, off Key West, 18 Apr '43
YC 898.....	Sunk, off Key West, 29 Sep '42
YC 899.....	Sunk, off Key West, 29 Sep '42
YC 912.....	Weather, North Pacific, 13 Jan '45
YC 961.....	Grounding, Borka I., May '45
YC 970.....	Sunk, Puget Sound, 14 Aug '43
YC 1272.....	Grounding, near San Pedro, Jun '45
YC 1278.....	Sunk, off Atlantic coast, 10 Mar '43
YCF 23.....	Weather, enroute to Eniwetok, Mar '45
YCF 29.....	Weather, enroute to Eniwetok, Mar '45
YCF 36.....	Weather, enroute to Eniwetok, Mar '45
YCF 37.....	Weather, enroute to Eniwetok, Mar '45
YCF 42.....	Weather, off Cape Hatteras, Dec '44
YCF 59.....	Weather, off Delaware, Jan '45
YCK 1.....	Occupation of Wake, 1942
YCK 2.....	Sunk, east of C. Breton Is., 5 Nov '43
YCK 8.....	Sunk, off Key West, 13 Dec '43
YD 19.....	Occupation of Philippines, 1942
YD 47.....	Occupation of Philippines, 1942
YD 56.....	Occupation of Philippines, 1942
YD 60.....	Occupation of Philippines, 1942
YDG 4.....	Grounding, New Caledonia, 1 Oct '43
YF 86.....	Occupation of Philippines, 1942
YF 177.....	Occupation of Philippines, 1942
YF 178.....	Occupation of Philippines, 1942
YF 179.....	Occupation of Philippines, 1942
YF 180.....	Occupation of Philippines, 1942
YF 181.....	Occupation of Philippines, 1942
YF 212.....	Occupation of Philippines, 1942
YF 223.....	Occupation of Philippines, 1942
YF 224.....	Occupation of Philippines, 1942
YF 230.....	Occupation of Philippines, 1942
YF 317.....	Occupation of Philippines, 1942
YF 401.....	Weather, off East Coast, U. S., 20 Jun '43
YF 415.....	Explosion, off Boston, Mass., 11 May '44
YF 487.....	Sunk, in Caribbean, 18 Jul '43
YF 575.....	Grounding, off Atlantic City, N. J., 6 May '43
YF 579.....	Sunk, at San Francisco, 20 Sep '43
YF 724.....	Weather, off Farallones, 22 Mar '45
YF 725.....	Weather, off Farallones, 22 Mar '45
YF 926.....	Weather, enroute Pearl Harbor, 8 Mar '45

San Felipe.....	Occupation of Philippines, 1942
Santa Rita.....	Occupation of Philippines, 1942
Rosal.....	Occupation of Philippines, 1942
Camia.....	Occupation of Philippines, 1942
Dapdap.....	Occupation of Philippines, 1942
Rivera.....	Occupation of Philippines, 1942
Magdalena.....	Occupation of Philippines, 1942
Yaal.....	Occupation of Philippines, 1942
Demov Drydock.....	Scuttled, at Bataan, 10 Apr '42
VFD 20.....	Weather, off California, 31 Jan '43
VG 39.....	Sunk, N. of Panama, 27 Sep '44
YM 4.....	Occupation of Philippines, 1942
YM 13.....	Occupation of Guam, 1942
YMS 14.....	Collision, Boston Harbor, 11 Jan '45
YMS 19.....	Mine, off Palau, 24 Sep '44
YMS 21.....	Mine, Marseille, 1 Sep '44
YMS 24.....	Mine, Marseille, 16 Aug '44
YMS 30.....	Mine, off Italy, 25 Jan '44
YMS 39.....	Mine, Macassar Strait, 26 Jun '45
YMS 48.....	Gunfire, Subic Bay, 14 Feb '45

YMS 50.....	Mine, Macassar Strait, 18 Jun '45
YMS 70.....	Weather, in Leyte Gulf, 17 Oct '44
YMS 71.....	Mine, South of Sulu, 3 Apr '45
YMS 84.....	Mine, off Balikpapan, Borneo, 9 Jul '45
YMS 103.....	Mine, off Okinawa, R., 8 Apr '45
YMS 127.....	Grounding, near Seattle, Wash., May '44
YMS 133.....	Weather, off Oregon coast, 20 Feb '43
YMS 304.....	Mine, off N. France, 30 Jul '44
YMS 350.....	Mine, off Cherbourg, 2 Jul '44
YMS 365.....	Mine, Macassar Strait, 26 Jun '45
YMS 378.....	Mine, off Cherbourg Pen, Fr., 1944
YMS 385.....	Mine, off Ulithi, 1 Oct '44
YMS 409.....	Weather, off Atlantic coast, 14 Sep '44
YMS 481.....	Gunfire, off Borneo, 2 May '45
YO 41.....	Occupation of Philippines, 1942
YO 42.....	Occupation of Philippines, 1942
YO 64.....	Occupation of Philippines, Jan '42
YO 156.....	Grounding, at Sitka, Alaska, May '45
YO 157.....	Grounding, at Sitka, May '45
YO 159.....	Sub, off New Hebrides, 14 Jan '44
YPD 22.....	Occupation of Philippines, 1942
YPK 6.....	Occupation of Philippines, 1942
YPK 7.....	Occupation of Philippines, 1942
YR 43.....	Grounding, Gulf of Alaska, 28 Mar '45
YRC 4.....	Occupation of Philippines, 1942
YSP 41.....	Occupation of Philippines, 1942
YSP 42.....	Occupation of Philippines, 1942
YSP 43.....	Occupation of Philippines, 1942
YSP 44.....	Occupation of Philippines, 1942
YSP 45.....	Occupation of Philippines, 1942
YSP 46.....	Occupation of Philippines, 1942
YSP 47.....	Occupation of Philippines, 1942
YSP 48.....	Occupation of Philippines, 1942
YSP 49.....	Occupation of Philippines, 1942
YSP 50.....	Occupation of Philippines, 1942
YSR 2.....	Occupation of Philippines, 1942
Banaag.....	Occupation of Philippines, 1942
Iona.....	Occupation of Philippines, 1942
Mercedes.....	Occupation of Philippines, 1942

Vaga.....	Scuttled, at Corregidor, 5 May '42
YT 198.....	Mine, off Anzio, Italy, 18 Feb '44
YT 247.....	Weather, S. of Hawaiian Is., 5 Apr '44
Shahaka.....	Collision, E. Pacific, 9 May '44
YTM 467.....	Occupation of Marshalls or Gilberts, Mar '44
YW 50.....	Occupation of Guam, 1942
YW 54.....	Occupation of Philippines, 1942
YW 55.....	Occupation of Guam, 1942
YW 58.....	Occupation of Guam, 1942

#### Cargo Vessels

Aludra.....	Sub, S. of Solomons, 23 Jun '43
Delmos.....	Sub, S. of Solomons, 23 Jun '43
Pollux.....	Grounding, off Newfoundland, 18 Feb '42
Serpens.....	Explosion, at Guadalcanal, 29 Jan '45

#### Miscellaneous Auxiliaries

Allantaus.....	Grounding, in Aleutians, 26 Feb '44
Asphalt.....	Grounding, at Saipan, 6 Oct '44
Canopus.....	Scuttled, at Bataan, 10 Apr '42
Cythera.....	Overdue, off Atlantic coast, May '42
Extractor.....	Sub, in Marianas, 1 Jan '45
Macaw.....	Grounding, at Midway, 12 Feb '44
Moonstone.....	Collision, off Delaware Capes, 16 Oct '43
Mount Hood.....	Explosion, at Manus, 10 Nov '44
Muskeget.....	Overdue, in Atlantic, 10 Oct '42
Niagara.....	Air, in Solomons, 23 May '43
Pigeon.....	Air, at Corregidor, 3 May '42
Pontiac.....	Weather, off Halifax, N. S., 30 Jan '45
Porcupine.....	Air, at Mindoro, 28 Dec '44
Redwing.....	Mine, off Tunisia, 28 Jun '43
Rescuer.....	Grounding, in Aleutians, 1 Jan '43
Robert Barnes.....	Occupation of Guam, Dec '41
Ronaki.....	Grounding, off Australia, 18 Jun '43
Utah.....	Air, Pearl Harbor, 7 Dec '41
ex-Fisheries.....	Scuttled, at Corregidor, 5 May '42
ex-Maryann.....	Scuttled, at Corregidor, 5 May '42
ex-Perry.....	Scuttled, at Corregidor, 5 May '42
DCH 1.....	Scuttled, enroute to Pearl Harbor, 28 Dec '41

