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VICE ADMIRAL LOUIS E. DENFELD, USN
The Chief of Naval Personnel

REAR ADMIRAL WILLIAM M. FECHTELER, USN
The Assistant Chief of Naval Personnel

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FRONT COVER: Winding up 48 years of naval service climaxed with a wartime tour of duty as Cominch and CNO, Fleet Admiral Ernest J. King, USN, retired 15 December (see p. 43).

AT LEFT: Where hulking warplanes once awaited the call to action, bunks and cots now line the hangar deck of the USS Salamaua, one of the Navy aircraft carriers converted to troopships for "Magic Carpet" service. This picture was taken on the Pacific run.

INSIDE BACK COVER: Seeing the world from atop an elephant, Photographer's Mate Second Class J. N. Woodall is enthusiastically enjoying shore liberty in Ceylon.

CREDITS: Front cover by Constant; at left and inside back cover, official U. S. Navy photographs. On pp. 40-41: at left and upper right, official U. S. Navy photographs; center right and lower right, photographs from Press Association, Inc.
THE MERGER ISSUE

### ARMY PLAN OF MILITARY MERGER

Principal elements of the organization of the armed forces as proposed originally by the Army and incorporated with slight changes in President Truman's message to Congress (see p. 41) are:

A Department of the Armed Forces would replace the present separate War and Navy Departments. A single civilian head, the Secretary of the Armed Forces, would be responsible only to the President, as Commander in Chief of all the U. S. military forces. The Secretary would have two principal advisers, a civilian Under Secretary and a military Chief of Staff for the Armed Forces. The Chief of Staff would coordinate functions of all three branches, Air, Army, and Navy. In his capacity as operational head of the three services, he would have a small staff of specialists to integrate joint training, personnel, plans and intelligence.

An advisory body to the Commander in Chief, the U. S. Chiefs of Staff, would be composed along the lines of the present Joint Chiefs of Staff. It would make recommendations to the Secretary and President on matters of military policy, strategy, and joint budget requirements.

Three assistant secretaries would head (1) joint scientific research, (2) military procurement and industrial mobilization, and (3) legislative affairs and public information. All would be civilians, serving under the Secretary.

A Director of Common Supply, reporting to the Armed Forces Chief of Staff, would service all branches with hospitalization, food and other items of common supply. Each branch, however, would keep a separate service force and medical staffs for use in the field.

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**Director of Common Supply & Hospitalization**

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**Recommending Only**

- **Military Policy, Supervision of Procurement and Industrial Mobilization**
- **Legislative Affairs and Public Information**
- **Scientific Research**
- **Theater & Area Commanders**

Theater or area commanders would be supreme in their field and might be chosen from any branch of the military forces. The Army favored the system of selection and authority employed in World War II.

**Army Air and Navy branches** would each have its own Chief of Staff who would be responsible for the internal organization and conduct of his own division and for the organization, development and training of the elements under his direction.

**The Air Force** would include all land-based combat aircraft except those allotted to the Army and Navy for reconnaissance, spotting of gunfire, command and messenger service. Air would retain its service forces.

**The Army** would include all combat ground forces other than the Marine Corps and would have its own service forces.

**The Navy** would include the U. S. Fleet with its air arm, the Marine Corps, and Navy service forces.

The Army's case for a single Department of the Armed Forces:

- The national security is a single problem. Why not handle it then in a single department, rather than portions of it in two separate departments? We have the problem of foreign relations, and we have one department of government, the State Department . . .

"Yet on national security, the most vital of all our interests, we still have two departments, each of the two giving its attention to a part of the problem. That did not matter a great deal when land transportation was horse-drawn and sea transportation was by sailing vessels. But it matters a great deal when a destroying missile can be propelled from Europe to any point in the United States in time measured by minutes."

### COMMON GROUND

Dispite sharp differences between the two plans, both the Army and Navy agreed on several points. Both services admitted that the recent war revealed defects in U. S. military organization, in planning, and in supplying our own forces.

It was also agreed that joint combat operations must be conducted under a unified command in the field, a principle which was followed in each theatre during the war. The two branches also agreed on a larger role for air power in national defense, recognized in the Army Plan by a Chief of Staff for Air who would have equal standing with the separate Chiefs of Staff for Army and Navy.

### FOR BACKGROUND

As ALL HANDS went to press, President Truman delivered to Congress a message (see p. 41) urging unification of the armed forces along lines almost identical with the Army Plan on this page. Because of the vital bearing of this issue on the national defense, ALL HANDS herewith presents a recapitulation of the divergent Navy and Army proposals and the arguments favoring each.
The Navy Plan suggested that autonomy for the Army Air Forces might be accomplished by establishing a separate Department of Air. The Navy plan provided for the retention of the naval air forces under the Navy.

There was also agreement that the nature of modern war generally requires joint operations involving the use of land, sea, and air control in Washington in order to provide maximum security at minimum cost in manpower, materials, and money.

Where They Differed

The heart of the disagreement lay in the form of the national security organization under the President. The Army plan involved a revolutionary reorganization of the armed forces—a so-called unification in both administration and in operations in echelons below the Cabinet—placing both of these functions for all services under a single civilian secretary and a single "Chief of Staff of the Armed Forces."

The Navy plan provided for separate Navy and Army Departments, but drew all elements of national security—military, foreign, domestic and economic—into close coordination, so that all agencies of government concerned would play their part.

The Army appealed for immediate adoption of its proposal and argued that the details of unification could be worked out later. Expressing the Navy's opposition toward immediate merger, Secretary of the Navy Forrestal listed the points on which Navy disagreed with the Army proposal as:

- First, the forced consolidation of the War and Navy Departments does not accomplish unification.
- Second, the national security must be integrated among many other agencies of Government besides the War and Navy Departments, notably the State Department.
- Third, this subject is fraught with such grave consequences to the nation that action should be taken after, not before, a thoughtful and painstaking survey of every aspect."

No Muzzling

Canceling AlNav 447, AlNav 461 on 31 Dec 1945 directed that all Navy and Marine Corps personnel who desire to discuss the question of unification be guided by the following statement by President Truman:

"I want everybody to express his honest opinion on the subject, and I want to get the best results that are possible. In order to do that, I want the opinions of everybody. And nobody has been muzzled.

"It will be necessary now, though, for everybody to be in the services to make a statement that they are expressing their personal views and not the views of the Administration. I have expressed those views myself."
DEFEAT OF JAPAN DIRECTLY DUE TO OUR VAST SEA POWER

The major strategic decision of the war provided first for the defeat of Germany, then for the defeat of Japan. Both of these tasks have now been accomplished and we can view in clearer perspective the two major campaigns which led to victory. The contrast between them is at once apparent. The war in Europe was primarily a ground and air war with naval support, while the war in the Pacific was primarily a naval war with ground and air support.

In the European war, sea power was an essential factor because of the necessity of transporting our entire military effort across the Atlantic and supporting it there. Without command of the sea, this could not have been done. The air power of the land, sea and air forces of the German Reich on 8 May 1945 was the direct result of the application of air power over land and the power of the Allied ground forces.

In the Pacific war, the power of our ground and strategic air forces, like sea power in the Atlantic, was an essential factor. By contrast with Germany, however, Japan's armies were intact and undefeated and her air forces only weakened when she surrendered, but her navy had been destroyed and her merchant fleet had been fatally crippled. Dependent upon imported food and raw materials and relying upon sea transport to supply her armies at home and overseas, Japan lost the war because she lost command of the sea, and in doing so lost—to us—the island bases from which her factories and cities could be destroyed by air.

From the earliest days of the war our submarines, operating offensively in the farthest reaches of the Pacific, exerted a heavy toll of Japanese shipping. At a conservative estimate, they sank, in addition to many combatant ships, nearly two-thirds of the merchant shipping which Japan lost during the war.

Sea Power at Work

Our surface forces—fast task forces composed of aircraft carriers, fast battleships, cruisers, and destroyers—carried the war to the enemy homeland and destroyed impressive numbers of naval vessels and merchant ships. Our amphibious forces, operating initially behind air offensives and under air cover launched from carriers, seized the island bases which made these offensive operations possible. The fleet effort was devoted to the operations of shore-based aircraft from which the atomic bombs finally were dispatched, and on which troops and supplies were being massed for the invasion of Kyushu and of Honshu. The defeat of Japan was directly due to our overwhelming power at sea.

The destruction of the Japanese Navy followed the Nelsonian doctrine that naval victory should be followed up until the enemy fleet is annihilated. Of 12 battleships, 11 were sunk; of 26 carriers, 20 were sunk; 43 cruisers, 38 were destroyed; and so on throughout the various types of ships, which collectively constituted a fleet considerably larger than ours was before the war began.

In striking contrast is the record of our ships. Although 2 old battleships were lost at Pearl Harbor, 8 new battleships have since joined the fleet. Against 5 aircraft carriers and 6 escort carriers lost, we completed 27 carriers and 110 escort carriers. While we lost 10 cruisers, 48 new cruisers have been commissioned. We lost 52 submarines and built 203. The capacity of the United States to build warships, auxiliary ships and merchant ships, while supporting our forces and our allies all over the world, exceeded all former records and surpassed our most sanguine hopes. It proved to be a vital component of that sea power which Fleet Admiral Chester W. Nimitz has well defined in the following words:

"Sea power is not a limited term. It includes many weapons and many techniques. Sea power means not only the combatant ships and aircraft, the amphibious forces and the merchant marine. It includes also the port facilities of New York and California; the bases in Guam and in Kansas; the factories in the United States to build warships; the ships, the planes, the trains and the means of communication which are the producers of supplies. All these are elements of sea power. Furthermore, sea power is not limited to materials and equipment. It includes the functioning organization which has directed its use in the war. In the Pacific we have been able to use our naval power effectively because we have been organized along sound lines. The present organization of our Navy Department has permitted decisions to be made effectively. It has allowed great flexibility. In each operation we were able to apply our force at the time and place where it would be most damaging to the enemy."

In the successful application of our sea power, a prime factor has been the flexibility and balanced character of our naval forces. In the Atlantic the German Navy had virtually ceased to exist—limited to the use of submarines, without surface and naval air support. In the Pacific, Japanese sea power was hampered by army control and Japanese naval officers lacked the freedom of initiative so necessary to gain and exercise command of the seas. On the other hand, while ours was a vast fleet, it was also a highly flexible and well-balanced fleet, in which ships, planes, amphibious forces and service forces in due proportion were available for unified action whenever and wherever called upon.

Land Operations

It is of interest to note, in connection with formulation of plans for the future strength of our Navy, that our fleet in World War II was not solely engaged in fighting enemy fleets. On numerous occasions a large part of the fleet effort was devoted to operations against land objectives. A striking example is the capture of Okinawa. During the three months that this operation was in progress our Pacific Fleet—the greatest naval force ever assembled in the history of the world—was engaged in a continuous battle which for sustained intensity has never been equaled in naval history; yet at the same time, the Japanese Navy had virtually ceased to exist—we were fighting an island, not an enemy fleet.

But mankind is not the possible exception of amphibious warfare, which covers a field of considerably broader scope, the outstanding development of the war in the field of naval strategy and tactics has been the convincing proof and general acceptance of the fact that,
Atlantic Operations. The success of the joint antisubmarine campaign and the tremendous achievements in shipbuilding were essential preludes to the landings in Normandy and southern France and the great land offensive.

Tenth Fleet. The Tenth was a fleet without a ship. However, this highly specialized command coordinated and directed our naval forces in the Battle of the Atlantic, making available the latest intelligence to the Commander in Chief, U. S. Atlantic Fleet and to other fleet and sea frontier commanders who directed the actual operations at sea, and supplying antisubmarine training and operating procedures to our forces afloat.

European Theater. While the Rhine crossings and the attacks on the German pockets were going on, the Navy was continuing its less publicized but equally important task of assisting the Army’s build-up of troops and materiel through its port operations, both along the English Channel and in the southern French ports.

U. S. Atlantic Fleet. During the entire war combat vessels, auxiliaries, and landing craft were built and trained in large numbers on the east coast of the United States for duty in the Pacific. With the occupation of Germany, the U. S. Atlantic Fleet was able to increase and intensify the redeployment of ships, men, and supplies to the Pacific. During the period covered by this report the Operational Training Command, Atlantic Fleet, trained some 995 ships for duty in the Pacific, of which 358 were new ships receiving the normal shakedown and 637 were ships which had been engaged in some phase of the European war.

Pacific Naval War. The final phase of the Pacific naval war commenced with the assault on Iwo Jima in February 1945, closely followed by that on Okinawa in April. These two positions were inner defenses of Japan itself; their capture by U. S. forces meant that the heart of the Empire would from then on be exposed to the full fury of attack. After Okinawa was in our hands, the Japanese were in a desperate situation, which could be alleviated only if they could strike a counterblow, either by damaging our fleet or by driving us from our advanced island positions.

Importance of Iwo Jima. The diminutive size of Iwo Jima and its general barrenness, lack of natural facilities and resources should lead no one either to minimize the importance of capturing it or to depreciate as unreasonable and unnecessary our heavy losses in doing so. It was important solely as an air base, but as such its importance was great.

Okinawa Operation. From many standpoints the Okinawa operation was the most difficult ever undertaken by our forces in the Pacific. It was defended by about 120,000, giving invaluable support to our occupation forces. During this time the task force had destroyed 2,336 enemy planes, while losing 597 of its own aircraft. In addition, widespread damage had been inflicted upon shore installations in Japan, the Nansei Shoto, and upon important units of the Japanese fleet.