### Way Back When

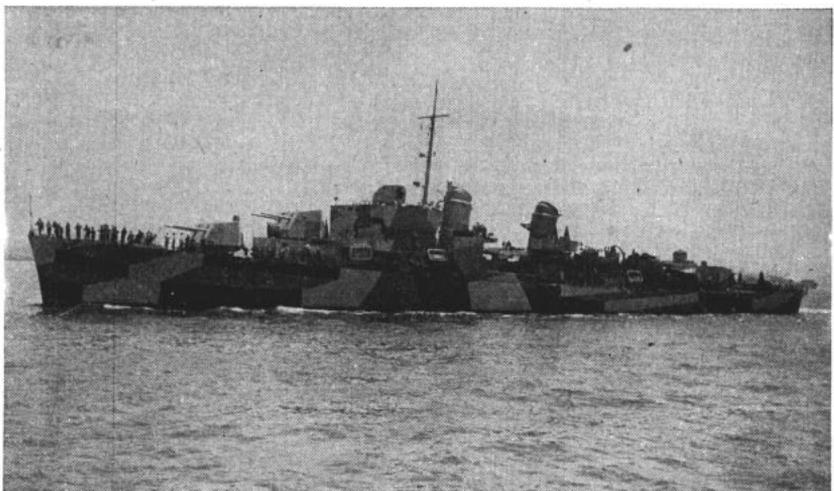
## DD WAS ANTIDOTE FOR TB

About 50 years ago, the torpedo-boat had become a frightening menace to the battle fleet. From this threat arose a new warship and predecessor of today's DDs. Destroyer is a short form of the original name, torpedo-boat destroyer, which indicates the defensive function of the vessel.

In 1898, Congress authorized the building of 16 torpedo-boat destroyers, the first in our Navy. These were light, swift vessels, mounting several quick-firing guns. They displaced about 325 tons, had a speed of 30 knots. The torpedo-boat destroyer which could destroy the torpedo-boat before it approached close enough for effective torpedo attack, proved so successful that the true torpedo-boat almost disappeared from all navies. Whereupon, without a qualm at the paradox, the destroyer adopted torpedo tubes.

World War I provided a testing ground for the modern destroyer. Now able to deliver a torpedo attack as well as block one by use of its guns and depth charges, the destroyer made the convoy system possible and practicable. It is considered that the destroyer contributed as much or more to the successful conclusion of World War I than any other type of ship.

In recent years, destroyers have often been equipped with guns at the expense of their torpedo armament. Large destroyers of this type perform so many of the tasks of light cruisers—convoy protection, commerce raiding, screening duties—that a clear line of demarcation between the two is difficult to define. Here is the fulfillment of the cycle—from torpedo-boat destroyer, to destroyer, to destroyer-destroyer—all in some 50 years.



Official U. S. Navy photographs  
SPEDY, POTENT are destroyers of recent Allen M. Sumner class.

# THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

## Discharge Score Lowered for Most Men; Freeze on Some Goes Off 1 January

Discharge point scores for most enlisted men have been cut to 38 as of 1 December, 37 as of 15 December and 36 as of 1 January, and Alnav 389 last month announced discharge eligibility for several categories of personnel who up to now had been ineligible because of the need for their services.

The cut in scores will make 150,000 additional men eligible by 1 January, an increase necessary to feed the scheduled flow of 1,200,000 to separation centers by that date. No further reduction for women was made because their demobilization is proceeding ahead of schedule.

The new 38-37-36 scores do not apply to personnel who have been "frozen" temporarily or made eligible under other scores, except for SK(CB) stevedores, who became eligible on the 38-37-36 basis. However, under the revisions announced in the Alnav, to take effect 1 January, enlisted personnel of the following ratings will become eligible for separation on the basis shown in the box below:

Specialist (S) shore patrol, specialist (X) key punch operators, storekeeper SK (D) disbursing, Specialist (I) punch card accounting machine operators, specialist (X) Transportation, hospital corpsmen (PhT) physical therapists and (OT) occupation therapists assigned to duty in continental U. S. Naval Hospitals or U. S. Naval Special Hospitals.

Officers of the following categories who, having acquired sufficient points for demobilization, were hitherto ineligible for release except on approval of the Chief of Naval Personnel, will automatically be eligible for release on 1 Jan without reference to BuPers:

Shore Patrol officers, officer specialists in IBM or other electric tabulating machines, postal officers, officer graduates of naval oriental language schools, officers, officer candidates and enlisted personnel under instruction (who will graduate as officers) in naval oriental schools, officers of the Cost Inspection Service and officers

specializing in physical and occupational therapy and assigned to continental U. S. Naval Hospitals or U. S. Naval Special Hospitals.

The above provisions affect 3,435 officers and 20,375 enlisted personnel of which 2,350 officers and 7,392 enlisted personnel will be made eligible for demobilization on 1 January.

In addition approximately 70 officers assigned to or in special training for civil censorship duties in occupied countries have been made immediately eligible for demobilization under the point system without reference to the Chief of Naval Personnel.

However, the foregoing enlisted and officer personnel, like other Navy personnel, will be subject to retention on active duty for reasons of military necessity for a maximum of 90 days beyond the date of their eligibility for discharge.

## SecNav Tightens Rules For Delaying Releases As Military Necessity

To put teeth into the enforcement of the Navy's demobilization plan and to prevent the further unwarranted holding of personnel under a claim of "military necessity", the Secretary of Navy specified in Alnav 367-45 (NDB, 15 Nov, 45-1618) the only two conditions under which personnel may be retained by their COs beyond the day they are otherwise eligible for release. They are:

- If they personally request in writing that they be retained on active duty or apply in writing for enlistment or reenlistment in the regular Navy.

- If they personally must be held for reason of "military necessity."

In clarifying the latter provision, the Alnav defines military necessity as: "A condition in which the transfer of one or more specific persons would make impossible or seriously impair functioning of a significant naval operation. It is not to be confused with convenience or desire of the commanding officer or any other commander."

COs are advised by the directive that it is expected that they "will act in conformity with the spirit and letter of this definition to expedite demobilization."

If an individual is retained beyond the date he is eligible for release, his CO must inform him, either in person or in writing, the reasons for his retention and the estimated date when he can expect to be released. If the man or woman is being retained because a relief is needed, the CO is directed to take immediate action to secure the replacement through official channels. However, the mere fact that a billet is considered to be "military necessity" is not considered ample reason for the retention of an individual, unless the CO can justify the

### POINTS REQUIRED FOR RELEASE

	1 Nov	1 Dec	1 Jan
Male officers (except those classified MC and naval aviators in flight status).....	46	44	43
Male officers (classified MC—doctors).....	53	53	51
Male officers (classified HC, H, chief pharmacist and pharmacist) .....	46	44	43
Naval aviators in flight status (ensign).....	20	20	20
Naval aviators in flight status (other than ensigns)..	39	34	30
Male enlisted personnel (except those listed below)..	41	38	* 36
Water tenders .....	41	39	38
Chief commissary stewards .....	41	39	38
Ships' cooks and bakers.....	41	39	38
Male yeoman and storekeepers (except SKD).....	44	44	44
Male specialists (C) and mailmen.....	44	44	44
Male specialists (I) punch card accounting machine operators .....		not eligible	44
Male specialists (S) shore patrol.....		not eligible	38
Male specialists (X) key punch operators.....		not eligible	38
Male specialists (X) transportation.....		not eligible	44
Male storekeeper (D) .....		not eligible	44
Male hospital corpsmen (PhT), physical therapists and (OT) occupation therapists assigned to duty in continental U. S. Naval hospitals or U. S. Naval Special Hospitals .....		not eligible	44
Female officers (including those classified MC, HC, and H) .....	32	30	29
Nurse Corps .....	32	32	32
Female enlisted personnel (except those listed below)	26	24	23
Female yeoman and storekeepers (except SKD).....	29	29	29
Female specialists (C) and mailmen.....	29	29	29
Female storekeeper (D) .....		not eligible	29
Female specialists (I) punch card accounting machine operators .....		not eligible	29
Female specialists (X) key punch operators.....		not eligible	23
Female specialists (X) transportation.....		not eligible	29
Female hospital corpsmen in same categories as male hospital corpsmen listed above.....		not eligible	29

\* Eligible with 37 points as of 15 December.

retention of the man under the military necessity clause.

In no case, however, may enlisted personnel be retained beyond 90 days from the date when they were originally eligible for release. Officers, however, may be retained with specific approval of BuPers in cases of extreme military necessity as set forth in pp. 17(b) of Alnav 252-45 (NDB, 15 Sept, 45-1169). COs are required to report monthly to the appropriate commands the names and reasons justifying the retention of any individual otherwise eligible for release under the point system.

As pointed out by Alnav 345-45 (NDB, 31 Oct, 45-1513), as soon as conditions permit the Navy intends to reduce the maximum period of retention for military necessity from 90 to 60 days. Thirty days notice will be given before the effective date of such reductions to permit advance planning.

### BuPers Clarifies Status Of Officer Dischargees Holding Temporary Rank

Regular and reserve naval personnel, except Fleet Reservists, who are ordered to separation centers for release and who hold dual status as permanent enlisted personnel and temporary appointment as warrant or commissioned officers in the USN or USNR are entitled to bear the title of the highest rank held while on active duty and wear the uniform of such rank during inactive duty when the wearing of the uniform is appropriate.

These provisions will continue until temporary appointments are no longer permitted by law, when further instructions will be announced. Clarifying Alnav 245-45 (NDB, 15 Sept, 45-1162), these provisions were made in BuPers Circ. Ltr. 290-45 (NDB, 15 Oct, 45-1437) for Reserves, and in BuPers Circ. Ltr. 321-45 (NDB, 31 Oct, 45-1560) for regular Navy personnel.

These officers are entitled to terminal leave and are to be released from active duty by officers' separation centers. Their physical examination at the time of separation will include an examination to determine their physical qualification to hold a permanent warrant or commissioned rank in the Naval Reserve.

Such temporary warrant or commissioned officers found qualified in all respects will be offered permanent reserve commissions in the lowest rank of the corps in which they are serving. (Those holding a temporary rank of ensign or above in the Hospital Corps will be given a permanent appointment as commissioned warrant officer [chief pharmacist] because that is the highest permanent rank authorized in that corps.) Warrant or commissioned warrant officers will be offered a permanent appointment in the Reserve as warrant officers.

The permanent appointment is to be prepared by BuPers and forwarded to the individual at his home address via the district commandant, following his release from active duty by the officer

separation center. Acceptance of permanent reserve appointment will not prevent the individual from later resuming a naval career in regular Navy enlisted status if he is otherwise qualified and so desires. A member of the Naval Reserve in this category who does not care to accept the permanent reserve commission will be discharged from his enlisted status in the Reserve.

### Leave May Be Granted Certain Convalescents To Free Hospital Beds

Convalescent leave up to 30 days may now be granted by OinCs of all Navy and Marine Corps medical units equipped for major surgical and medical treatment to any patient officer or enlisted man of the Navy or Marine Corps who requests it in writing, with the approval of the senior medical officer, if his case meets these specifications set forth in a Joint Navy-Marine Corps ltr. (NDB, 15 Nov, 45-1658):

- The individual is on the sick list.
- He is not awaiting disciplinary action or separation from service.
- The medical officer in charge of the case recommends the leave as beneficial to the patient's health.
- The medical officer in charge of the case certifies that the patient is not fit for duty or separation; he will not need hospital treatment during the leave contemplated; and the leave will not delay final disposition of the case.

The new ruling applies to patients who are not casualties evacuated from ships or stations overseas as well as those who are. Purpose is to provide beneficial leave to patients who are awaiting further surgical attention, such as plastic, neurosurgical and orthopedic cases and others not needing active hospital care but unable to return to duty without additional convalescence, and to vacate hospital beds now being occupied by such patients.

Except for overseas evacuees, the leave is not to be granted for purposes of morale, and is not to be granted as a substitute for rehabilitation, annual, reenlistment, recruit, emergency or survivor leave.

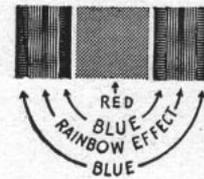
### Broaden Eligibility For American Ribbon

The right to wear the American area campaign ribbon has been extended to Navy, Marine Corps and Coast Guard personnel who accumulate one year of honorable service on either temporary or regular duty within the continental limits of the U. S. at any time between 7 Dec 1941 and a closing date yet to be announced (Alnav 351-45: NDB, 31 Oct, 45-1519).

Previously the ribbon was limited to personnel who served a minimum of 30 days within the American area outside the continental limits of the U. S. or who engaged in combat with or was subjected to attack by enemy forces.

### Victory Medal Awarded To All Serving This War

All men and women who serve on active duty with the armed forces of the U. S. or Government of the Philippine Islands any time between 7 Dec 1941 and a terminal date to be announced are eligible to wear the new World War II Victory ribbon (see drawing at left).



The ribbon, announced by Alnav 352-45 (NDB, 31 Oct, 45-1520), takes precedence after and is worn immediately following the area campaign ribbons for World War II.

Although the medal is not yet available, the ribbons are on sale at stores handling ribbons. The medal will be given to personnel at a later date.

When awarded posthumously they are to be presented to the next surviving kin.

### Income Tax Concessions Granted in New Tax Law

Several provisions on income tax which pertain primarily to members of the armed forces are contained in Public Law 214 which was approved on 8 Nov 1945. Detailed information for Navy personnel will be released when the provisions of the law are written into the new tax regulations and announced by the Treasury Department. The law does, however, provide for the following:

- Exclusion from gross income of all compensation for enlisted service during the war years and refund of taxes already paid with respect to such compensation.

- Payment of accumulated unpaid taxes in 12 quarter-annual installments without interest by personnel who return from extended periods at sea or overseas. Under certain circumstances other unpaid taxes may also be paid in 12 quarter-annual installments.

Until such time as the new regulations are announced, BuSandA has recommended that personnel who have unpaid taxes to pay should inquire of their local Collector of Internal Revenue for specific information concerning the installment payment privilege.



TadCen Topics (San Diego)

"Wonder what's for chow today?"

## Alnav Gives Details of Cash Benefits Available Under New Enlistment Act

Details concerning furlough travel, shipping-over and dependents' quarters allowances and mustering-out pay for service men enlisting or re-enlisting in the regular Navy, Marine Corps or Coast Guard, are contained in Alnav 360-45 (NDB, 1 Nov 45-1528). The new benefits were provided in the act approved 6 Oct 1945, (first announced, ALL HANDS, November 1945).

The provisions apply to inductees, reservists or regular members of the Army, Navy, Marine Corps or Coast Guard who enlist or reenlist in the regular service after dates specified in italics in the explanation below for each type of allowance:

• **Furlough travel allowance**, will be made at the rate of 5 cents per mile by the shortest usually-travelled route to home of record or other place selected within the continental U. S. and back to duty station, as soon as COs find it possible to grant reenlistment leave to servicemen entering the regular service *on or after 1 June 1945*.

Any discharge travel allowance paid to such men will be deducted from the reenlistment furlough travel allowance and the allowance will be paid only once during the enlistment or reenlistment period. For sea travel, only transportation in kind and subsistence enroute will be furnished.

• **Mustering-out pay** authorized on discharge or release for the purpose of enlisting or re-enlisting or—accepting appointment in regular Navy service *on or after 1 Feb 1945* (1 June 1945 in regular Army service) may be made in a lump sum payment on date of discharge or release, or in installments credited to the pay account. Men who have enlisted or reenlisted since 1 Feb 1945 who did not receive mustering-out pay may apply on Nav-SandA Form 550, enclosing discharge certificates or their COs certification of discharge.

• **Shipping-over pay** for all enlistments or reenlistments in regular service *on or after 1 Feb 1945* will be computed at the rate now prescribed

for the first pay grade. All previous honorable service, whether commissioned, warrant or enlisted status will be counted, and inactive service periods of 90 days or less between active service periods will not be deducted in the computation. Where shipping-over pay previously made on enlistments or reenlistments on or after 1 Feb 1945 was at rates less than the newly-authorized rate, adjustment will be made in the current pay accounts.

• Enlisted personnel of the first three pay grades who have dependents may receive **money allowance for dependents' quarters**, or may elect to have their dependents receive or continue to receive **family allowance**. If electing to receive money allowance for dependents' quarters, such personnel must make an allotment for the support of their dependents at least equal to the allowance. Family allowance benefits extend for the full period of all enlistments or reenlistments entered into *before 1 July 1946*.

Full details on the allowances and methods of qualifying for them are available from personnel and disbursing officers.

## New Designations Given RTs and ARTs; Seek Men For Year's ETM Training

Radio technician and aviation radio technician rating names have been changed to electronics technician's mate (ETM) and aviation electronic technician's mate (AETM), respectively. BuPers Circ. Ltr. 325-45 (NDB, 31 Oct, 45-1564) announced last month.