Operations against Borneo. These included the capture of Tarakan to obtain its petroleum resources and to provide an airfield for support of the Bulikpapan operation; the capture of Brunei to establish an advanced fleet base and protect resources in that area; and the occupation of Bulikpapan to establish naval air and logistic facilities and to conserve petroleum resources there.

Third Fleet. Since 10 July the forces under Admiral Halsey’s command had destroyed or damaged 2,804 enemy planes, sunk or damaged 148 Japanese combat ships, sunk or damaged 1,598 enemy merchant ships, destroyed 195 locomotives and damaged 109 more.

in accord with the basic concept of the United States Navy, a concept established some 25 years ago, naval aviation is and must always be an integral and primary component of the fleet. Naval aviation has proved its worth not only in its basic purpose of destroying hostile air and naval forces, but also in amphibious warfare involving attacks in support of landing operations, in reconnaissance over the sea and in challenging and defeating hostile land-based planes over positions held in force by the enemy. In these fields our naval aviation has won both success and distinction. Because of its mobility and the striking power and long range of its weapons, the aircraft carrier has proved itself a major and vital element of naval strength, whose only weakness—its vulnerability—demands the support of all other types, and thereby places an additional premium on the flexibility and balance of our fleet. The balanced fleet is the effective fleet.

In a balanced fleet the several components must be welded together rather than simply coordinated. For example, submarines normally operate "on their own" and hasty consideration might lead to the false conclusion that it would be advantageous for submarines to constitute a separate independent service. However, careful consideration will disclose the fallacy inherent in reasoning from this premise. Actually, the commanding officer of a submarine, to fight his ship most effectively, must be familiar with all phases of naval tactics and strategy. It is also essential that officers in surface ships understand the capabilities and limitations of submarines. This is accomplished in time of peace by requiring that submarine officers alternate periods of submarine duty with duty in vessels of other types. By this means, the point of view of the officer commanding a whole is broadened and in the higher echelons of command there are always included officers who have had submarine experience.

Aviation, though a specialty, is much more closely interwoven with the rest of the fleet than is the submarine branch of the Navy. It is, in fact, impossible to imagine an efficient modern fleet in which there is not a complete welding of aviation and surface elements. This is accomplished by requiring aviators to rotate in other duties in the same manner as do submarine officers, and by requiring non-aviators to familiarize themselves with aircraft operations—not a difficult matter since not only carriers but also battleships and cruisers are equipped with aircraft. Aviation is a part of the ordinary daily life of the officer at sea.

Of course, it is not possible to effect rotation of duties of all submarine and air officers during war. As a matter of fact, this is true of duty in all classes of ships. It is necessary
during wartime to train certain officers—especially the Reserves—for one particular type of duty and to keep them at it. However, the long periods of peacetime training in which an officer obtains the rounded experience to fit him for higher command, have been utilized in the past to give officers experience in varied duties and the practice will be continued in the future. The wisdom of that system was proved during the war by the efficiency of aircraft carriers, commanded by qualified aviators who also were experienced in handling ships, and, particularly, by the efficiency of the high combat commands of the Pacific Fleet. Many of the major units of the Pacific Fleet, composed of carriers and vessels of all other types, were commanded by aviators. The strength of the Navy lies in the complete integration of its submarine, surface and air elements.

The epic advance of our united forces across the vast Pacific, westward from Hawaii and northward from New Guinea, to the Philippines and to the shores of Japan, was spearheaded by naval aviation and closely supported by the power of our fleets. In these advances, some of the steps exceeded 2,000 miles and the assailing troops often had to be transported for much greater distances. The Navy moved them over water, landed them and supported them in great force at the beaches, kept them supplied and, particularly at Okinawa, furnished air cover during weeks of the critical fighting ashore.

The outstanding development of this war, in the field of joint undertakings, was the perfection of amphibious operations, the most difficult of all operations in modern warfare. Our success in all such operations, from Normandy to Okinawa, involved huge quantities of specialized equipment, exhaustive study and planning, and thorough training as well as complete integration of all forces, under unified command.

Integration and unification characterized every amphibious operation of the war and all were successful. Command was determined chiefly by application of the principle of paramount capability. A naval officer was in over-all command of an amphibious operation while troops were embarked and until they had been landed and were firmly established in their first main objectives ashore. Beyond that point, an officer of the ground forces was in command and directed whatever naval support was considered necessary.

Unity of command at the highest military level, in Washington (as an extension of the principle of unity of command), was never attempted nor, in fact, seriously considered. It is a matter of record that the strategic direction of the war, as conducted collectively by the Joint Chiefs of Staff, was fully as successful as were the

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**THE TIDES OF WAR IN THE PACIFIC**

1. **JAPANESE ATTACK PEARL HARBOR** 7 DECEMBER 1941
2. **JAPANESE ATTACK PHILIPPINE ISLANDS** 8 DECEMBER 1941
3. **BATTLE OF THE CORAL SEA** 7-8 MAY 1942
4. **BATTLE OF MIDWAY** 3-6 JUNE 1942
5. **SOUTHERN ISLANDS CAMPAIGN** AUGUST 1942-JUNE 1944
6. **ALEUTIAN ISLANDS CAMPAIGN** AUGUST 1942-JULY 1943
7. **GILBERT ISLANDS OPERATION** NOVEMBER 1943
8. **MARSHALL ISLANDS OPERATION** FEBRUARY 1944
9. **PEARL HARBOUR** APRIL 1944
10. **MARIANAS ISLANDS OPERATION** JUNE-AUGUST 1944
11. **WESTERN CAROLINAS OPERATION** SEPTEMBER 1944
12. **LEYTE LANDINGS—BATTLE FOR LEYTE GULF** OCTOBER 1944
13. **LORGREY GULF LANDINGS** JANUARY 1945
14. **OAHU-JAPAN OPERATION** FEBRUARY-MARCH 1945
15. **OKINAWA** APRIL-JUNE 1945
16. **BOREI OPERATION** MARCH-JULY 1945
17. **PRE-OPERATION CAMPAIGNS AGAINST JAPAN** JULY-AUGUST 1945
18. **SURRENDER OF JAPANESE** 2 SEPTEMBER 1945

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**ALL HANDS**
operations which they directed. The Joint Chiefs of Staff system proved its worth. There is no over-all "paramount capability" among the Joint Chiefs of Staff to warrant elevating one of their members to a position of military commander of all the armed forces—nor, in my opinion, is there any known system or experience which can be counted upon to produce the man qualified for such a position. This war has produced no such man—for the records of the Joint Chiefs of Staff will show that the proposals, or the convictions of no one member were as sound, or as promising of success, as the united judgment and agreed decisions of all of the members.

In connection with the matter of command in the field, there is perhaps a popular misconception that the Army and the Navy were intermingled in a standard form of joint operational organization in every theater throughout the world. Actually, the situation was never the same in any two areas. For example, after General of the Army Dwight D. Eisenhower had completed his landing in Normandy, his operation became purely a land campaign. The Navy was responsible for maintaining the line of communications across the ocean and for certain supply operations in the ports of Europe, and small naval groups became part of the land army for certain special purposes, such as the boat groups which helped in the crossing of the Rhine. But the strategy and tactics of the great battles leading up to the surrender of Japan were primarily army affairs and no naval officer had anything directly to do with the command of land campaign.

Command in the Pacific

A different situation existed in the Pacific, where, in the process of capturing small atolls, the fighting was almost entirely within range of naval gunfire; that is to say, the whole operation of capturing an atoll was amphibious in nature, with artillery and air support primarily naval. This situation called for a mixed Army-Navy organization which was entrusted to the command of fleet Admiral Nimitz. A still different situation existed in the early days of the war during the Solomon Islands campaign where Army and Navy became, of necessity, so thoroughly intermingled that they were, to all practical purposes, a single service directed by Admiral William F. Halsey, Jr., Under General of the Army Douglas MacArthur, Army, Army aviation, and the naval components of his command were separate entities tied together only at the top in the person of General MacArthur himself. All these systems of command were successful largely because each was placed in effect to meet a specific condition imposed by the characteristics of the current situation in the theater of operations. I emphasize this fact because it is important to realize that there can be no hard and fast rule for setting up command in the field. Neither is it possible to anticipate with accuracy the nature of coming wars. Methods adopted in one may require radical alteration for the next, as was true of World Wars I and II. It was fortunate that the War Department and the Navy Department working together for many years—definitely since World War I—before the war began, had correctly diagnosed what was likely to occur and had instituted, not rigid rules, but a set of principles for joint action in the field which proved sufficiently flexible to meet the varying conditions that were encountered during the war.

We now have before us the essential lessons of the war. It is my earnest conviction that whatever else may have been learned as to the most effective relationship of the ground, naval and air forces, the most definite and most important lesson is that to attempt unity of command in Washington is ill-advised in concept and would be impracticable of realization.

In my previous reports, I have touched upon the effective cooperation between our Allies which has been of such fundamental and signal importance in accounting for the success of our combined undertakings. This cooperation has continued and been extended in the period since my last report. I have spoken before of the full measure of cooperation and support rendered by the ground, air and service forces of the Army in a partnership of accomplishment, which neither Navy nor Army could have carried out singly. For that cooperation, undiminished throughout the war, and to the wholehearted support from the great body of citizens who performed the tasks and made up our war effort, I reaffirm my appreciation.

Just as the Navy depended upon its sister services and upon the multitude of activities which supplemented war, so also did the Navy rely for success upon the Reserves and the Regulars, the men and women who constituted in its mutually supporting elements, the shore establishment, the Marine Corps, the Coast Guard and the Seabees—each of which contributed its full share to victory.

War Ended Suddenly

The end of the war came before we had dared to expect it. As late as August 1945 the Strategic Bombing Planes of the Air Force and the Massage Fleet steamed triumphant into Tokyo Bay, the Navy's losses were severe. The casualties of the United States Navy, Marine Corps and Coast Guard amounted to 26,676 dead, 28,239 wounded, and 8,567 missing. Many of these gallant men fell in battle; many were lost in strenuous and hazardous operations convoying our shipping or patrolling the seas and skies; others were killed in training for the duties that Fate would not permit them to carry out. All honor to these heroic men. To their families, and to those who have suffered the physical and mental anguish of wounds, the Navy includes its sympathy in that of the country they served so well.

It is my sincere hope—and expectation—that the United States will hereafter remain ever ready to support and maintain the peace of the world by being ever ready to back up words with deeds.
THE FLOW OF MATERIEL

As our advance came nearer to the Japanese islands, the rear areas which had been the scene of combat operations for several months were utilized for logistic support.

In the South Pacific, for example, more than 400 ships were staged for the Okinawa operation. They received various refit and replenishment services, including routine and emergency overhaul as required. Approximately 100,000 officers and men were staged from this area alone for the Okinawa campaign, including four Army and Marine combat divisions plus certain headquarters and corps troops and various Army and Navy service units. Concurrently with the movement of troops large quantities of combat equipment and necessary materiel were transferred forward, thus contributing automatically to the roll-up of the South Pacific area.

Similarly in the Southwest Pacific area Army service troops were moved with their equipment from the New Guinea and Philippines in order to prepare staging facilities for troops deployed from the European theater.

The roll-up was similarly continued and progressed rapidly in reducing our installations in Australia and New Guinea.

This vast deployment of our forces throughout the Pacific required careful planning not only at the front but also in the United States. During the last six months of the war the problem of material distribution became of primary importance, and throughout this period our system of logistic support had to be constantly modified to meet the rapidly changing tactical conditions.

War production had shifted the emphasis from procurement to distribution; that is, while production was still of high importance, a still greater problem was that of getting well balanced material support to designated positions at certain fixed times. Put another way, motion, not size, had become the important factor. It was, nevertheless, essential in insuring the uninterrupted flow of material through the pipe-line of supply to our forces overseas that the reservoir within the United States which kept these pipeline full did not become too large.

On 1 June 1945 a set of standards for Navy inventory control was promulgated which stressed a balance between procurement and inventory. The attainment of these standards was of primary importance to efficient distribution of materiel within the United States which kept these pipeline full. It was the major base for the logistic support of the Pacific Fleet.

It has always been a cardinal principle of our Pacific logistic support policy that the coast be utilized to its maximum capacity. There are two reasons for this: the source of supply must be as close to the point of requirement as possible so that in- tervenes with a minimum; secondly, greater utilization of shipping can be achieved by the shortest haul possible. The integration of these two elements, supply and shipping, was a major task in 1945.

When the collapse of Germany was imminent, a review in conjunction with the Army of our policy of maximum coast utilization was necessary. It was concluded that approximately 68 percent of the Navy's predicted logistic requirements would have to be moved from the west coast to bases in the Marianas, Philippines and Okinawa, as well as to the mobile logistic support forces—Service Squadrons 6 and 10. Bases in the Admiralties, New Guinea and the Hawaiian Sea Frontier, since they were in non-operational areas, could be supported from the east and Gulf coast.... By detailed study of the capacities of port facilities and supply activities, as well as a complete analysis of the types of commodities shipped by the Navy since the first of the year, Commander, Western Sea Frontier (who coordinated naval logistic matters on the west coast) reallocated the Navy's share of west coast capacity among the various ports. Estimated tonnages were set for each port, both by types of commodity and by overseas destination to be served.

In the establishment and execution of this planned employment of west coast facilities, Commander, Western Sea Frontier provided one of the major links between the distribution systems of the continental United States and Pacific Theaters. Since the flow of material and the ships to carry it are immobilized when more ships have sailed to a destination than that destination can receive, the planned employment of west coast ports was a matter of vital concern.

While defensive operations became secondary, the responsibility of the Western Sea Frontier to regulate the movement of aircraft through the waters was greatly increased. The eastern Pacific had become a network of channels for the passage of traffic to the forward areas.