Those serving as RTs or ARTs are to be changed to the new ratings immediately, with pay grade and duties to remain the same. Specialty marks of distinctive design for ETM and AETM ratings are now under consideration and will be announced in the near future. Until then, the present ART and RT rating insignia will continue to be worn.

In view of the critical shortage of men in ETM and AETM rates, BuPers issued an urgent call last month in NavAct No. 8-45 (NDB, 15 Nov, 45-1637) for qualified personnel to submit requests for approximately one year of training in radio materiel.

The call was restricted to enlisted men in the regular Navy in the following categories: (1) men in ARM, RM, EM, AEM, SoM and RdM ratings; (2) those in other ratings who have previously passed the Eddy test but who were not selected for radio technician training, and (3) those with two years of obligated service from time of entry in the school and who have MKE and GCT scores of 55 or better. The classes are to convene 10 December and every two weeks thereafter. Graduates will be rated ETM or AETM in the same or higher pay grades in accordance with current directives.

Regardless of the forwarding endorsement all requests from shore activities are to be forwarded to BuPers for action, and all requests from forces afloat are to be forwarded to ComWes-SeaFron or ComServLant as appropriate for final selection and inclusion in assigned quotas.

## Extend List of Rates Now Open to USNs

All ratings, except specialist, ship repair and construction battalion rates, have been opened by NavAct 3-45 (NDB, 31 Oct, 45-1535) to men who are found to be qualified in all respects for enlistment or reenlistment in the regular Navy.

As no provision is being made in the peacetime Navy for specialist or ship repair rates, they are not included. Special instructions covering the enlistment or reenlistment of CB personnel were issued. (see below).

## Seabee Billets Open To Navy Transferees

Seabees interested in discharge and immediate enlistment or reenlistment in the regular Navy Construction Battalion should submit their requests without delay via COs. BuPers expects to issue authorizations commencing 15 December for a limited number of CB billets in the postwar Navy, according to Alnav 374-45 (NDB, 15 Nov. 45-1625).

All CB ratings except boatswain's mate stevedore, gunner's mate armorer and storekeeper stevedore will be open. Recommendations should indicate clearly the present rate and permanent rate if applicable and skill designation, and should be airtailed to BuPers from activities outside the continental U.S., the Alnav said.

Applicants are required to meet the specifications for regular Navy enlistment, including citizenship in the U.S. or insular possessions; age within 18 to 30 years, inclusive, with previous service to be deducted from the present age if necessary to qualify; physical condition as outlined in chapter 11 of BuMed Manual modified in BuPers Circ. Ltr. 225-45 (NDB, 31 July, 45-912); and a score of 40 or above in the Fleet Edition GCT within three months of the discharge date. Enlistments will be for four years.

Men volunteering for enlistment or reenlistment in the postwar Navy CB will be retained on active duty pending action on their requests. They will be entitled to reenlistment leave as well as reenlistment leave travel allowance, mustering-out pay and shipping-over pay provided for men who transfer or reenlist in the Regular Navy. (see col. 1 this page).

## Retailers May Handle Air, Sub Combat Insignia

The sale of aircrew and submarine combat insignia by civilian retail sources to personnel authorized to wear them has been authorized by BuPers Circ. Ltr. 322-45 (NDB, 31 Oct, 45-1561). Previously they could be sold only by ship's service and ship's stores.



TadCen Topics (San Diego)

"Say, did you notice that bathing suit? Those were granny knots."

## USN Men With Four Years' Sea Duty Now May Ask for Shore Assignment

The shore duty eligibility list for regular Navy enlisted men, which was suspended during the war, has been reestablished by BuPers Circ. Ltr. 327-45 (NDB. 31 Oct. 45-1566). Under this directive men who have served long periods at sea or overseas are to be given an opportunity to submit individual requests to the Chief of Naval Personnel for assignment to shore duty in continental U. S. naval districts, river commands and naval air training commands.

To be eligible for consideration, enlisted men must have served a minimum of four years continuously at sea or at an overseas base, except for aviation branch ratings who may submit applications after three years' continuous sea or overseas duty.

Total continuous sea duty will be the controlling factor in selecting men for transfer to shore duty, and those with the longest continuous tour of duty at sea or overseas will be selected first for transfer to continental shore billets. The four- and three-year requirement will be raised or lowered from time to time, depending upon the needs of the shore establishment, and the requirements for various rating groups. The directive does, however, point out that it may not be possible to assign to shore duty all those who qualify under the minimum sea duty requirements.

COs are to forward direct to BuPers (Att: Pers-6302) individual requests submitted by enlisted men who meet these requirements:

- Must be serving in the USN, with two years obligated service remaining on current enlistment, or enlistment as extended. Men serving in an extension of enlistment which will expire within less than two years, may agree to reenlist in order to become eligible for submission of request, by indicat-

ing their intention on p. 9 of their service record over their signature.

- For purposes of the directive, "continuous sea and overseas service" is defined as including periods of duty in the U. S. between sea or overseas assignments, such as new construction details, instruction in service schools, hospitalization, general detail, etc. provided that the combined total of all such interrupted periods does not exceed nine months during a four-year period for general service ratings, and nine months during a three-year period for aviation branch ratings.

Personnel may express three choices for shore duty, which should be indicated by naval district and the locality within the district where they prefer to be assigned. The second choice, however, is to be in a naval district other than that expressed as their first choice. The optional choice "anywhere in the U. S." may be indicated as first choice, or if so desired, may be given as a third choice.

As far as practicable, it is the desire of the Chief of Naval Personnel, that eligible men be assigned to shore duty in the locality of their choice, with the following general principles applying:

- Enlisted personnel are to be carried on only one eligibility list at a time, either for duty in a naval district, as provided by the directive, or for recruiting duty, as provided by BuPers Circ. Ltr. 246-45 (NDB, 31 Aug. 45-1077) and reported on p. 77, October 1945 ALL HANDS. Requests should not, however, be submitted under both plans.

- Men who request district shore duty or recruiting duty and, prior to receiving orders thereto, decide that they no longer desire a shore assignment should immediately request removal of their name from the eligibility list.

- Men serving in newly commissioned ships, including ships placed in commission after modernization, or from the reserve fleet, are not considered eligible for district shore duty or recruiting duty until the ship has been in full commission for 12 months.

- Men completing a course of instruction in a Class B or C service school will not be ordered to shore duty prior to completion of 12 months' sea duty following graduation.

Personnel in the regular Navy who do not meet the requirements for a tour of duty ashore prescribed by the directive, but who have family hardship cases or other humanitarian reasons for needing shore duty in the States, may submit their requests to BuPers, accompanied by documents substantiating their claim.

A sample application letter for men requesting shore duty may be found in BuPers Circ. Ltr. 327-45 (NDB, 31 Oct, 45-1566).

## WHAT'S THE ANSWER?

### Know Your Ladies

1. A Gibson Girl would serve a sailor best
  - (a.) on shore leave.
  - (b.) on a life raft.
  - (c.) on a dog watch.
2. If the Chief announces that "Rose Lashing's been done wrong," he is referring to
  - (a.) the girl you left behind.
  - (b.) a rope securing two pieces together.
  - (c.) the hoisting of a pennant.
3. Granny is
  - (a.) an insecure knot.
  - (b.) a square knot.
  - (c.) a reef knot.
4. Rosie is
  - (a.) a spit kit.
  - (b.) a radio broadcaster.
  - (c.) a garbage can.
5. The "Fighting Lady" refers to
  - (a.) a battleship.
  - (b.) a cruiser.
  - (c.) an aircraft carrier.
  - (d.) a submarine.
6. Match the ladies, men:
 

(a.) Miss Liberty	(1.) stormy petrels
(b.) Miss Stays	(2.) crossing the line
(c.) Her Highness Amphitrite	(3.) situation of a sailing vessel which has failed to come about
(d.) Pearl of the Antilles	(4.) island of Cuba
(e.) Mother Carey's Chickens	(5.) life jacket
(f.) Mae West	(6.) drum of a windlass for heaving in line
(g.) Gypsy	(7.) a popular tattoo
7. Santa Barbara is the patron saint of
  - (a.) aviators.
  - (b.) ordnance men.
  - (c.) engineers.
  - (d.) boatswains.
8. Nancy Lee is
  - (a.) sister ship of the Robert E. Lee.
  - (b.) a sailor's wife.
  - (c.) top ranking yeomanette of World War I.
9. The "Queen of the Fleet" is
  - (a.) the Pennsylvania.
  - (b.) the New York.
  - (c.) the New Mexico.
  - (d.) the Missouri.
10. A sailor exclaims "the girls have got hold of the towrope" when
  - (a.) all is going well, going home.
  - (b.) all is fouled up.
  - (c.) there are women on board.
  - (d.) half the crew has shore liberty.