In the period covered by this report there were over 17,000 sailings of vessels large and small through the six million square miles of Western Sea Frontier waters. In the same period an average of one aircraft arrived on or departed from the west coast each 15 minutes on the longest over-water flight line in the world.

The substantial increase in the level of Navy materiel movement which occurred between March and July 1945 fully justified the planning for an increased west coast load which had been undertaken including aircraft, from May through July showed a 25 percent increase over March and April shipments.

Items used in the construction of new bases doubled during May and July as compared with March and April.

Ammunition shipments doubled, because of the considerable expenditures during the Okinawa campaign (10,000 shell, 5-inch projectiles were fired by surface ships) and the necessity for building up a reserve for the assault upon Japan.

By the vast system thus developed the great concluding operations in the Pacific were supported. Each month in the immediate past we shipped out 600,000 long tons a month into the Pacific Ocean areas...

INVASIONS THAT NEVER CAME OFF

Before the conclusion of the war, plans were maturing for the invasion and occupation of the main Japanese islands. Two major operations were projected: the first, with the code name of "Olympic", against southern Kyushu; after consolidation there, the next—"Coronet"—into the Tokyo plain area which is the industrial heart of Japan.

The amphibious parts of these operations—involving the preparation of landing beaches by mine sweeping, underwater demolition teams, bombardment and bombing; the transportation of the assault troops; and the initial landing for the establishment of firmly held beaches—were to have been the responsibility of Fleet Admiral Nimitz.

The large-scale bombardments and bombings of the Third Fleet that began on 10 July were actually in preparation for operation "Olympic". When "Olympic" was dropped, the U. S. Navy had in the Pacific 90 percent of its combatant vessels of submarine size or larger and 42 percent of its combatant vessels of 1,000 tons or more. These ships, aircraft, support auxiliaries and landing craft included:

- Battleships, 28; aircraft carriers, 26; escort carriers, 64; cruisers, 52; destroyers, 223; escort vessels, 298; submarines, 181; mine craft, 160; auxiliary vessels, 1,060; large landing craft, 2,783; combat aircraft, 14,847 and transport, training and utility aircraft, 1,286.

All six Marine divisions, or 100 percent of the Marine Corps combat strength, were also available for Pacific operations...

In discharging its responsibilities for the amphibious phase of the Okinawa or "Olympic" operation the U. S. Navy would have employed 3,033 combatant and noncombatant vessels of 1,000 tons or more.
**SUBMARINE OPERATIONS**

**Submarine warfare was an important factor in the defeat of the Japanese.**

With the end of hostilities, it is now possible to reveal in greater detail the splendid accomplishments of the submarines of the Pacific Fleet and the Seventh Fleet. Our submarines are credited with almost two-thirds of the total tonnage of Japanese merchant marine losses, or a greater part than all other forces, surface and air, Army and Navy combined. Of the total number of Japanese naval vessels sunk, our submarines are credited with almost one-third.

Our submarines, operating thousands of miles from their bases and deep within enemy-controlled waters, began their campaign of attrition on Japanese shipping immediately following the attack on Pearl Harbor, and continued to fight with telling effectiveness until the Japanese capitulated. During the early part of 1942, while our surface forces were still weakened by the Japanese initial attack of 7 Dec 1941, submarines were virtually the only U. S. naval forces which could be risked in offensive operations. Although the number of submarines available at the start was so small that the 1,500-ton fleet-type class was augmented by older types, submarine attacks produced immediate and damaging results, which were greatly needed at the time. They made it more difficult for the enemy to consolidate his forward positions, to reinforce his threatened areas, and to pile up in Japan an adequate reserve of fuel oil, rubber, and other loot from his newly conquered territory. Their operations thus hastened our ultimate victory and resulted in the saving of American lives.

Sinkings of enemy merchant ships rose from 184 ships totalling 580,390 tons in 1941, 224 ships totalling 1,341,968 tons in 1942, and 1,000 or more gross tons sunk or destroyed by submarine torpedoes in 1943. Then in 1944, when submarine coordinated attack groups reached the peak of their effectiveness, the merchant fleet of Japan suffered its worst and most crippling blow—492 ships of 2,387,780 tons were sunk or destroyed in submarine torpedo and gun attacks. The figures given above, which are based on evaluated estimates, include only ships of 1,000 tons and larger. It should be borne in mind that our submarines sank or destroyed, chiefly by gunfire, large numbers of smaller vessels, particularly during the latter part of the war, when few large enemy ships still remained afloat.

In 1945, because of the tremendous attrition on Japanese shipping by our earlier submarine operations and the destructive sweeps by our fleets and carrier air forces, enemy merchantmen sunk by submarines dropped to 192 ships totaling 469,872 tons. The advance of our forces had further driven Japanese ships back to the coast lines and shallow waters of Japan and the Asiatic mainland. Our submarines followed the enemy shipping into these dangerous waters and made many skillful and daring attacks.

For a time, Japanese shipping continued to ply in the East China and Yellow Seas, but the invasion of Okinawa in April soon made the East China Sea untenable to the Japanese... While United States submarines were effectively eliminating the Japanese merchant fleet, they were also carrying out damaging attacks on Japanese naval units.

**Tally of Sinkings**

During the course of the war, the following principal Japanese combatant types were sent to the bottom as a result of these attacks: battleships, 1; carriers, 4; escort carriers, 4; heavy cruisers, 8; light cruisers, 9; destroyers, 43; submarines, 23 and minor combatant vessels and naval auxiliaries (including 60 escort vessels), 189. The loss of the heavier naval units was critical to the Japanese, especially as the strength of our surface fleet increased, the surprisingly high losses on enemy destroyers and escort vessels to submarine attack are particularly noteworthy.

Our submarines, refusing to accept the role of the hunted, even after their presence was known, frequently attacked their arch-enemies under circumstances of such great risk that the failure of their attack on the enemy submarine vessel placed the submarine in extreme danger of loss. So successful, however, were these attacks that the Japanese developed a dangerous deficiency of destroyer screening units in their naval task forces, and their merchant shipping was often inadequately protected.

Among the special missions performed by submarines were reconnaissance, rescue, supply and lifeguard duties. An outstanding result of effective submarine reconnaissance was the vital advance information furnished our surface and air forces prior to the Battle for Leyte Gulf, information which contributed materially to that victory.

Our submarines in a number of instances rescued stranded personnel and performed personnel evacuation duties, notably from Corregidor. The supplies and equipment delivered by submarines to friendly guerrilla forces in the Philippines did much to keep alive the spirit of resistance in those islands.

When our air forces came into positions from which they could intensify their attacks on Japanese-held territory, U. S. submarines were called upon to carry out lifeguard operations to rescue aviators forced down at sea in enemy waters. Sometimes assisted by friendly aircraft, which provided fighter cover and assisted in locating survivors, and sometimes operating alone, our submarines rescued more than 300 aviators during the course of the war.

Fifty-two U. S. submarines were lost from all causes during the war, 46 due to enemy action, six due to accidents and stranding. These losses were due to continued penetration deep within the enemy zone of defense, far from our bases, and, until the last phase of the war, far beyond the areas where our surface ships and aircraft could operate.

Because of the nature of submarine operations and the general necessity of submarines operating alone, the personnel loss in most instances was the entire ship's company.

As heavy as were the losses in submarine personnel and equipment, submarine training and building programs supplied replacements so effectively that our submarine force at the end of the war far exceeded its pre-Pearl Harbor strength—and was the most powerful and effective in the world...
SHIPs, PLANes AND MEN

Fighting men are not effective, individually or collectively, unless they are imbued with high morale. Morale may be defined as a state of mind wherein there is confidence, courage and zeal among men united together in a common effort—a "conviction of excellence." One factor largely responsible for the extremely high morale of the men of the naval services has been their confidence in the excellence of the ships and planes provided them.

Shipbuilding Program

During the period 1 Mar to 1 Oct 1945 the following combatant ships were completed: 4 aircraft carriers (one of which was Midway, the first of the three 45,000 ton carriers under construction), 6 escort carriers, 3 light cruisers, 6 heavy cruisers, 53 destroyers, 2 destroyer escorts and 24 submarines. During this same period over 300 auxiliary ships were completed by the Navy and the Maritime Commission, among them six of the most modern air-conditioned hospital ships in existence. The landing craft and district craft construction programs were continued, with the delivery of large numbers of each type. Twenty-nine mine-sweeping vessels were delivered. It was necessary to place particular emphasis upon the production of repair ships of all types. The large numbers of these delivered during this period, together with existing ships of the type, performed indispensable services in the forward areas in returning quickly to service many of the ships damaged in the Okinawa operation.

To meet changing conditions of war during this period, it was necessary to undertake a number of conversions of ships from one type to another. Notable among these was the conversion of certain patrol craft to control vessels for amphibious operations; frigates and certain patrol craft to weather stations ships; a large number of personnel landing ships to gunboats for close inshore support of amphibious operations; a number of destroyer escorts to fast transports; certain destroyers and destroyer escorts to radar picket ships; and a number of destroyers to high-speed mine sweepers.

Every effort has been made to keep the ships of the fleet fitted with the latest available equipment to meet rapidly changing combat conditions. Improved radar sets, aircraft and antisubmarine weapons, fire-control systems for guns, and fire-fighting equipment have been installed. The improvement of the offensive and defensive qualities of our ships by such alterations had been going on since the beginning of the war; as the war drew to a close, most ships of the fleet had reached a point at which no additional weights could be added without compensatory weight removals. The problem of applying the latest technological developments to our ships has thus become more difficult; nevertheless such application has been accomplished on an extensive scale by the cooperation of all concerned, both afloat and ashore.

Aircraft Advancements

Comparisons between standard Navy aircraft types at the beginning of the war and the end vividly illustrate the outstanding technical advances accomplished in less than four years of fighting.

At the war's end we had the best airplanes of every kind, both afloat and ashore, but newer and better planes were on the production lines and would soon have taken their place against the enemy. Among these were the Grumman Tordicat, a twin-engine, single-seat fighter plane with heavy firepower and bomb-carrying characteristics. Although this plane had arrived in the Pacific, it never got into actual combat.

Three other fighter planes, faster and possessing higher tactical performance than standard existing types, had satisfactorily passed the long period of experiments and flight tests and were in production. These included the Ryan Fireball, the Navy's first fighter plane to use jet propulsion. The others were Grumman's Bearcat and Goodyear's P2G (to which no popular name has yet been given), both high-speed, highly maneuverable and fast climbing planes. The latter was the first naval fighter to use the new Pratt and Whitney 3,000-horsepower engine.

The Grumman Wildcat, which was a new fighter at the time of Pearl Harbor, had an approximate speed of 300 miles an hour and mounted four .50-caliber machine guns. The Hellcats and Corsairs, which were both carrier and shore-based on V-J day, have speeds of more than 400 and 425 miles an hour, respectively, and mount six .50-caliber machine guns, or proportionate numbers of 20-millimeter cannon, in addition to rockets. Bombs weighing up to 2,000 pounds could also be carried by these planes when they were assigned fighter-bomber missions. These planes played the leading role in our tactical development of fighter-bombing, a World War II innovation.

Our dive-bomber, the Helldiver, has a speed of more than 250 miles an hour, can carry 2,000 pounds of bombs, and is equipped with eight rocket launchers, two 20-millimeter cannon and two .30-caliber machine guns. These characteristics were developed through five modifications. The Douglas Dauntless was the standard dive-bomber when the war began, and delivered heavy blows against the enemy before it was retired from service. Its top speed was 230 miles an hour; it carried 1,000 pounds of bombs, and mounted two .30-caliber and two .50-caliber machine guns.

Our torpedo bomber at the start of the war was the Douglas Devastator, a plane which had a speed of about 150 miles an hour and was very lightly armed. The Grumman Avenger, and
mandos in large numbers. Established on 1 Dec 1943, the NATS routes extend over approximately 80,000 miles, covering three quarters of the globe.

**Navy's Medical Record**

During the spring and summer of 1945 the Medical Department applied the medical experience of earlier operations in its support of the Navy's assault upon the inner defenses of Japan. Improvements in medical care of naval personnel included a more effective chain of evacuation, of which large-scale use of aircraft formed an important part, the provision for a smoother and more rapid flow of medical supplies to the fighting fronts, and the development of an intensive program of preventive medicine, which kept illnesses throughout the Navy and Marine Corps at a low level.

Navy medical statistics show that of the wounded who survived until they could receive medical care, about 98 out of 100 lived. The most recent tabulations indicate an estimated rate for casualty deaths of 8.7 for the first six months of 1945 in terms of total naval strength as against 4.3 per thousand in 1944. This is primarily a reflection of Iwo Jima, Okinawa, and the attacks of the Japanese "kamikaze" pilots. The total death rate from all causes was 6.7 per thousand for 1944 in terms of total naval strength as against 6.0 per thousand in 1943. According to preliminary data the total death rate from all causes for the first six months of 1945 was estimated at 11.9 per thousand. Over-all cases of sickness and injuries, exclusive of battle injuries, were at the rate of 495.4 per thousand average strength in 1944 as against a corresponding figure of 602.8 in 1943.

When final statistics are computed on medical care during the war years, there is every indication, upon the basis of preliminary figures, that medical science will be shown to have assumed an importance in the preservation of the health and lives of our fighting men never before equalled in the history of the United States Navy.

In order to give adequate support to the operational portion of the Medical Department, numerous technical and administrative services have been required. Medical research has been one of these. New drugs, new applications of earlier discoveries, and new techniques have been developed through untiring research and observation.

Rehabilitation programs for casualties are being conducted at a number of hospital centers scattered throughout the United States...
THE POWER OF RESEARCH

IN DECEMBER 1941 the United States faced seasoned enemies, who not only had been preparing for war but who had actually been waging it for several years. Within the limited facilities and resources available to us throughout the years of peace, the U. S. Navy had, however, equipped itself with weapons of the equal of, or superior to, those of navies and navies throughout the world. The groundwork for still further development. During the war the science and industry of this country and our allies were mobilized to apply existing scientific knowledge to the perfection of these weapons and the development of new and more deadly means of waging war.

As a result the U. S. Navy was able to maintain the technical advantage over the navies of our enemies, which contributed so materially to the outcome of World War II.

The means of accomplishing this were not so much directed towards making new discoveries, as towards the exploitation of the skills and techniques of science, which had already cultivated in years of peace. When war appeared imminent, the War and Navy Department and the National Academy of Sciences gave close attention to the most profitable manner of utilizing the strength of American science in military and naval research.

It was decided to attempt a solution involving the maximum flexibility and initiative, in which the fundamental principle would be cooperation between science and the armed forces, rather than to bring the scientists into military and naval laboratories, as was done in England. The principle proved thoroughly sound. The arrangement adopted was the establishment by executive order of the Office of Scientific Research and Development, which had as its scientific and technical working bodies the National Defense Research Council, the Medical Research Council, and later the Office of Field Service. To assure full integration of the potentialities of these organizations with the Navy's own research and development program and the needs of the service, the late Secretary Knox, in July 1941, established the office of Coordinator of Research and Development. Throughout the war, the development of new weapons and devices has been accelerated by the teamwork between the users, the scientists, the engineer-designers and the producers. The new weapons resulting from the research and development program have been put to use in every phase of naval warfare. Particular examples, because of their complexity and diversification, are amphibious warfare, carrier warfare, submarine and antiship submarines. In each of these cases, our combat effectiveness has been materially enhanced by improvements in communications, navigational devices, fire control, detection equipment, firepower, aircraft performance (range, speed, armament, handling characteristics) and by advanced training methods and equipment.

Perhaps the greatest technological advances of the entire war have been in the field of electronics, both within the naval laboratories and in collaboration with the Office of Scientific Research and Development. Pre-existing radar sets were developed and new models created for ship and airborne search, fire control, and for accurate long-range navigation. Identification and recognition equipment were developed for use in conjunction with radar systems. New and highly efficient short-range radio telephones were used for tactical communication.

In the successful antiship marine campaign in the Atlantic, small radio-sonobuoys were dropped from planes and a mine dropped from aircraft, listened for the noise made by a submarine and automatically relayed the information to the searching plane. Great strides have been made in the development of non-antiship submarine detection equipment. Underwater echo-ranging gear and listening equipment have been improved in quality and extended in function since the outbreak of the war. Counter-measures have been developed for jamming enemy radar and communication systems, disrupting the control signals for his guided missiles and counter-acting his measures to jam our own equipment.

First to Use Radar

...at the outset of the war, our Navy alone had on its ships a search radar specifically designed for shipboard use. We had already incorporated in these radars the technical development of using a single antenna for transmission and reception. Radar of this type contributed to the victories of the Coral Sea, Midway, and Guadalcanal. As early as 1939, 60,000 sets of airborne radar equipment were produced in quantities from the Naval Research Laboratory's redesign of British air-borne equipment.

Ours was the first navy to install radar in submarines. Similarly, a highly efficient supersonic echo-ranging gear for submarine and antiship marine warfare had been completely developed, and was installed before the war began. The success of all these electronic devices can be traced back to intensive early development of new types of vacuum tubes.

Initially, from want of experience against an enemy attacking with the persistence demonstrated by the Japanese, our antiaircraft batteries were inadequately armed. This true in the case of automatic weapon batteries, consisting at that time of the 50-caliber and 1.1-inch machine guns. The main antiaircraft batteries in the fleet, consisting of 5-inch and 3-inch main batteries were controlled by directors employing optical range information. Although antiaircraft fire-control radar was under development, no installations were operative in the fleet.

By the time Japan surrendered, our defenses had been revolutionized. The fleet was equipped with antiaircraft fire-control radar. Our antiaircraft gun defenses consisted of multiple power-driven 40-millimeter and 20-millimeter mounts, 5-inch twin and single mounts, many of which were controlled by small intermedium range radar-fee gun directors. The VT, or proximity fuse, initially sponsored by the Navy and by the Office of Scientific Research and Development, marked a radical change from previous methods of detonating a projectile and vastly increased the effectiveness of antiaircraft defenses.

At the end of the war, the 8-inch rapid-fire turret had been developed and was ready for the fleet. Completely automatic in action, it can be used against ship, aircraft, or land targets. The guns are loaded from the handling and automatic feed and automatically aimed.

When the threat of the German magnetic mines became known in 1939, the Navy immediately mobilized scientific talent and industrial capacity to develop a counter to a general method of demagnetizing our ships were developed. These were applied before Pearl Harbor to all combatant vessels, and later to all other vessels, and were of material assistance in maintaining the safety of our vital shipping lanes. At the same time, acoustic and magnetic firing devices were developed and produced in quantity for our mines and depth charges. Electric torpedoes were developed to supplement the air-steam torpedo, which at the outbreak of war was our weapon of underwater attack.

Rockets and rocket launchers were developed for use on board ships and aircraft. Appropriate types of rockets and launchers were developed for submarines, for the support of amphibious landings, and for aircraft. These allowed heavy firepower to be concentrated in light craft.

Fighter-plane speed was greatly increased during the war. At the end of an experimental model ready for combat use had a speed of over 550 miles per hour. This plane was powered with turbo-engine, as early as 1941. Development of the conventional aircraft engine had also progressed; whereas initially the maximum size was 4,000 horsepower, improved types of 3,000 horsepower are now in use. Torpedo bombers, scout bombers, patrol bombers, and scout observation planes have all been rapidly developed during the period and armed with high-speed, long range and greater offensive power aided in supplying the information necessary...
New Devices Developed

Certain developments, whose progress was most promising, were not completed in time for extensive combat use. These are primarily guided missiles and pilotless aircraft, utilizing remote control by electronic apparatus.

In the early days of research leading towards the application of atomic energy for military purposes, the Naval Research Laboratory was the only government facility engaged in this type of work. At the Laboratory there was developed a liquid thermal diffusion process for separation of uranium isotopes. Enriched chemists, as well as basic designs and operating practices, were later supplied to the Army and used in one of the Oak Ridge plants manufacturing the atomic bomb.

The complexity of modern warfare in both methods and means demands exacting analysis of the measures and countermeasures introduced at every stage by ourselves and the enemy. Scientific research can not only speed the invention and production of weapons, but also assist in insuring their correct use. The application, by qualified scientists, of the scientific method to the improvement of naval operating techniques and material, has come to be called operations research. Scientists engaged in operations research are experts who advise that part of the Navy which is using the weapons and craft—the fleets themselves. To function effectively they must work under the direction of, and have close personal contact with the officers who plan and carry on the operations of war.

During the war we succeeded in enlisting the services of a group of competent scientists to carry out operations research. . . .
The Marine Corps. Prior to 1 March 1945 the Marine Corps had organized and deployed as planned all combat units within the authorized strength. In addition to the six divisions, four air wings and supporting units of the Fleet Marine Force, there were 11,000 Marines serving in the United States and at advance bases. The remainder of the Corps was employed in logistics establishments and in training activities necessary for the continuous support of field units. . .

When it became apparent that the authorized strength was inadequate to provide for the increasing numbers who were hospitalized or convalescent, and to maintain the desired rehabilitation program, the President, on 29 May 1945, raised the troop ceiling of the Corps to 50,000. Although the rate of procurement was increased to provide the new strength, the surrender of Japan occurred as the Corps attained a strength of 45,691, and plans for partial demobilization were put into effect at once. . .

Demobilization of personnel is being effected at the maximum rate consistent with the availability of facilities and with the immediate commitments of the Corps, particularly the Fleet Marine Force. Concurrent with this demobilization is the reorganization of the regular component of the Corps to meet planned postwar requirements. Preparation is being made for the transfer of Reserve and Temporary officers to the Regular service in such numbers as may be authorized. When Japan surrendered there were 71,460 Marines serving under four-year regular enlistments. Recruitment of Regulars for four-year enlistments has been resumed, with the priority in opportunity to enlist in the Regulars, however, being given to those who served in the war.

On V-J day there were 1,000 Women's Reserve serving in or en route to Hawaii, and at that time their further assignments to overseas duty were cancelled. Women's Reserves are being demobilized as expeditiously as possible, and essentially in accordance with the same policies that apply to the men, but with lower critical scores.

The Coast Guard. On 1 Sept 1945 Coast Guard personnel totalled 170,480, including 9,624 in the Spars. Since its total wartime strength was planned at 34,500, the Coast Guard has taken prompt action looking toward the ultimate demobilization of its wartime forces. In addition to the and Women's Reserve (Spars) have been discontinued and future enlistments will be in the regular Coast Guard. Legislation is being requested to permit the acceptance of a limited number of Reserve officers and enlisted men in the regular Coast Guard.

In addition to the 1,677 Coast Guard craft active service at the end of the fiscal year, Coast Guard personnel on 1 Aug 1945 were manning 326 Navy craft and 254 Army vessels, about 50,000 Coastguardsmen serving on Navy and 6,000 on Army craft. Only 84 service vessels were service out of a total of 2,098 which had been taken over early in the war, principally to combat the submarine menace along the coasts. There had also been 908 other vessels acquired during the war through purchase, charter or gift, and all but 252 of these had been disposed of.

Following the defeat of Germany, port security measures on the Atlantic and Gulf Coasts were relaxed. The examination of vessels leaving and entering ports was discontinued, as were

\[ \text{identification card requirements and licenses for individual vessel moves.}\]

\[ \text{certain restricted areas of the Pacific.}\]

\[ \text{air-sea rescue. Assistance was rendered in 686 plane crashes and 786 lives were saved during the fiscal year; 5,357 emergency medical cases were transported and 149 obstructions to navigation and derelicts were sighted for removal.}\]

Some 1,627 new vessels, aggregating 9,009,216 gross tons, which had been constructed during the fiscal year 1945, had been certified by the Coast Guard under the marine inspection laws. Annual inspections on 7,220 vessels were completed during the year. The passing of the peak of the emergency ship construction relieved a number of field inspectors and reduced the handling and loading of explosives for return to the United States and to Pacific ports for temporary duty.
Reconstructed Story of Enemy’s War Plans
Is Given Before Congressional Committee

The following summary of Japanese plans for their attack on Pearl Harbor was part of the testimony presented by Rear Admiral T. B. Ingris, Chief of the Office of Naval Intelligence, before the Joint Congressional Committee Investigating the Pearl Harbor Attack.

IT IS REPORTED that a surprise attack on Pearl Harbor was originally conceived and proposed in the first part of January 1941 by Admiral Isoroku Yamamoto, Commander-in-Chief Combined Fleet, who, at that time, ordered Rear Admiral Takijiro Onishi, then Chief of Staff of the 11th Air Fleet, to study the operation. In the latter part of August 1941, Admiral Yamamoto ordered all fleet commanders and other key staff members to Tokyo for war games preliminary to a final formulation of operation plans for a Pacific campaign which included a surprise attack on Pearl Harbor.

A war plans conference was held continually at the Naval War College, Tokyo, from 2 September to 13 September.* On the 13th, the outline was completed. This operation order, which included detailed plans for the surprise attack on Pearl Harbor, was promulgated to all fleet and task force commanders on 5 Nov 1941. Therefore, 5 Nov 1941, is to be regarded as the date on which the plan for the attack on Pearl Harbor was completed.

Operation Order No. 1 under head-

Date of Leaving Port

It is reported that on or about 14 November the commander-in-chief of the combined fleet ordered the units of the Pearl Harbor attacking force to assemble in Hitokappu Bay. It is further reported that about 21 No-

* Throughout this presentation dates are expressed in Japanese time, unless otherwise noted. Thus the date of the attack will be given as 8 December, Japanese time, rather than 7 December, Hawaii time.

HOW JAPS STRUCK PEARL

Captured Japanese Photographs
nember the situation seemed to be approaching a stage where commencement of hostilities was inevitable. The Navy section of the Imperial General Headquarters therefore ordered:

"The commander-in-chief of the combined fleet shall order necessary forces to advance to the area in which the situation seemed to be approaching a stage where commencement of hostilities was inevitable. They shall be able to meet the situation promptly."

**Attack Plan Issued**

On 25 November the commander-in-chief of the combined fleet issued the following order to the striking force, which had, since 22 November, been assembled at Hitokappu Bay:

- The task force, keeping its movements strictly secret and maintaining close guard against submarines and aircraft, shall advance into Hawaiian waters and upon the very opening of Hawaiian waters and upon the very opening of Hawaiian waters and aircraft, shall attack the main force of the United States Fleet in Hawaii.

- Upon completion of the air raid the task force, keeping close coordination and guarding against enemy counterattack, shall speedily leave the suitable place for enabling the attack force to meet any new developments in the situation as well as to keep its location and movements secret.

- The task force shall leave Hitokappu Bay on the morning of 26 November and advance to 42° N. and 170° E. (standing-by position) on the afternoon of 4 December, and speedily complete refueling. (The actual time of departure was 0000 26 November, Japan time, or 1330 25 November, Hawaii time.)

Combined Fleet Top Secret Operation Order No. 2, issued by Admiral Yamamoto, commander-in-chief of the combined fleet, and dated 7 Nov 1941 is the basic order or instruction to execute the Detailed Plan for the Attack on Pearl Harbor.