ANSWERS TO QUIZ ON PAGE 77

### WHAT'S IN A NAME?

#### Dead Horse

Many a gay but impecunious sailor has spent his first month at sea working for a



"dead horse." The man of the sea wanted to play host to a last night of wild delight before the long voyage. Being im-provident, he could finance the affair only by drawing his first month's pay in advance.

This advance was called a "dead horse." ("Horse" is slang for work paid for in advance; if the money was spent so quickly, obviously it was quickly pretty "dead.") When the advance money was finally worked off, an effigy of a horse was fashioned. With mock ceremony and boisterous hilarity the sailors tossed the horse into the sea.

## Planning to Buy Surplus War Property? SPA Gives Details for Eligible Veterans

For veterans of World War II who are interested in the purchase of surplus war property for use in their businesses or professions, the Surplus Property Administration has set up a certain procedure to be followed in making application for a preference rating for purchases.

Here, step by step, is that procedure:

- The veteran takes his discharge papers, terminal leave papers or other proof that he is a veteran to the nearest office of the Smaller War Plants Corporation (see list below).

- He gives the SWPC a description of the business or profession in which he will use surplus war property, and a list of the kind and quantities of property he wishes to buy.

- The SWPC will issue him a certificate stating that he has preference rights as a veteran and listing the kind and quantities of property he wants to buy. If there are different kinds of surplus property involved, the SWPC may give him more than one certificate.

- After the veteran has received his certificate he presents it to the disposal agency actually selling the property he wants to buy. The SWPC will give him a hand in finding the proper agency and if he is unable to deal directly with the agency, the SWPC will handle it for him.

- The disposal agency will tell the veteran where the property he wants to buy is located, and he may go and inspect it if he desires.

- After he's found the property and inspected it, he is ready to complete financial arrangements. Payment may be arranged with the disposal agency or through the SWPC, and in some cases credit may be obtained.

- After payment has been made or credit arranged, the veteran will tell the disposal agency where to ship the property if he can't take possession of it on the spot.

The veteran will follow this procedure in the purchase of practically every type of surplus war property with the exception of land or real property. For agricultural property

he applies directly to the Department of Agriculture; if it's grazing property, to the Interior Department; housing property, to the National Housing Agency, and industrial real property to the Reconstruction Finance Corporation.

Any honorably discharged or released veteran who served in the armed forces on or after 16 Sept 1940 is entitled to preference in buying surplus war property, and this provision includes men on terminal leave and those placed on inactive status but not finally released or discharged.

However, the veteran can qualify for a preference rating only if he clearly establishes the fact that the surplus war property he wishes to buy is to be used in setting up or running his own small business or profession. No purchases for personal use can be made on a preferential basis, although a veteran may have preference in purchasing property that he can prove is required in his employment, even though he is not the proprietor of a business. For example, if he is a salesman and his employer requires him to have a car, he is entitled to buy one, but only if he shows proof that the automobile is required.

To clarify the meaning of "own" business and "small business", the SPA defines them thus:

- "Own" business or profession is one of which more than 50 percent of the invested capital or net income is owned by or accrues to a veteran, or group of veterans.

- "Small business" may include any commercial or industrial enterprise, or group of enterprises under common ownership, which does not at the time of purchase have more than 500 employees, or any such enterprise which, by reason of its relative size and position in its industry, is certified by the SWPC, with SPA approval, to be a small business.

Since the SWPC is one of the fountainheads of information on surplus war property, here is a list of SWPC district offices. This list will give the veteran a hand in locating the one nearest his home where he can go to discuss his surplus property problem:

Birmingham, Ala., Phoenix, Ariz., Little Rock, Ark., San Francisco and Los Angeles, Calif., Bridgeport, Hartford and New Haven, Conn., Denver, Colo., Wilmington, Del., Jacksonville, Tallahassee, Tampa and Miami, Fla., Atlanta, Ga., Boise, Idaho, Chicago, Decatur, Peoria, Rockford, Ill., Evansville, Fort Wayne, Indianapolis and South Bend, Ind., Davenport and Des Moines, Iowa, Wichita, Kans., Louisville, Ky., New Orleans, La., Portland, Maine, Baltimore, Md., Boston, Lowell, Springfield and Worcester, Mass., Detroit, Grand Rapids and Saginaw, Mich., Duluth and Minneapolis, Minn., Jackson, Miss., Kansas City and St. Louis, Mo., Helena, Mont., Omaha,

Neb., Manchester, N. H., Newark and Trenton, N. J., Albuquerque, N. M., Albany, Brooklyn, Buffalo, New York, Rochester, Syracuse and Utica, N. Y., Charlotte, N. C., Fargo, N. D., Toledo, Canton, Cincinnati, Cleveland, Columbus, Dayton and Lima, Ohio, Oklahoma City and Tulsa, Okla., Portland, Ore., Allentown, Reading, Erie, Harrisburg, York, Philadelphia, Scranton and Pittsburgh, Pa., Providence, R. I., Columbia, S. C., Sioux Falls, S. D., Chattanooga, Knoxville, Memphis and Nashville, Tenn., Dallas, El Paso, Houston, San Antonio, Texarkana, Tex., Salt Lake City, Utah, Montpelier, Vt., Richmond, Norfolk and Roanoke, Va., Spokane and Seattle, Wash., Charleston, W. Va., Eau Claire, Green Bay, Madison, Milwaukee, Wausau, Wis.

In order to answer some of the questions that exist in the mind of the veteran concerning the surplus property program, the SPA has prepared a list of questions and answers that clarify some of the more important phases of the program. They may aid you in solving your particular problem.

**Are there any limits on the amount of property a veteran can buy and what is the purpose of setting limits?**

- Yes. Minimum limits are established because the cost of handling certain kinds of property in quantities smaller than those in which they would normally be handled would be too high. Maximum limits are imposed to insure fair distribution and guard against any one man getting a "corner" on the market.

**How can a veteran locate property of the kind he wishes to purchase?**

- At the nearest of 150 field offices of the SWPC (see above), at the nearest disposal agency, or from the periodically issued lists of property declared surplus which will be sent the veteran on request. In addition SPA headquarters in Washington stands ready to aid and advise the veteran at all times.

**Is a veteran permitted to examine property before he buys it and if he is not able to inspect it, will the government guarantee it to be of high quality?**

- He can inspect the property, but the government will not guarantee it to be of high quality since many items are declared surplus because they don't meet government standards. The government offers only the assurance that the quality and condition of the property is not misrepresented, and many sales will be on an "as is, where is" basis.

**Is a veteran about to resume civilian practice of a profession entitled to preference in the purchase of building material and furnishings for a house which is to serve both as an office and a dwelling place?**

- The SWPC will determine in individual cases to what extent he is entitled to preference according to the proportionate uses to which the structure is to be put. If its main function is to serve as a home, he is entitled to preference only on such items as are necessary to establish and furnish his professional quarters.

**Do length of service overseas, combat ac-**



Oak Leaf (NavHosp, Oakland, Calif.)

"—And all you have to do is walk in and yell 'Daddy!' "



The Holst (San Diego)

"Well, men, you've played a perfect first half. I haven't a thing more to say, so you can fall in at your places and we'll have locker inspection."

tion, wounds and decorations have any bearing on a veteran's preference rating?

• No.

Does a veteran have preference in buying real estate?

• Yes. After the property has been subdivided into appropriate economic units, such as family-sized farms, building lots, etc., the disposal agency fixes what it considers a fair price for each unit. Before the property can be disposed of, except to the original owner or a federal or state agency, the veteran may apply for the purchase of any or all units offered for sale at the fixed price. A veteran may exercise his preference to buy real property only once.

How are prices fixed on sales to veterans?

• Disposal agencies will sell surplus property to veterans at a fair value which will not be greater than the lowest price which is offered to many trade levels at the time of purchase to the veteran.

One thing the veteran should remember is the fact that his preference rating is good only for his initial purchase. He is entitled to a stock of surplus property on a preferential basis to get his business or profession underway, but additional purchases must be made on the same basis as those made by any other buyer. In addition, his preference is subordinate to the priorities exercised by federal, state and local government agencies and certain health and educational institutions.

The SPA warns all veterans that many items, particularly cars and light trucks, are still on the "scarce" list, and certain others may never be plentiful enough to satisfy all demands. However, SPA says every effort will be made to insure a fair and equitable distribution among veterans of existing stocks of surplus war property.