On 1 December the cabinet council approved the commencement of hostilities against the United States. On the same day, an imperial naval order issued on instruction by the Imperial General Headquarters stated, "Japan, under the necessity of her self-preservation and self-defense, has reached a position (sic) to declare war on the United States of America.

On 2 December an imperial naval order issued under instruction from the Imperial General Headquarters stated, "The hostile actions against the United States of America shall be commenced on 8 December." There is no copy of this order available nor is there conclusive evidence that it constitutes the formal X day order referred to in Operations Order No. 1. Its effect, however, is clearly equivalent to the final determination of a specific time for the outbreak of the war, and it may be regarded therefore as final determination of X day.

Hitokappu Bay was selected as the point of departure from Japan because it was recognized as the most suitable place for enabling the attacking force to meet any new developments in the situation as well as to keep its location and movements secret.

In formulating final plans, it was decided that a torpedo attack against anchored ships in Pearl Harbor was the most effective method of putting the main strength of the United States Pacific Fleet in the Hawaii area out of action for a long period. The following two obstacles were considered:

- The fact that Pearl Harbor is narrow and shallow.
- The fact that Pearl Harbor was probably equipped with torpedo nets.

In regard to the first point, it was planned to attach stabilizers to the torpedoes and launch them from an extremely low altitude.

In regard to the second point, since success could not be counted on, a bombing attack was also employed.

Evidence indicates that as late as 29 November, the Japanese force expected to find six U.S. carriers in Hawaiian waters; they were aware that the USS Saratoga was, in late November, on the West Coast of the United States and also that the USS Enterprise would be "two or three days out of Hawaiian waters, en route from the Philippines" on the day of the attack.

**Carriers Absent**

On 1 December when the striking force was well out to sea, it received a report that only one or two carriers were in Pearl Harbor. On 6 December word was received that no carriers were in Pearl Harbor, but that 8 battleships and 15 cruisers were in the harbor.

At a briefing, which took place on or about 5 December, each pilot was furnished a photograph of a map of Pearl Harbor on which each pilot made notes on courses, anchorage areas, or missions.

Three courses were considered for the Hawaii operation: the northern course which was actually used, a central course which headed east following the Hawaiian Islands, and a southern route passing through the

**TIMETABLE of Japanese sneak attack on Pearl Harbor is shown in this chart. All dates are Hawaiian time.**
WAR WAS BUSTIN’ OUT all over as Jap pilot caught this view. Smoke rises (background) from Army’s Hickam Field.

Marshall Islands and approaching from the south.

On the northern route, although it was far from the enemy (U. S.) patrol screen of land-based airplanes and there was little chance of meeting commercial vessels, the influences of weather and topography were important. Refueling at sea and navigation were difficult.

On the central and southern routes, the advantages and disadvantages were generally just the opposite to those of the northern route. Although it may be assumed that the central and southern routes would be preferable for the purposes of refueling at sea, the chances of being discovered by patrol planes were great because the routes lie near Wake, Midway, Palmyra, Johnston Islands, etc. Consequently, it was hardly expected that a surprise attack could be made. The ability to refuel and the necessity of surprise were the keys to this operation. If either of them failed, the execution of the operation would have been impossible. However, the refueling problem could be overcome by training. On the other hand, a surprise attack under all circumstances could not be assured by Japanese strength alone. Therefore, the northern route was selected.

By routing the striking force to pass between Midway and the Aleutians, it was expected to pass outside the patrol zones of U. S. patrol planes. Moreover, screening destroyers were sent ahead of the fleet, and in the event any vessels were encountered the main body of the force would make a severe change of course and endeavor to avoid detection.

If the striking force had been detected prior to X-day-minus-two, it was planned to have the force return without executing the air attack. In the event of being discovered on X-day-minus-one, the question of whether to make an attack or to return would have been decided in accordance with the local conditions. If the attack had failed, it was planned to send the main force in the Inland Sea out to the Pacific in order to bring in the task force.

How Japs Got Data

Sources of data used in planning the Pearl Harbor attack were:

- American public broadcasts from Hawaii.
- Reports of Japanese naval attachés in Washington, D. C.
- Reconnaissance submarines in Hawaiian waters prior to the attack. A Japanese pilot states that at no time were visual land signals used from Hawaii.
- Information obtained from ships which had called at Hawaiian ports in mid-November.
- Espionage network in Hawaiian Islands using uncensored cable communications with Japan.

A Japanese officer pilot has reported his belief “that information concerning all movements of ships into and out of Pearl Harbor was transmitted to the fleet through coded messages broadcast over a Honolulu commercial broadcasting station.” Source was certain “that there was a Hawaiian Nisei, who was a Japanese naval officer, aboard the flagship Akagi, whose specific job was listening to these broadcasts and decoding them.” Source said that in his opinion “the codes were many and varied but that if, for example, it was broadcast the German attaché lost one dog, it might mean that a carrier left Pearl Harbor. If the German attaché wanted a cook or houseboy, it might mean that a battleship or cruiser had entered the harbor.”

Source stated that “the information was conveyed on radio programs just following the news broadcasts, which were at 6:30 a. m., 12 noon, and 7 p. m.” He was prone to think that time following the 7 p. m. broadcast was used since the Japanese agents would then have had an opportunity
Details of Execution

Study of the Japanese plan of operation indicates that the Japanese high command made the following assumptions with regard to the U.S. Fleet:

- That the main body of the U.S. Pacific Fleet would be at anchor within Pearl Harbor on 7 Dec 1941, Sunday, Hawaii time.
- That a carrier force could be moved from home waters across the Pacific to within striking distance of the main islands of the Hawaiian group without undue risk of detection by American defensive reconnaissance.
- That should the above assumptions be in error, a reserve group of heavy naval units could sortie from the Inland Sea to give support to the carrier striking force in a decisive engagement with the American fleet.
- The other task forces of the Japanese fleet (Southern Force, Northern Force, and the South Seas Force) would be sufficient to defeat the American forces should an engagement take place.

The complete plan of the Pearl Harbor attack was known in advance to members of the Navy general staff, the commanders-in-chief of staff, and staff members of the Combined Fleet Headquarters and First Air Fleet Headquarters. Part of the plan was then sent to the Army chief of staff and other ranking naval officers. It is also reported that the emperor knew in advance only the general outline of the plan and that none of the Japanese officials were in the United States, including Ambassadors Nomura and Kurusu, knew anything about the plan in advance.

Riches Sought

The aims of the entire Japanese campaign, including the attack on Pearl Harbor, were predicated on the desire for military conquest, security, and enhancement of the empire by occupation of areas rich in natural resources.

With regard to the Pearl Harbor attack, Operation Order No. 1 says that "In the east the American fleet will be destroyed and American lines of operation, and supply lines to the Orient, will be cut. Enemy forces will be intercepted and annihilated."

Since the American fleet and air power based in the Hawaiian area were the only obstacles of consequence, a major task force was built around a carrier striking group to conduct and effect a successful surprise attack. Accordingly, the following allocation of forces for the Pearl Harbor attack were:

**Striking Force**

- Commanding Officer: CinC 1st Air Fleet, Vice Admiral Chuichi Nagumo
- BatDiv 3 (1st Section) (Heie, Kirishima) 2 BB
- CarDiv 1 (Kaga, Akagi)
- CarDiv 2 (Hiryu, Soryu)
- CarDiv 5 (Shokaku, Zuikaku) 6 CV
- CruDiv 8 (Tone, Chikuma) 2 CA
- DesRon 1 (Abukuma, 4 DesDivs), 1 CL, 16 DD
- 11 train vessels

**Advance Expeditionary Force**

- Commanding Officer: CinC 6th Fleet, Vice Admiral Mitsumı Shimizu
- I-1, 2, 3, 4, 5, 6, 7, 16, 17, 18, 20, 22-24, 68, 69, 74
- 5 M-55
- 6 train vessels

Of the 11 train vessels allotted to the striking force only three tankers and one supply ship actually accompanied the force. But three submarines of the advance expeditionary force accompanied the striking force, the other submarines having proceeded from the Inland Sea independently of the striking force.

The striking force departed Hitokappu Bay at 0900 on 26 November, and in accordance with orders from the commander-in-chief of the combined fleet, proceeded to its destination 200 miles north of Oahu. It was fueled enroute.

On leaving the harbor, the striking force was joined by three submarines which, with several of the destroyers, took station as scouting screen. Held down by the low speed of the train vessels and the need for fuel economy, the force cruised eastward at 13 knots.

It had been anticipated that North Pacific weather would cause difficulty in refueling at sea and that those ships whose capacity in relation to consumption was small were loaded with oil in drums for emergency use. The weather, however, proved uniformly calm and fueling from the tankers was carried out as planned.

A participating pilot states that the weather was foggy part of the time. On or about 2 December, all ships were darkened and "condition two" (second degree of readiness, gun crews stationed) was set.

On 4 December the rendezvous point (40° N., 170° E.) was reached and the combat ships of the force fueled to capacity from the tankers, which were dropped that night. The task force then turned southeast, probably at increased speed.

The carriers *Hiryu* and *Soryu*, whose fuel capacity was small, had been oiled daily while in company with the tankers and now had to be fueled by bucket brigade from oil drums.

The cruise up to this date had been uneventful; no ships or planes had been sighted and no false alarms had been sounded. When the force was 800 miles due north of Hawaii, on 6
December it received from the Japanese Navy department a radio message "Climb Mount Niitaka"; this was the signal for the attack and the force proceeded south at 24 knots to its destination. On the night of 7-8 December the run in was made at high speed (28 knots).

The problem of defeating enemy (U.S.) radio intelligence was met by a deceptive traffic (false assumption of call signs, padding of circuits, etc.) to simulate the presence of a striking force, carriers and carrier air groups in the Inland Sea.

In contrast, no effort was made to mask the movements or presence of the naval forces moving southward, because physical observations of that movement were unavoidable and the radio activity of these forces would provide a semblance of normalcy.

Upon arrival at their destination, 200 miles north of Oahu, the carriers of the striking force launched on schedule a total of 361 planes in three waves, commencing at 0600 and ending at 0715 on 7 December (Hawaii time).

### Planes Scout Harbor

The planes rendezvoused to the south and then flew in for coordinated attacks. In addition to the attack planes launched at this time, it was planned to launch two Type Zero reconnaissance seaplanes to execute reconnaissance of Pearl Harbor and Lahaina Anchorage just before the attack. One seaplane from a cruiser took off at about 0430 (Hawaii time) for observation purposes at 16,404 feet altitude.

Upon completion of the launchings, the force withdrew at high speed (25 or 27 knots) to the northwest. Plane recovery was effected between 1050 and 1530 on 7 December (Hawaii time).

The striking force then proceeded by a circuitous route to Kure, arriving 29 December (Japan time). The route Carrier Division Two (Hiryu, Soryu), Cruiser Division Eight (Tone, Chikuma), and two destroyers (Tani-kaze, Yuribaze) were detached on 15 December to serve as reinforcements for the Wake Island operation.

Original plans called for the retiring task force to strike at Midway if possible, but, probably because of the presence of a U.S. task force south of Midway, that strike was not made.

Until completion of the surprise attack on Pearl Harbor by the striking force, the advance expeditionary force of submarines was under command of the striking force commander. The precise movements of the participating submarines are not known, but it is believed that most of these units departed from home waters in late November and proceeded to the Hawaiian area via Kwajalein; a few of these submarines, delayed in leaving Japan, changed course and proceeded directly to Hawaii.

The functions assigned to the submarines of the advance expeditionary force were carried out as planned in Operations Order No. 1, namely:

- Until X-day-minus-five the remaining submarines were to surround Hawaii at extreme range while one element approached and reconnoitered without being observed.

- On X day the submarines in the area were to "observe and attack the American fleet in the Hawaii area; make a surprise attack on the channel leading into Pearl Harbor and attempt to close it; if the enemy moves out to flight, he will be pursued and attacked."

During the evening of 7 December, the day before the actual attack, the force withdrew at high speed without being observed.

Between 50 and 100 miles offshore, five midget submarines were launched from specially fitted fleet submarines as a special attacking force to conduct an offensive attack against American ships within the harbor and to prevent the escape of the American fleet through the harbor entrance during the air strike.

Available data indicates that only one of the five midget submarines penetrated into the harbor; it inflicted no damage on American units and none of the five rejoined the Japanese force.

The operation plan provided that, in the event of virtual destruction of the American fleet at Pearl Harbor, one submarine division or less would be placed between Hawaii and north America to destroy sea traffic; in fact, at least one submarine (the I-17) was dispatched to the Oregon coast on or about 14 December. One large submarine (pilot rescue) was stationed east of Kauai.

During the war games carried on at the Naval War College, Tokyo, from 2 to 19 Sept 1941, it was assumed that the Pearl Harbor striking force would suffer the loss of one-third of its participating units; it was specifically assumed that one Akagi-class carrier, and one Soryu-class carrier would be lost. No mention is made of probable plane losses.

### Actual Losses Light

The losses actually incurred were 27 aircraft and the five submarines.

The official Japanese estimate of damage inflicted on the American forces was made from reports of flight personnel upon their return and from studies of photographs taken by flight personnel. No reconnaissance planes were used during the attack to assess results, although one plane was launched from a submarine for this purpose after the attack had been completed; one element of fighter planes was ordered, after completing its mission, to fly as low as possible to make observations.