## BuPers Revises Letter On Officer Transfers

Changes made in BuPers Circ. Ltr. 288-45, covering transfer of reserve

and temporary USN officers to the regular Navy, have been called to the attention of officers interested in transfer.

The revised circular letter appears in NDB, 15 Nov, 45-1639, and the revisions, entitled "Change One and Change Two to Circ. Ltr. 288-45," also have been printed separately for the benefit of persons holding a copy of the original circular as printed in pamphlet form.

Change One deals primarily with age qualifications and contains a revised, simplified age table for the various corps, ranks and dates of rank. Age qualifications for Medical, Dental, Chaplain and Civil Engineer Corps officers have been liberalized from those specified in the original form of the circular. Age qualifications for Line, Supply and EDO officers remain the same.

Change Two presents a clearer picture of lineal position, fixes the termination of temporary appointments, and specifies that newly-commissioned Reserve or temporary commissioned, commissioned warrant or warrant USN officers shall have at least six months' active duty before requesting transfer to the regular Navy.

Change Two also slightly revises the form of application to reduce delays due to errors in submission. It will not be necessary, however, for officers whose applications for transfer have been made to resubmit requests.

## Officers May Receive Navy Medical Service During Terminal Leave

A clarification of an officer's right to medical and hospital treatment while on terminal leave has been issued in A1StaCon dated 31 Oct 1945.

Although revised statutes prohibit the payment of civilian medical and hospital expenses for officers while on leave, they are eligible to receive such services from facilities of the Medical Department of the Navy wherever available. However, if none are available, then they may apply, under the reciprocal agreement, to the Army or Public Health Service. If the officer is to receive treatment by a veterans' facility, prior authorization must be obtained from BuMed.

An officer's right to treatment or hospitalization by the Navy, Army or Public Health Service ends with the termination of his active duty status. After that, the Veterans Administration regulations apply and local VA managers should be consulted.

## Navy Radio Now Handling Urgent Personal Notices

Overseas and shipboard radio circuits again became available for urgent personal and emergency messages to and from Navy personnel all over the world on 15 Nov 1945, by authorization of CNO in AComPac 11. Only cost for this service, resumed with return to peace, is the expense of telegraphing or mailing the messages to



The Holst (San Diego)

"A special communique from Miss Schultz states that the book we are looking for is 17 days overdue and is presumed by the Navy to be lost."

or from the naval radio station which forwards them.

For men with New York Fleet Post Office addresses, messages should be sent to the Naval Communications Office, Washington 25, D. C.; and to the Naval Communications Office, 12th Naval District Headquarters, San Francisco, for men with San Francisco Fleet Post Office addresses.

Right to reject messages of unusual length, congratulations or greetings, and those of questionable urgency is reserved by the Navy, which also warns that mail delivery may be necessary at times until the load on fleet radio circuits is reduced.

## Need Overseas Postmark To Get 6c Air Mail Rate

The following summary of postal provisions covering the amount of postage required on air mail letters mailed by armed forces personnel coming ashore in the United States has been announced by CNO:

• To be eligible for the special overseas rate of six cents per half-ounce or fraction thereof, air mail letters for delivery within the continental U. S. from members of the armed forces must not only show an overseas A.P.O. or fleet post office in the return address, but also must bear an overseas cancellation postmark, such as "U. S. Navy".

• Air mail letters mailed by military personnel in civilian channels ashore for U. S. delivery must bear postage at the rate of eight cents per ounce, regardless of return address.

### ANSWERS TO QUIZ ON PAGE 75

1. (b.) It is a one-way radio.
2. (b.)
3. (a.)
4. (c.)
5. (c.)
6. (a.)-(7) (b.)-(3), (c.)-(2), (d.)-(4), (e.)-(1), (f.)-(5) and (g.)-(6).
7. (b.)
8. (b.) In the sailor song of the same name.
9. (c.)
10. (a.)

# ALNAVS, NAVACTS IN BRIEF

Alnavs apply to all Navy, Marine Corps and Coast Guard ships and stations; NavActs apply to all Navy ships and stations.

## Alnavs

- No. 348—Clarifies "military necessity" under point system.
- No. 349—Deals with administrative procedure in connection with release of officers.
- No. 350—Sets up rules for disbursing officers to follow in stopping allotments for personnel being separated from service.
- No. 351—Extends eligibility for American area award. See p. 73.
- No. 352—Announces World War II Victory Medal. See p. 73.
- No. 353—Lowers points for naval aviators in flight status. See p. 72.
- No. 354—Amends list of personnel accounting offices.
- No. 355—Requests applications for certain publication personnel; announced on p. 72 November 1945 ALL HANDS.
- No. 356—Lowers points for members of Navy Nurse Corps. See p. 72.
- No. 357—Extends deadline for submission of recommendations for certain awards.
- No. 358—Announces Joint Chiefs of Staff policy on disposition of supplies, material and equipment.
- No. 359—Cancels Alnav 34-42 (NDB, cum, ed. 1943, 42-2014) dealing with construction of quarters.
- No. 360—Deals with certain benefits for purpose of stimulating enlistments and reenlistments. See p. 00.
- No. 361—Cancels Alnav 32-45 (NDB, Jan-June, 45-131) dealing with restriction of sale of scarce articles to armed services.
- No. 362 and 363—Deal with preparation and submission of NavPers Form 626 (report of enlisted personnel).
- No. 364—Brings up to date certain changes in regulation on cash clothing allowance for enlisted men.
- No. 365—Calls for applications from USN line officers, classes 1937 to 1943 inclusive, and from temporary officers and USNR officers transferring to regular Navy, for one-year course in naval intelligence to convene 1 July

- 1946; states that plan is to assign graduates to intelligence billets when on shore duty, and that successful completion of course will in no way interfere with usual rotation of sea and shore duty; applications to be submitted via official channels to reach BuPers prior to 1 Apr 1946.
- No. 366—Cancels that part of Alnav 145-44 (NDB, July-Dec, 44-910) which states "flight orders of men designated combat aircrewmembers shall not be revoked unless and until their combat aircrewman designation is revoked."
- No. 367—Clarifies rule under which personnel eligible for separation may be retained on duty. See p. 72.
- No. 368—States procedure for providing rations to other than Navy and Marine Corps personnel.
- No. 369—Announces appointment to next higher rank for temporary service, to rank from 1 Nov 1945, of regular and reserve Navy Nurse Corps ensigns who reported for continuous active duty on 1 Apr 1944.
- No. 370—Announces appointment to next higher rank for temporary service, to rank from 1 Nov 1945, of those lieutenants on active list of regular Navy, line and staff corps, whose date of rank is between 2 Oct 1943 and 1 Nov 1943, inclusive; and those lieutenants (junior grade), ensigns and non-commissioned warrant officers, USN, line and staff corps, whose date of rank are within period 1 April to 1 May 1944, inclusive; and those lieutenants, lieutenants (junior grade), ensigns and non-commissioned warrant officers, line and staff corps, of the Naval Reserve, whose date of commencement of continuous active duty in their respective rank is within the same periods as for equivalent rank given above.
- No. 371—Requests, because demand has exceeded available stocks, that sales to discharges of items for civilian wear referred to in Alnav 250-45 (NDB, 15 Sept, 45-1167) be limited to following quantities:

- 1 blanket
- 2 heavy drawers
- 6 nainsook drawers
- 12 handkerchiefs
- 1 jack-knife
- 3 chambray shirts
- 1 pair low shoes and 1 pair high shoes or 2 pairs low shoes
- 6 pairs black cotton socks
- 4 pairs natural wool socks
- 6 cotton undershirts
- 2 heavy undershirts
- 2 dungarees

- No. 372—Deals with unauthorized wearing of Navy Unit Commendation ribbon. See p. 79.
- No. 373—Contains administrative details on ordering of certain officers.
- No. 374—Announces opening to CB personnel of enlistments and reenlistments in regular Navy.
- No. 375—States that use of word "radar" is henceforth unclassified.
- No. 376—States that in view of reported injuries and fatalities resulting from pranks in connection with crossing the line ceremonies, COs are to be held strictly accountable for those ceremonies and similar hazing

within command on any occasions; says that symbolism may be retained but degrading and potentially dangerous practices including many antics heretofore tolerated are to be discontinued.

- No. 377—Announces by name appointment for temporary service to rank of commander of certain members of Medical Corps, USN and USNR, including Women's Reserve.
- No. 378—Announces by name appointment for temporary service to rank of commander of certain members of Civil Engineer Corps, USN and USNR.
- No. 379—Announces by name appointment for temporary service to rank of commander of certain members of Chaplain Corps, USN and USNR.
- No. 380—Contains administrative details on stoppage of allotments.
- No. 381—Announces by name appointment for temporary service to rank of commander of certain members of Dental Corps, USN and USNR.