The Japanese assessment of damage inflicted in the contrasting actual damage inflicted is as follows:

#### Damage Inflicted

<table>
<thead>
<tr>
<th>Vessels</th>
<th>Estimate</th>
<th>Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunk:</td>
<td>4 BB, 1 AG</td>
<td>4 BB, 1 AG</td>
</tr>
<tr>
<td></td>
<td>2 CA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 AO</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 CM</td>
<td></td>
</tr>
<tr>
<td>Heavily damaged:</td>
<td>4 BB</td>
<td>1 BB</td>
</tr>
<tr>
<td></td>
<td>5 CA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>12 CL</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3 DD</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 AR</td>
<td></td>
</tr>
<tr>
<td>Lightly damaged:</td>
<td>1 BB</td>
<td>3 BB</td>
</tr>
<tr>
<td></td>
<td>1 CL</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 AV</td>
<td></td>
</tr>
</tbody>
</table>

**Aircraft**

**Destroyed:** 450 (total) 92 (Navy)

It may thus be concluded that the Japanese estimate of damage to U.S. ships was highly conservative, whereas their estimate of damage to U.S. aircraft was greatly exaggerated.

SAID JAPS: "Pearl Harbor in flame and smoke, gasping helplessly..."
ANTIDOTES FOR RADAR

U. S. Scientists Spiked Axis Radar Guns
With 'Jam' Sessions, 'Window' and 'Rope'

S\n\nOON AFTER V-J day, civilians learned the accomplishments of radar, the "magic eye" that completely changed the tactics of modern warfare by making it possible to "see" and attack an enemy hidden by distance, smoke, fog or night.

Now, the amazing story of another form of wartime electronic magic, radar countermeasures (RCM), which by the end of the conflict had virtually destroyed the effectiveness of the enemy's radar "eyes" has been revealed by the Navy, Army and the Office of Scientific Research and Development.

Our scientists continually outwitted the enemy in the war of the ether by developing devices which "jammed" Japanese and German radar sets or foiled them out of action at crucial stages of the struggle.

The long roll of wartime achievements for radar countermeasures (RCM) sparkles with highlights. Here are some of them:

- **RCM** aided in paving the way for the successes of Sicily, Italy, Normandy and southern France and was employed by the Navy from the "shoe string" days in the Solomons until the final blows on the Jap home islands.
- **RCM** enabled Navy carrier-based planes to "ride in" on enemy radar pulses to blast targets and Navy submarines to sink Jap undersea craft located by their radar emanations.
- **RCM** caused radar-directed gunfire from German and Japanese batteries to become wild and ineffective and confused operators of radar directed spotlights, enabling our planes to escape from the beams.
- **RCM** devices on Navy carrier task force units warned of the approach of radar-equipped Japanese search and torpedo planes many minutes in advance of their appearance on the radar screen and then broke up radar-controlled night torpedo attacks by jamming.
- **RCM** reduced the effectiveness of German antiaircraft fire by 75 per cent—saving an estimated 4,500 lives and 450 bombers for the Allies.
- Radar uses a series of rapid-fire radio impulses shot into space, directed toward a possible enemy. Echoes of these impulses bring the sender such target information as range, direction and altitude, from which the enemy's speed and course is obtained. The result is more accurate gunnery and greater loss to the enemy. But radar has weaknesses amounting to a good-sized "Achilles heel" which our scientists exploited in developing our radar-busting apparatus.

The weaknesses exploited were:

- A radar is really a powerful radio transmitting station which can be heard at a considerable distance.
- Like any radio station, its direction and location in relation to the listener can be determined by means of radio receivers equipped with direction finders (DF).
- Since the radio echo of most targets is very weak, relatively little power is required to cover up that echo by sending out a jamming signal from the target.
- Radars have difficulty in distinguishing actual targets when free falling strips of foil, cut to proper length, are dropped.

The Enemy is Foiled

The ingenious techniques employed in RCM included the use of millions of pounds of radar reflecting aluminum foil, dropped in short strips or long ribbons from aircraft or shot aloft in shells and rockets from surface vessels, to befuddle the enemy by scientific sleight of hand, causing small targets to appear as large ones.

The thin metallic strips designated by the code name "Window" served to screen our craft from enemy radar beams. Several thousands of these strips, originally packaged in a small bundle weighing less than two ounces, will give a radar echo signal equivalent to one bomber, when the strips are ejected from a plane and allowed to float freely through the air.

The use of "Rope," a new form of "Window," was started on a large scale in the Pacific area. "Rope" consists of 400-ft. aluminum foil ribbons suspended from parachutes. It proved especially effective against low frequency radar employed by the Japs.

Electronic jammers were perfected and played havoc with German and Japanese radar sets on ships, aircraft and at land bases. Jamming is accomplished by cluttering a radar's beam with radio interference at the same frequency on which the radar is operating. This blankets the radar's viewing scope with grasslike spikes of light which hide any target patterns.

Our DF devices were so highly developed that in the latter days of the war the Japanese stopped using radar, because it served only to betray their positions and strategy.

The combat punch possessed by countermeasures is illustrated in the following reports. In October 1944 a carrier task force cruising off Formosa was attacked by Japanese night torpedo planes equipped with radar. This occurred...
HAVOC jamming raises on radar is shown in blurred ‘V’ range notch.

but once; when the Japanese returned the next night it was a different story. Rapid modifications had been made in existing jammers to cover the Japanese airborne radar frequencies. Jamming started as soon as the Japs signals were picked up and the enemy pilots, with their radars useless, circled aimlessly at a safe distance from the task force. Many fell prey to our night fighters, and night attacks became a rarity.

In the action off Manila a “Black Cat” (nickname given Navy Catalina flying boats because of their black paint and nocturnal habits), accompanied a group of low-flying minelaying planes into Manila Bay on an operation considered suicidal. The use of jamming transmitters, coupled with plentiful dropping of “Rope,” so confused the Jap radar defenses that many planes went off over air anti-aircraft batteries were fired wildly and the planes were able to complete their mission without a scratch.

Truk’s Blind Spot

In January 1944, carrier forces were all set to take a crack at highly touted Truk in the Carolinas. Target data was needed. To pave the way for a flight of Marine photo-reconnaissance planes, RCM-equipped aircraft were dispatched on an important mission. The planes flew over and around Truk charting the coverage of the various Japanese radars. The information obtained enabled the Marine planes to approach Truk in a blind sector of the Jap radars, take their pictures and leave before the alerted Japs were aware that planes had been overhead.

Ability of our submarines equipped with RCM to track down enemy ships using radars was highlighted by the achievements of the Batfish on one patrol. The commander of the Batfish located three Japanese submarines in succession by means of their radar transmissions; in each case, he followed the signal in until it abruptly ended—silenced by our torpedoes.

Details of RCM equipment was installed on 262 vessels, ranging in size from motor launches to battleships, for the Normandy invasion. These joined the air forces and land stations in hurling electronic “bullets” across the channel to jam most of the Nazi sets that were on the watch for the expected invasion. The result was that the Nazis appeared so flat-footed on D day.

Keeping Ahead

Research in RCM began early in the war with military personnel and civilians working at top speed to keep ahead of the Axis partners. Secret missions were sent to the fighting fronts; transoceanic telegraphy conferences were held, and equipment to do special jobs were “crash-produced” in model shops and flown directly to the scene of operations. The Navy, often accompanied by the inventor to insure their effective use.

Both the Japs and the Germans, suffering under the impact of our countermeasures, belatedly tried the same thing against us,” a joint Navy, Army, and OSRD statement pointed out. “They were too late. It can be said that we had radar and got the most out of it; the Axis also had radar, but because of our countermeasures got very little out of it. The entire countermeasures program has been a race against time. Its success has been dependent upon the closest liaison between the laboratories, the services, the manufacturers, and the fighting fronts, for only in this way could early intelligence of enemy plans result in the production of equipment with the speed necessary to get it into operational use in time.”

As the Pacific campaign swept forward a bold decision was reached by the Navy. Radar countermeasures were made a Fleet-wide activity rather than a specialist proposition. This decision, because the Pacific theater presented Navy planners a problem in logistics entirely different from the one posed in the European theater. In Europe, special teams of Navy countermeasure experts were responsible for the execution of the anti-radar phases of amphibious operations, since these operations were not too numerous and separated by vast distances.

In the Pacific not just a few landing operations were planned, but many. The timing of these events was such that they had to be planned many months in advance, permitting prompt execution at widely separated locations. Special teams of experts could not be moved from place to place fast enough to keep pace with the procession of “D days.”

The decision resulted in radar officers becoming electronics officers and experts in RCM and the training of Fleet radar personnel in its effective operation. An extensive installation program designed to make every combat ship in the Fleet self-protecting from an RCM point of view was speeded.

Invasion Factor

With the Philippines supporting operations, the Iwo and Okinawa campaigns, and carrier strikes on Tokyo in the offing, “impossible” deadlines were met in supplying RCM equipment. By the time the feverish activity at Ulithi, Manus, Pearl Harbor, Eniwetok and a few other places was completed, practically every large combatant ship had received its RCM equipment, about 50 per cent of the huge destroyer fleet was also equipped, and installations had been made in amphibious command ships and a large number of carrier aircraft.

The wisdom of the Navy’s decision was proved true and again in the part RCM played in the operations. Its wartime achievements prove that the “crash development” of RCM equipment and its subsequent intelligent use prevented the loss of large numbers of American lives.
NAZI SECRET WEAPONS

Naval Technical Mission Completes Study of German Scientific, Engineering Work

SECRETS of many amazing new weapons which Hitler hoped might stem the Allied victory tide have been made public by the Naval Technical Mission which has completed a study of German scientific and engineering developments.

Among weapons collected and studied by the mission were:

- A radio controlled glide bomb.
- An electrically guided antiaircraft missile.
- An airborne radar homing device.
- A submarine anti-radar detector and direction finder.
- A remote control free falling bomb.

The mission, composed of several hundred technical investigators, scientists, engineers and technicians, was sent to Europe by Secretary of the Navy James Forrestal to gather scientific information of value to our forces. The information has been made available to our own scientists and engineers for use in development of weapons for the Navy.

The radio controlled glide bomb is a bomb of approximately 3,000 pounds which had its own rocket propulsion unit in operation as it was released from a parent plane. The rocket charge shot the bomb out ahead of the plane and a brilliant flare carried in the tail enabled the course of the missile to be observed from the plane. The bomb-control in the plane could transmit radio signals to a radio set inside the missile thereby guiding it to its target.

Early models of this bomb were used successfully. Heavy damage was caused to Allied shipping, particularly in the Mediterranean. After parts of the bomb were obtained, our scientists reconstructed the radio apparatus and devised countermeasures.

By the time of the invasion of the continent, the Allies were able to place off the beaches ships equipped with radio devices for jamming the frequencies used for the controlled bombs. We sent radio transmissions of our own to the controlled bombs and were sometimes able to hold them on harmless courses and guide them away from their targets.

By the close of the war, however, the Germans were developing variations of the bomb. One such variation was a television camera which relayed information to a television receiver in the control plane, enabling the bomb-aimer to follow its flight. Another variation was an underwater missile. Guided to the water, it dropped its wings, tail and propulsion unit and sped beneath the surface until it reached its target.

A weapon known to our forces as the "Fritz" was a standard armor piercing bomb weighing about 3,000 pounds. After being dropped from a plane, it could be guided in its fall by radio impulses which, when picked up in a receiver inside the bomb, caused movement of spoilers in the tail.

The extent to which the fall of the bomb could be corrected was, of course, limited, but the Germans experienced considerable success in directing this missile to targets.

The electrically guided antiaircraft missile is a small, four-winged projectile. It was designed to be used by fighter planes against Allied bomber formations.

Launched from the fighter plane, this weapon was propelled by a liquid bi-fuel rocket engine. In flight, the missile spun out a thin, strong wire which kept it connected with the launching plane at all times. The man guiding the missile could steer it by electrical impulses toward enemy aircraft.

The submarine anti-radar detector and direction finder was developed by
the Germans too late to save their submarines from radar-equipped Allied search planes.

Not until the Battle of the Atlantic had been lost did the Germans discover we had developed a very high frequency radar used to locate surfaced submarines, even in the dark. Their detector, mounted atop a surfaced sub, was designed to detect high frequency radar emissions from aircraft in the area, giving the bearing of the plane.

The airborne radar homing device was installed in German fighter planes sent to intercept Allied bombers. The device picked up defensive radar emissions from the bombers and gave the pilot the bearing of the approaching planes.

In its studies the mission found that the German research programs showed evidence of confusion. Although long given credit for their scientific attainments and their organizing ability, the German authorities, our mission reported, did not maintain a continuous research policy, but alternately gave and withdrew support for research.

Prior to the outbreak of the war, the Germans encouraged all research which might lead to new weapons. But after their initial successes, the authorities, convinced that the war would be short, decreed that emphasis should be placed on production of existing weapons rather than on introduction of new weapons. Support for research was withdrawn to a large extent, numbers of young scientists and engineers were inducted into the armed services and progress in many lines was stopped completely.

The fatal weakness of this procedure was realized after Stalingrad, when frantic efforts were initiated to encourage the scientific development of new weapons and devices. Governmental and industrial committees were formed and numbers of scientists and engineers, previously associated with the development of new weapons, were withdrawn from the armed services and returned to the laboratory. This action came too late, however, and although an enormous amount of work was done in 1943 and 1944, the German scientific development never really recovered from its enforced holiday early in the war.

In a statement about the work of the Naval Technical Mission, Assistant Secretary of the Navy H. Struve Hensel said, "There is an important lesson to be learned from a survey of German research. Results in general do not come quickly. Years of effort are usually necessary to produce a single new weapon. The German rocket development was started in its systematic form at Peenemunde in 1937 and continued almost without interruption until these laboratories were finally bombed out and abandoned in 1944.