## NavActs

- No. 1—Deals with distribution of NavPers Form 553 (report of separation from naval service).
- No. 2—Announces that effective immediately terms of service for first enlistment and reenlistment in regular Navy are two, three, four or six years at option of man concerned, except that applicants 17 years old may not be enlisted to exceed 21st birthday.
- No. 3—Amends basic directive on transfer or reenlistment of enlisted men to regular Navy.
- No. 4—States that requests for release to inactive duty from USNR officers based on personal hardship are being unduly delayed in forwarding via chain of command, and states that they should be forwarded direct to BuPers by CO of officer concerned.
- No. 5—Provides for having officers and men complete settlement of miscellaneous claims such as per diem, mileage and other reimbursable items by local disbursing officers prior to transfer for separation.
- No. 6—Announces Navy policy on personnel serving under temporary appointments. See p. 79.
- No. 7—Provides that copy of NavPers Form 558 (notice of separation) be given to dischargee for delivery to local Selective Service Board for use of the reemployment committeeman in area where dischargee lives.
- No. 8—Invites requests for year's radio materiel course from certain regular Navy personnel. See p. 74.



The Hoist (San Diego)

"Think, Mullins, think! You're not in the Navy anymore!"



Seabag (Norfolk NTS)

"Boy, am I hungry!"

## NavAct Reveals Future of Temporary Officers

The first official word on the future status of temporary appointments was recently made in NavAct 6-45 (NDB, 31 Oct, 45-1635) which said:

"The Department understands unofficially that officers, USN and USNR, serving under temporary appointments whose permanent status is chief warrant, warrant or enlisted are concerned over future policy regarding their temporary status.

"Services of such officers are needed and the Department intends that those who remain on active duty will be employed in duties commensurate with the rank in which serving as long as the temporary appointment law remains in effect. During this period they will continue to be considered for promotion with their contemporaries."

Under the Act of 24 July 1941 (Title 34, USC 350i) and amended by the Act of 30 June 1942 (Title 50, USC 812, 814), temporary appointments and promotions, unless terminated earlier by the President, may be continued in effect until "six months after 30 June of the fiscal year following that in which the present war shall end."

If, for instance, the war should be declared at an end during this fiscal year (on or before 30 June 1946), temporary appointments could remain in effect to 31 Dec 1947.

It is expected that all reserve officers will be released to inactive duty by 1 Sept 1946—under the Navy's demobil-

ization plan, except, of course, for those who request to remain on active duty. If there are any of these reserves on active duty when the temporary promotion law terminates, they will be reduced in rank, as will regular Navy officers serving under temporary promotions, as the temporary promotions for both regulars and reserves is provided for by the same law. Most reserves now serving have a permanent commission in the reserves; their promotions since their initial appointment have been by Alnav or by selection board for "temporary service."

By the time the temporary appointments terminate, however, it is anticipated that legislation will be enacted to provide for the postwar reserve as well as the adjustment of permanent ranks of all officers, regulars (including temporary USN) and reserves (active and inactive).

No announcement was made on the possible future status of temporary enlisted ratings.

## Officers Advised To Use Leave Address Postcards

Because of the necessity of knowing where an officer can be reached when on leave between change of duty stations, BuPers invites attention to the urgency for using the return-address postcard (NavPers 322) which is enclosed with each set of orders issued by the Bureau. Officers are urged to use the card to advise BuPers of their intended addresses.

## Unauthorized Use Made Of Navy Unit Ribbon

Large numbers of personnel are erroneously wearing the Navy Unit Commendation ribbon to indicate participation in the Okinawa campaign or as a 3rd, 5th or 7th Fleet commendation ribbon, the Navy Department disclosed in Alnav 372-45 (NDB, 15 Nov, 45-1623). As the Navy has neither authorized an Okinawa ribbon nor awarded the Navy Unit Commendation ribbon to the 3rd, 5th and 7th Fleets, COs are advised by the Alnav to take immediate steps to stop the unauthorized wearing of the ribbon.

The only personnel entitled to wear the Navy Unit Commendation ribbon are those who were assigned to units which have been awarded the ribbon.

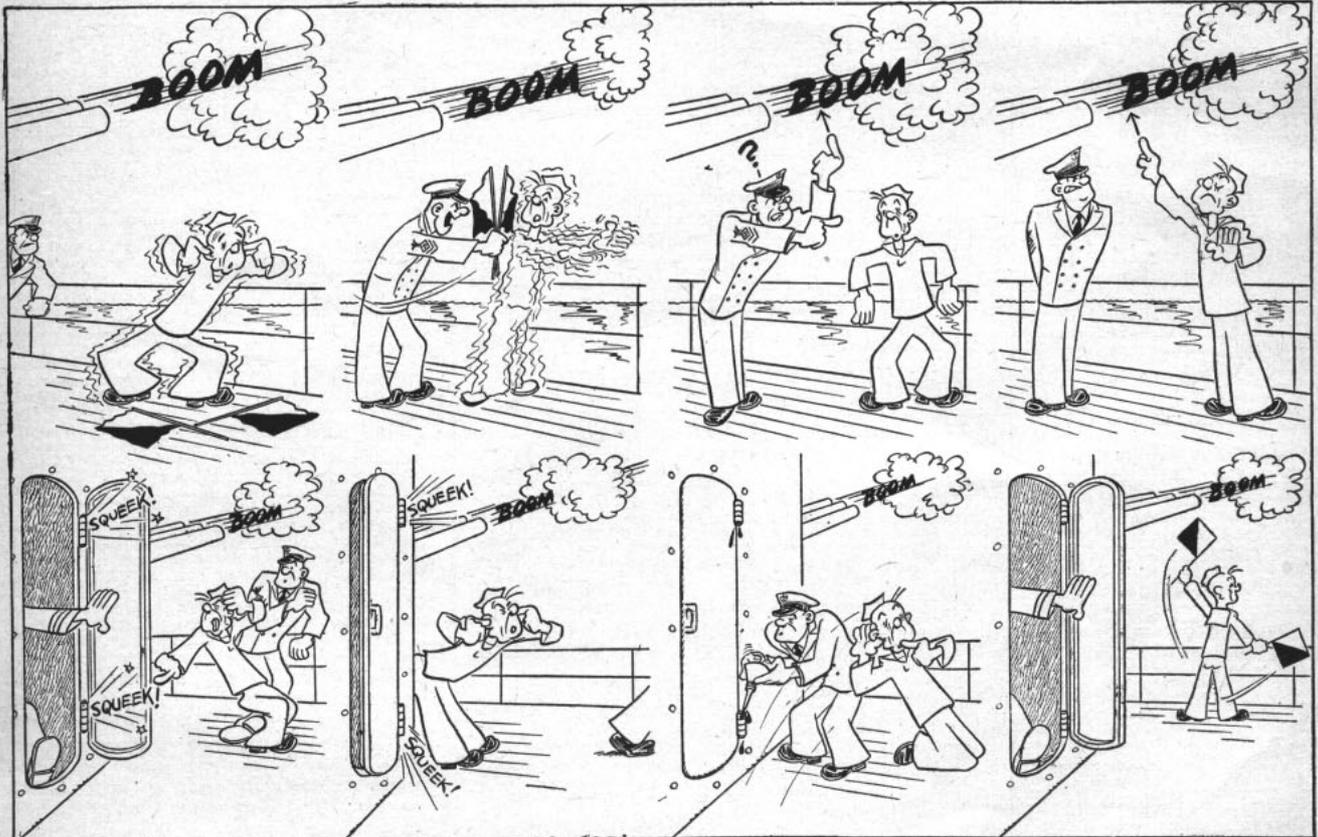
## Scholarships Available To Officers' Daughters

Daughters of regular Navy and Marine Corps officers who were on active duty 1 Sept 1939 and still are on active duty are eligible for scholarships valued at \$200 applicable toward board and tuition at Stephens College.

The college, affiliated with the Baptist church, enrolls girls for the last two years of high school and for junior college, and is located at Columbia, Mo. All students applying must pass entrance requirements. The scholarships are not available for daughters of reserve officers or retired officers on temporary duty.

## ALL THUMBS

## IT'S THE LITTLE THINGS IN LIFE . . .



# FANTAIL FORUM

**QUESTION: Of your wartime Navy<sup>o</sup> experiences, which one do you think will leave the most lasting impression?**

**Joseph Yannone, SSMB2c, Philadelphia, Pa.:** "One morning at the Navy hospital, in Bethesda, I was told to go to a room and shave a Mr. Jones. I entered the room. The man's face was very familiar. It didn't take me long to place the patient. It was Cordell Hull. I was plenty excited and worried that he might not be pleased."