"The hydrogen-peroxide development which played such an important part in such diverse weapons as the buzz-bomb, the V-2, the rocket airplane and the high speed submarine, was actually started about 20 years before the war."
NAVAL RESERVE will provide air, surface, specialist components for quick mobilization in case of need.

THE POSTWAR RESERVE

Details Released on Proposed Organization, Operation of New Ready and Standby Reserves

DETAILS of the new Naval Reserve's surface, air, and specialist components were outlined by BuPers last month as the postwar plans of the Navy continued to take shape.

The new Naval Reserve, under plans already announced (see ALL HANDS, November 1945), will consist of a Ready Reserve to be maintained in a high state of training and available for immediate mobilization, and a Standby Reserve to receive such training as can be accomplished on a voluntary basis.

The Ready Reserve and the Standby Reserve, both of which will include air, surface and specialist components, will constitute one unit in the over-all U. S. Naval Reserve Forces.

Under the plans that have now been outlined, the Ready Reserve will have a maximum strength of approximately 10,575 officers and 156,000 men. No limit will be placed on the size of the Standby Reserve.

Here are details covering organization, procurement, training, mobilization, promotion of personnel and other phases of the two groups.

The Ready Reserve

Organization. The Ready Reserve will be organized in 675 divisions, each composed of 13 officers and 200 enlisted men. For the most part, the divisions will be either deck or engineering divisions, each to include all associated ratings so that a proper balance of the two types will provide balanced complements for the fleets. In some cases, however, where unusual specialized training facilities are available, divisions may be composed entirely of one rate, or of closely associated rates.

Each group of not more than four divisions which utilize the facilities of one armory will be grouped in a battalion under the command of a reserve commander or captain. The battalion commander's staff will include a communication officer, supply officer, a medical officer, and adequate enlisted personnel to permit them to perform their duties in an effective manner.

On the basis of this plan the divisions will have a total of 8,775 officers and 135,000 men. Added to these will be the 200 battalion staffs, consisting of about 1,800 officers and 1,000 men who, on mobilization, will be available for staff and other duties beyond the requirements of ships to be manned.

Procurement. Line officers for the Ready Reserve will be obtained at first from the veterans of World War II. A continuing supply to replace those who drop out because of age or inability to continue active participation will be found in that portion of the annual output of the 52 NROTC colleges who do not choose to join the regular Navy. Staff officers and specialists will be obtained by transfer from the Standby Reserve.

Enlisted men will be obtained by transfer from the Standby Reserve and by direct recruiting. It is expected that at first, as in the case of officers, a large pool of veterans will be available. As a continuing source of men, USN enlisted men on being discharged will be urged to reenlist in the Naval Reserve. If universal military training is adopted, those who receive naval training will be available to the reserve.

Training. Units of the Ready Reserve will receive two weeks' annual training in combatant vessels of the fleet. Plans are being considered to schedule these training cruises during all seasons of the year and to arrange itineraries that, whenever practicable, will permit liberty in a port outside the United States.

Under the plans, reserve personnel are to be given opportunity to handle and operate all types of modern equipment in ships similar to those which they will man in time of war.

While on training duty afloat, reserves will receive full pay and allowances appropriate to their rank or rate.

In addition to the training cruises, one evening's instruction and training a week will be given units of the Ready Reserve. Modern equipment, training aids and improved methods of instruction developed during the war will be utilized. Where possible fleet training centers, vessels of the active and reserve fleets, and other naval activities will be used to en-
hance the realism and effectiveness of the instruction.

Every phase of training that can be accomplished ashore will be scheduled during the year, so that the cruise period will be free for those phases which can only be adequately performed at sea.

Where vessels are available, the training ashore may be supplemented by brief periods at sea over weekends, these cruises to be on a voluntary basis and to be counted as the equivalent of two weekly drills.

Proposals under consideration include:

- Minor modifications and additions to present armories to permit more intensive use of greater numbers of personnel.
- Conversion of available buildings to armories.
- Construction by state governments of armories to be leased to the Navy.
- Use of fleet training centers and other regular Navy facilities.
- Use of vessels of the Reserve Fleet.
- Locations of DDs and DEs in dry basins in cities on inland waterways, these ships then to be used as armories.
- Use of LSTs and LSMs in localities where shoal water prohibits use of larger vessels.

Mobilization. The Ready Reserve will be so organized that in the event of a national emergency requiring immediate mobilization, personnel of the Ready Reserve will be able to go aboard ships of the active and reserve fleets within 10 days.

A Ready Reserve of the size contemplated would bring the following components of the fleet up to 100 percent complement in the priority listed:

- Active fleet: 596 combatant ships and minecraft.
- Reserve fleet: 104 combatant ships.
- Active fleet: 494 auxiliaries.

In mobilizing, the following procedure will be carried out: BuPers will order divisions commanders to assemble their divisions and proceed to a designated receiving station. Each receiving station in a port where ships of the active and reserve fleets are located will receive sufficient divisions in proper proportions of rating groups to provide the numbers of men in the ratings required to bring the ships for which the receiving station is responsible up to their wartime complement. As the divisions arrive, they will be checked into a common pool, grouped by ratings. From this pool, the commanding officer of the receiving station will make up drafts as required by each ship, and will effect the necessary arrangements to put the men aboard.

In the event a gradual mobilization is desired, the reserve will be distributed among all components, including the inactive fleet, so that by the addition of Standby Reserve personnel and new trainees, the entire fleet could be activated in a matter of months.

Officers Divisions. To provide for further training of young officers who desire to maintain status similar to the Ready Reserve, but for whom vacancies in the Ready Reserve are not available, officer corps divisions will be formed as required. These officers will attend instruction periods and make cruises in the same manner as the Ready Reserve. They will be absorbed into the Ready Reserve as rapidly as occurring vacancies permit.

Officers in these divisions will be divided into groups corresponding to the departments aboard ship, in order that they may receive specific training in the functions of each department.

Turnover of Personnel. In order to maintain the Ready Reserve within activated units which will insure physical fitness for arduous sea duty in time of war, plans call for a turnover of personnel.

Each year one new ensign will be taken into each Ready Reserve division. This will necessitate the separation of one other officer and the gradual "fleeting up" of the others.

USS MAURY was one of 41 DDs commanded by reservists on V-J day.

RESERVE WAR RECORD IMPRESSIVE

By V-J day Naval Reserve officers, comprising nearly 87 percent of the total officers in the Navy, had written an impressive record of accomplishment in the most extensive war in history.

In the short time since Pearl Harbor, reserves became commanding officers of fighting ships, manned planes for every major naval strike, were pioneers in amphibious warfare, and filled key specialist jobs behind the front.

Of the nearly 39,000 officers on duty shortly after Pearl Harbor, 24,000 were reserves, and on V-J day of the more than 300,000 commissioned officers, more than 260,000 were reserves.

On 1 Aug 1945, reserve officers were heads of gunnery, engineering, navigation and damage control departments aboard major fighting ships in the following percentages:

- Battleships, 41 percent; heavy cruisers, 44 percent; light cruisers, 50 percent; heavy aircraft carriers, 48 percent; light aircraft carriers, 76 percent; escort carriers, 90 percent.

These are some of the ranking billets attained by reserve officers during the war:

At the time of the Japanese surrender there were 41 reserve officers in command of destroyers, 11 in command of combat submarines, and 22 of training submarines.

Eight reserves were in command of modern destroyer highspeed mine sweepers, 33 of seaplane tenders and 302 destroyer escorts were commanded by reserves.

479 reserve officers commanded minelayers, minesweepers and four other types of minecraft, and a total of 14 reserves were in command of squadrons of minecraft and 23 of divisions of minecraft.

43 divisions of destroyer escorts, 27 motor torpedo boat squadrons, 37 flotillas and 113 groups of amphibious craft were commanded by reserve officers at the time of the Japanese surrender.

In August 1945, 701 reserve officers were in command of submarine chasers, patrol craft and similar vessels, and reserves also have provided command for the largest percentage of auxiliaries. About 89 percent of the Navy's auxiliaries were commanded by reserves, and of the eight largest types of auxiliary vessels, reserves were in command of 75 percent.

The five department heads aboard the carrier USS Enterprise, three were reservists and aboard the USS Missouri reserves held two out of five of the department head billets. The combat sub USS Billfish had eight reserves and one regular as her officer complement.

Reserve officers have come from every state and territory of the U. S., from farms, colleges, and desk jobs. Some were promoted from enlisted ranks and nearly all received training in basic subjects at midshipmen schools, indoctrination schools or NROTC units. Many are now transferring to the regular Navy as a permanent career.
NAVAL RESERVE

All reserve personnel elements of the postwar Navy will be combined in the U. S. Naval Reserve Forces under the direction of a Director of Regular Navy in the Bureau of Naval Personnel. Within each naval district in the continental United States, a district director of Naval Reserve will be responsible for all Naval Reserve activities in the district, with the exception of aviation.

The proposed Naval Reserve will be composed of:
- U. S. Naval Reserve (see accompanying article).
- Merchant Marine Naval Reserve, composed of professional seafaring officers, trained by the Navy to an extent which would permit their use in general line duty on fleet auxiliaries and vessels of the Naval Transportation Service.
- Naval Reserve Officers Training Corps, a voluntary organization of students at 52 colleges and universities providing systematic instruction and training which will qualify the parent university as officers in the Navy or Naval Reserve.
- Fleet Reserve, comprising enlisted personnel transferred or assigned from the regular Navy who are subject to recall to active duty in emergencies.
- Ensigns will be eligible for promotion to the rank of lieutenant (junior grade) upon passing a physical examination six years after commissioning and to lieutenant (junior grade) upon meeting the same principles as outlined for lieutenants.

Promotions. Ensigns will be eligible for promotion to the rank of lieutenant (junior grade) at the same time as their annual group in the regular Navy. If qualified for promotion and if selected by the Director of Naval Reserves, they will be transferred to the Standby Reserve. In addition, if junior replacements are available, all lieutenants in the Ready Reserve will be transferred on reaching the age of 35 and all lieutenant commanders on reaching the age of 39. An officer who attains the rank of commander will be transferred.

The promotion of lieutenants to the rank of commander will be by selection as outlined for lieutenants. They will be selected from enlisted personnel, with an age limit for CPO's of 39 years. However, in order to maintain the desired distribution of ratings, and to preserve as far as possible slowly acquired skills, the administration of these provisions are to be left to the discretion of the commanding officer.

If selected, they will then be promoted. Promotions above the rank of lieutenant commander will all be by selection as outlined for lieutenants. Enlisted men will be eligible for advancement in rating up to the fourth pay grade in accordance with the provisions of physical examination for the regular Navy. For advancement to the fourth pay grade and above, they must meet the same requirements as regular officers of the same pay grade in the regular Navy. The Reserve Navy will be increased 25 percent for the reserve.

The Standby Reserve

Organization. The Standby Reserve will contain officers of all classifications who are not members of the Ready Reserve. In addition to the NROTC graduates qualified for general duties, there will be in this part of the reserve, older NROTC men who are no longer for general duties, veteran officers of World War II, specialists of many types, and officers of the various staff corps, and former Merchant Marine Reserve officers no longer employed at sea.

The Standby Reserve will have no formal organization other than that it will be administered as to policy by the Director of Naval Reserves. The principal contact which the Standby Reserve will have with the Navy will be through a magazine distributed by BuPers.

Procurement. The major officer block of the Standby Reserve, at the outset, will consist of those Reserve officers on active duty in the US Navy during World War II, who revert to inactive duty. These include a wide variety of classifications, from line deck officers to electronic engineers and Japanese language experts. To maintain this group of specialized talent and to expand it as future developments necessitate, an information program for stimulating the interest of qualified civilians is planned.

Training. General service line officers of the Standby Reserve and enlisted men will be encouraged to participate as far as possible in the training periods of the Ready Reserve and to make cruises in vessels of the Reserve Fleet. Correspondence courses will also be available.

Eligibility for promotion above the rank of lieutenant (junior grade) will be on the amount of training taken, both aboard and ashore. The Director of Naval Reserves will promulgate a scale of multiples by which credit for various types of training will be determined.

Volunteer Marine Reserve

Recently discharged enlisted personnel of the Marine Corps, who wish to keep up their contacts with the Corps may now enter the Volunteer Marine Corps Reserve. In addition, the USMC Reserve division has announced that members will be placed in class III (b) of the Marine Corps Reserve and will be on an inactive status, except in time of emergency when they may be called back to active duty. Time served on an inactive status will count as longevity for pay purposes when and if the veteran returns to active duty.

ALL HANDS
BOOKS:

NEW NOVEL by Sinclair Lewis is always news. Quality may vary from novel to novel, but the reading public is ever anxious to know what new facet of American life has been probed by the Nobel Prize winner of fifteen years ago. One by one the professions examined under his satirical microscope. The social worker, the doctor, the preacher, the advertising executive, the automobile manufacturer have all undergone his scrutiny. In these fictional studies Sinclair Lewis has sought to portray the kind of scientific or spiritual, industrial or political life which is lived in these United States. The results have annoyed or entertained his readers recognized themselves or their fellow Americans in these unsparing caricatures.

In his newest novel, "Cass Timberlane", which has already enjoyed a tremendous book sale and been bought by a film company at a record price, Lewis returned to the Midwest, scene of his earliest success, "Main Street". This time his concern is with only one aspect of small town existence—the love life of some of the community's representative citizens. His Cass Timberlane is a judge and a tolerant, middle-aged man, recently married to an attractive girl, one Jenny Marsh. Among the many years his union is destined for, near wrecking on many a marital reef and shoal, but its hazards are often mild compared to the bizarre difficulties of some of the mismarried couples with whose sorry case histories Lewis interlards the telling of his main story.