**William A. Hardin, MMS1c, Morganton, N. C.:** "I don't think it's possible to pick out one thing and say that's what'll stick in my mind. There are a lot of things I think are very important to me right now, but they might mean nothing at all a few years from now. But I guess I won't forget what close friends guys got to be when they were in a tough spot together and how they'd respect each other after."



**Harvey Barrineau, PhM3c, Pensacola, Fla.:** "What is the first time I had to take care of a patient. I had just come out of corps school and was told to take care of an enlisted man who'd just been operated on. I was supposed to make up the bed while he was in it and I was scared I might hurt him. I fooled around with the sheet for a while then I yelled for the nurse. She told me it was my job and I'd have to do it myself. I did it. Nobody got hurt."



**Jack R. Llewellyn, ARM3c, of Barton, Md.:** "It's strange but I keep remembering my first day in the Navy and I think that's something I'll never forget. I never had to put up with any real discipline until I came into the Navy. And then that first day I got plenty! I guess I must have thought everyone was going out of



his way to be nasty to me. But when I saw everyone else was getting the same deal it wasn't so bad and I figured if they could take it so could I."

**Walter E. Ashby, S1c, Danbury, Conn.:** "One thing I learned while in the Navy was what swell people the Scotch are. I won't forget my two months in Scotland for a long time. You'd go into Glasgow and they'd never hike the prices just because you were in an American uniform and were supposed to have a lot of money. Another thing, they wouldn't ask you how old you were when you wanted a drink. They figured if you were old enough to be wearing your uniform you were old enough to drink and they treated you like an old—and I don't mean close—friend."



**Clement Nussbaum, PhM2c, Washington, D. C.:** "There are a few things that I'll remember for some time. I remember the time I went from Philadelphia to the Coast, expecting to spend a couple of months there. But within 24 hours I was on my way to Iwo. Then there was the Kamikaze that came pretty close off Okinawa. But I guess what meant most to me was treating evacuees at Iwo and Okinawa. It really feels good to watch a guy getting well after you've helped treat his wounds. That made up for the rough going."



**Norman Glover, RM3c, Gaithersburg, Md.:** "I suppose I should have gotten used to the Navy business where you're always hurrying up to wait. But one time it really got me down. We'd been told to load up our LST on the double because we were supposed to be shoving off for some other island in the Pacific. We got all loaded and then guess what? That's right. We waited around. We waited for two days before we left port. And during those two days all liberties were cancelled."



# ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified it sometimes is limited in its reporting and publication of photographs. It therefore cannot always fully record achievements of units or individuals, and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin; followed by the initials "cum. ed.," they refer to the cumulative edition of 31 Dec. 1943, which superseded all semi-monthly issues through that date; by "Jan.-July" or "July-Dec.," to the collated volumes for those six-month periods of 1944, containing all 1944 letters still in effect at the end of each of the two periods.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly. Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

At ship's stores and ship's service stores where unit packaging plan for magazines is in effect, ALL HANDS is on sale to naval personnel at 15c per copy as indicated on the cover of those issues.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.



SHANGHAI BUMBOATS

ALL  
HANDS  
MAGAZINE

# NAVAL CALENDAR



## SIGNIFICANT DATES IN NAVAL HISTORY

1946		JANUARY					1946
SUN	MON	TUE	WED	THU	FRI	SAT	
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1946		FEBRUARY					1946
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17	18	19	20	21	22	23	
24	25	26	27	28	.	.	

1946		MARCH					1946
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24	25	26	27	28	29	30	

1946		APRIL					1946
SUN	MON	TUE	WED	THU	FRI	SAT	
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28	29	30	.	.	.	.	

1946		MAY					1946
SUN	MON	TUE	WED	THU	FRI	SAT	
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12	13	14	15	16	17	18	
19	20	21	22	23	24	25	
26	27	28	29	30	31	.	

1946		JUNE					1946
SUN	MON	TUE	WED	THU	FRI	SAT	
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7	8	9	10	11	12	13	
14	15	16	17	18	19	20	
21	22	23	24	25	26	27	
28	29	30	31	.	.	.	

1946		JULY					1946
SUN	MON	TUE	WED	THU	FRI	SAT	
.	1	2	3	4	5	6	
7	8	9	10	11	12	13	
14	15	16	17	18	19	20	
21	22	23	24	25	26	27	
28	29	30	31	.	.	.	

1946		AUGUST					1946
SUN	MON	TUE	WED	THU	FRI	SAT	
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11	12	13	14	15	16	17	
18	19	20	21	22	23	24	
25	26	27	28	29	30	31	

1946		SEPTEMBER					1946
SUN	MON	TUE	WED	THU	FRI	SAT	
1	2	3	4	5	6	7	
8	9	10	11	12	13	14	
15	16	17	18	19	20	21	
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1946		OCTOBER					1946
SUN	MON	TUE	WED	THU	FRI	SAT	
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13	14	15	16	17	18	19	
20	21	22	23	24	25	26	
27	28	29	30	31	.	.	

1946		NOVEMBER					1946
SUN	MON	TUE	WED	THU	FRI	SAT	
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3	4	5	6	7	8	9	
10	11	12	13	14	15	16	
17	18	19	20	21	22	23	
24	25	26	27	28	29	30	

1946		DECEMBER					1946
SUN	MON	TUE	WED	THU	FRI	SAT	
1	2	3	4	5	6	7	
8	9	10	11	12	13	14	
15	16	17	18	19	20	21	
22	23	24	25	26	27	28	
29	30	31	.	.	.	.	

- JANUARY**  
 24 Battle of Makassar Strait (1942)  
 31 Invasion of Kwajalein (1944)
- FEBRUARY**  
 14 U. S. flag first recognized (1778)  
 15 USS *Maine* explodes (1898)  
 16 Decatur hero at Tripoli (1804)  
 19 Invasion of Iwo Jima (1945)
- MARCH**  
 9 *Monitor*, *Merrimac* battle (1862)  
 31 Perry at Yokohama (1854)
- APRIL**  
 1 Invasion of Okinawa (1945)  
 6 Navy's Peary at North Pole (1909)  
 6 U. S. enters World War I (1917)  
 20 First aircraft carrier (1920)  
 30 Congress starts U. S. Navy (1798)
- MAY**  
 1 Dewey Manila Bay victor (1898)  
 3 Stoddert named first SecNav (1798)  
 4 U. S. DDs across (1917)  
 7 Germans surrender (1945)  
 7-8 Battle of Coral Sea (1942)  
 27 Navy plane crosses Atlantic (1919)
- JUNE**  
 3-6 Battle of Midway (1942)  
 6 Invasion of Normandy (1944)  
 15 Saipan invaded (1944)  
 19-20 Battle of Philippine Sea (1944)
- JULY**  
 3 Victory off Santiago (1898)  
 9 Invasion of Sicily (1943)  
 12 Panama Canal opened (1920)  
 21 Guam retaken by Americans (1944)  
 24-28 Last of Jap Fleet sunk (1945)
- AUGUST**  
 4 Coast Guard founded (1790)  
 5 Farragut Mobile Bay victor (1864)  
 6 First atomic bomb hits (1945)  
 7 Invasion of Guadalcanal (1942)  
 15 Invasion of Southern France (1944)
- SEPTEMBER**  
 2 Japs sign surrender paper (1945)  
 3 Italy invaded (1943)  
 8 Italy surrenders (1943)  
 10 Battle of Lake Erie (1813)  
 11 Battle of Lake Champlain (1814)  
 23 *Bonhomme Richard-Serapis* battle (1779)
- OCTOBER**  
 10 Academy set up, Annapolis (1845)  
 12 First sub commissioned (1900)  
 18 U. S. Fleet at Yokohama (1908)  
 20 Invasion of Leyte (1944)  
 23-26 Battle of Leyte Gulf (1944)  
 29 First steam warship, *Fulton* (1814)
- NOVEMBER**  
 8 Invasion of North Africa (1942)  
 10 Marine Corps established (1775)  
 11 World War I armistice (1918)  
 12 Naval limitation conference (1921)  
 14 First Navy pilot ship take-off (1910)  
 17 Navy gets first U-boat (1917)  
 21 Invasion of Tarawa (1943)  
 21 German Fleet surrenders (1918)  
 29 Navy's Byrd at South Pole (1929)
- DECEMBER**  
 7 Japs attack Pearl Harbor (1941)  
 22 First U. S. Fleet authorized (1775)

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