PORTRAIT OF MEXICO

Another long established American novelist, Alice Tisdale Hobart, also has a new book, this year. Mrs. Hobart is best known for her "Oil for the Lamps of China", which depicted the adventuresome life of engineers and commercial promoters in the China of an earlier day. In her latest novel, "The Peacock Sheds His Tail", she has deserted her favorite Oriental locale for the equally colorful and challenging background of present-day Mexico. Selecting as her chief characters the members of a conservative, aristocratic Mexico City family, the Navarros, she indicates how, through the growing social consciousness of the younger generation (represented by the young son and a daughter who go to the remotest extreme of marrying a member of the American diplomatic service), the whole tone of Mexican life is changing. Though "The Peacock Sheds His Tail" may be fascinatingly as fiction and a love story, it presents also a sound and detailed picture of Mexico's turbulent political life. One critic termed it "...one of the most stimulating novels of 1945" but also says that it "...has opened a revealing window on the troubled course of our Good Neighbor to the South."

Two first novels have also made news recently. The author of the first, Cari Jonas, was a boatswain's mate second class in the Coast Guard and in "Beachhead on the Wind" he presents an extremely realistic demonstration of what might happen when a ship is stranded on a lonely Aleutian shore. It is the story of the seven sailors who attempt the salvage job and in particular of the sailor who gets back to San Francisco where he encounters a few problems of readjustment to the non-rugged life.

GLAMOR GOES LITERARY

Nancy Bruff, the second of these first-timers, likewise presents some shipboard scenes but the period with which she is concerned in "The Manatee" is not World War II but the last days of the New England whaling trade. Her hero is one Captain Jabez—tortured of soul, profane and not a little lecherous; her heroine, his Quaker wife, Priscilla. The writing is vigorous and colorful and what Nancy Bruff may lack in literary finesse she makes up in personal photogenic smoothness which her publishers are exploiting to the utmost in the orchidaceous advertising used to promote "The Manatee".

Life in the South is the subject of Josephine Pinckney's "The O'Clock Dinner" which has its climactic scene in one of the dining rooms of aristocratic Charleston. The Pinckney novel depicts a family feud several steps up the social ladder from the Martins and the Coys. Here the participants are the Redcliffs and the Hessenwinkles. The Redcliffs have money and breeding. The Hessenwinkles have money but no breeding. As you might foresee, buxom Lorena Hessenwinkle becomes engaged to a Redcliff heir. Such a situation and outcome are not unique in fiction but what distinguishes "Three O'Clock Dinner" is its brilliant picture of Charleston society and the wit and sensitivity of Miss Pinckney's expert writing.

Despite frequent comparison to "A Tree Grows in Brooklyn", Evelyn West's "Animal Farm" has its own merits as a novel. Less brimming with humanity and sentiment than Betty Smith's autobiographical story of Francie Nolan, Miss West's book similarly tells of a determined girl's overwhelming ambition for a job and decency despite the discouragements and responsibilities arising from being the oldest child in a family of six. Her mother attempts to operate a Baltimore boarding house, and some of the best sketches are those describing the boarders. Eventually the girl, progressing through a series of humorous and dramatic events, gets herself educated and manages to become a newspaperwoman.

Quite a different family and a delightfully irresponsible one is that around which Earl Schenck has written his humorous novel of the South, "Lean with the Wind". During his 16 years in Polynesia the author doubtless knew more than one household resembling that of the Durands of Paapeete, part Breton-French and part Tahitian mix, with a very small portion of Scottish blood. They live a gay, lusty life which is further enlivened by a shipwreck, buried treasure, and a daughter-in-law (a native princess) who arrives in the nick of time to save the family from bankruptcy. The Durands surely must enjoy some blood relationship to the Tuttles of Tahiti, who amused many readers in the pages of Nordhoff and Hall's "No More Gas."

NORDHOFF AND HALL AGAIN

Nordhoff and Hall for their part are still investing the South Seas with fictional glamour and their latest product, "High Barbarie", rings a new variation on the old tune. The basic idea is that which proved so successful to many a traveler over vast Pacific waters—that there may be still undiscovered islands in the vast expanse, so vast that even Hawaii is shot down in mid-Pacific and then, in fancy or in fact (the reader is never quite sure until the final page), makes his way to an island marked "Existence doubtful" on the maps. This is a thoroughly fantastic, yet convincing bit of "escape" writing and reads almost as the third Nordhoff and Hall volume goes with the mutiny on board HMS Bounty and its consequences.

Equally romantic and escapist, but set against an authentic historical background of the thirteenth century England and the Orient, is Thomas B. Costain's "The Black Rose". In the tradition of Scott and Rider Haggard, Farnol and Sabatini, this is a story of the old, Walter of Gurnie, illegitimate son of an earl, who in a period of years away from England rescues, marries and loses a beautiful Greek girl and subsequently experiences fabulous adventures in the land of Kubia Khan.
The "Bedside Network" to provide radio entertainment for patients in U.S. military hospitals on the mainland. These services, adding up to many thousands of hours of broadcasting each week, are put on the air by 20 high-powered short wave stations on both coasts of the U.S., and by AFRS stations located wherever in the world there is a concentration of American military personnel.

NO STORY'S really complete without a young lovely like Olga San Juan who, incidentally, sings for AFRS. "Showtime," "Swingtime," "Heard at Home," "Serenade," and many others will remain in program lists.

These and all other AFRS programs will be manned as usual by stars of stage, screen and radio. New personalities will be intruding on time to time, but certain "regulars" can be expected to do their bit and more. Familiar announcers of AFRS productions are Harry Von Zell, Ernie Whiteman, Ken Carpenter, Ken Niles, Wendell Niles, Don Wilson, and Verne Smith. And the AFRS casts normally include such trouper as Johnston, Mercer, Connie Haines, Mel Blanc ("Sad Sack"), Fred MacMurray, Robert Young, Dinah Shore, Bing Crosby, Bob Hope, Frank Sinatra, Jack Carson, Jimmy Durante, Garry Moore, Ginny Simms, Martha Mears, Mel Torme and Meltones, King Sisters, Herbert Marshall, Ed Gardner, Jack Benny, Lena Horne, Danny Kaye, Kay Kyser, Jerry Colonna, Peter Lorre, Francis Langford, Judy Garland, Les Paul Trio, Janet Blair, Bette Davis, Casabaley, Jack Haley, Lurleen Baines, Linda Darnell, Paulette Goddard, Jinx Falkenberg, Orson Welles, Edward G. Robinson, Jesse Lurbi, Lorettia Young and Edgar Bergen.

One distinguishing feature of AFRS special shows—a fine flavor of spontaneity lent by the artists—will continue to appear in postwar programs. Most programs are recorded at network studios and commercial recording companies under conditions encouraging performers to "let their hair down." As a result, the AFRS programs often reflect a zest that is missing in the carefully edited and sterilized stateside programs. Talent on most AFRS-produced shows is contributed free by the entertainers, representing a yearly contribution in Hollywood alone of about $16,000,000.

Commercial network shows will continue to be recorded and decommercialized, which will make available for local broadcasting by AFRS stations.

AFRS produces its own show "Command Performance" with such big timers as (left) Ens. Dennis Day, Jimmy Durante and Jenny Sims; and (right) Carol Landis, Jo Stafford. GIs are AFRS staff members, Sgt. O'Connor and Sp1c Chapman.
and by ships systems some 100 of the nation's finest radio programs. This will provide 43 hours of continuous transcribed entertainment per week. The recordings are made possible by contractual arrangements with networks, advertising agencies, advertisers, performers, and unions, with the understanding that such programs are heard solely by the armed forces overseas or in hospitals in the U.S.

Basic music libraries, each containing 4,000 different musical selections, enable individual AFRS stations and ships to put on their own shows. Besides these recordings for local program-building, script kits for 5½ hours of broadcasting are sent out each week. Special educational programs such as "Science Magazine", "This Is the Story", and "Our Foreign Policy" will be accelerated.

Fleet units are now receiving about 40,000 recordings per month from AFRS through Atlantic and Pacific service forces. Mobile AFRS stations were poised to move into Japan with our assault forces, so that when surrender came they were fully prepared to start operating. Six AFRS stations now operate in Japan, and one in Korea. In addition, some stations of Radio Tokyo have been taken over by AFRS. This new "Far Eastern Network" with stations stretching from Finschhafen to Manila to Tokyo incorporates the old "Jungle Network" of SoWeiPac. The "Mosquito Network" is still operating, with stations from Guadalcanal to Fiji. The story is the same in the Aleutians, Marshallis, Marianas; in all of these areas AFRS stations will continue to do their job.

In Europe AFRS stations have been built, rebuilt, and moved to provide maximum service to U.S. military personnel. AFRS now broadcasts from 5 cities in France, 9 in Germany, 2 of them 100,000 watt stations, and 2 stations in Austria. The picture is rounded out by additional stations in Italy, North Africa, the Near East, and the China-Purma-India theatre. Because of AFRS operating policy that minorities shall be serviced as well as majorities, these extensive facilities are being continued so that as few isolated or diminished groups of men as possible will be denied the entertainment of AFRS programs. Small or remote units get the same amount and quality of programs as the more active areas.

As far as ships at sea are concerned, the most constant source of AFRS entertainment will be the recordings and transcriptions for use over the ship's RBO system. Some ships have developed mock radio station techniques over their RBOs which are very effective. With the wide variety of records available, it is possible to duplicate almost exactly a stateside evening of radio on the ship. When ships are tied up in various parts of the world or cruising close to foreign stations, they may expect to receive AFRS programs broadcast from one of the local AFRS outlets. The short wave stations in the continental U.S. are heard frequently in distant waters, and form a substantial part of the radio fare at many advanced bases. These services may be expected to continue.

JANUARY 1946
SRU: FIX-IT-QUICK MEN

Work of Ship Repair Units Big Factor
In Keeping Navy’s Battle Line Strong


The American victory belonged to the ships and men who fought those ships, but in a different—and perhaps even in a more complete—way it belonged to the repair units of the Navy’s Ship Repair Units. They were the men who had forged life into those old vessels, the Pennsylvania, West Virginia, California, and Tennessee, which less than three years before lay sunk at Pearl Harbor.

The difference between Pearl Harbor and Surigao Strait represented, in two blazing scenes, the success of the SRUs. Today, more than a year after that decisive triumph, the 34,000 SRU men who served overseas knew their job was a part in changing a defensive naval war into an offensive overwhelming in its power and speed. Now, too, it is possible to unfold part of the record which they wrote around the world with a splendid mixture of skill and heroism.

Time and again combatant and auxiliary ships limped out of battle position, but not of range of enemy planes and guns, to be put under repair by SRU workers. Usually they returned to action in such short times that the Japs could not take advantage of their absence. Other SRU teams, riding up on the beaches with the amphibious forces, helped to make the landing campaigns successful. Landing craft were notably susceptible to many kinds of damage—not all of it battle—but the advance ship repair units kept them working and thus helped to keep the beaches clear for oncoming traffic.

The story of the repair of the cruisers Houston and Canberra is typical of many SRU jobs performed during the war last year. Both cruisers were operating near Formosa on October 1944 when they took terrific aerial torpedo hits in their engineering spaces and had to be taken in tow. The Houston’s damage was so great that she was partially abandoned, but she was reconditioned almost immediately. Two days after the first overhaul, the Houston received another aerial torpedo.

Both these hardy cruisers were towed 2,400 miles to advance bases where ship repair units restored them enough to travel on to the West Coast.

As the pace of the war at sea quickened, the toll of ships grew. Capt. George A. Seitz, commanding officer of the Bunker Hill, warned, “Ship repair has now become the very crux of the Pacific war.” His carrier was then the most battered ship received at Puget Sound.

Repair ships were at Okinawa when the Japs made their frenzied, all-too-successful assault on the fleet and damaged over 200 craft. There the SRU men performed the miracles of first aid on stricken warships that prompted Admiral William F. Halsey Jr., commander Third Fleet, to name repair ships as the “secret weapon of the Navy.” SRU men worked around the clock and made it possible for the wounded ships to rejoin the battle line or limp back to repair bases for major surgery. In those critical days, SRU literally kept the fleet afloat and fighting.

Okinawa Ordeal

The repair ships shared the blasts and hazards undergone by fighting craft to which they were moored. A wild Kamikaze airplane engine tore through one entire side of a drydock while its crew was working on the destroyer Rose. Men of the repair ship Vestal and a floating drydock endured three harrowing weeks in Okinawa waters patching up the badly damaged destroyer Ralph Talbot, but putting her in fighting trim.

As in the case of the Ralph Talbot, the repair men denied the Japs a victory each time they spared a ship unit the necessity of returning thousands of miles across the Pacific to U.S. bases and then making the long trip back to combat.

Enemy fighter planes once attacked a damaged ship under tow while repair men were aboard. Dropping their work, the SR fighters manned the guns and shot it out until the
enemy was beyond range, then returned to shoring bulkheads and pumping flooded compartments. In the Okinawa fighting, the USS *Oceanus* spent six days alongside a bomb-torn battleship, its repairmen stopping work only when Jap planes were directly overhead. The battleship returned to action after the sixth day, refuting expert opinion that she would have to return to a base to be put back in fighting condition.

'T'Round the Clock

Over a 10-month period, the men of the *Oceanus* had a total of 13 hours of shore liberty. In June she rounded out two years of service in the forward areas, and in the first month of the Okinawa campaign her repair crew set a record by repairing 56 damaged vessels, ranging from the battleship to LCI's, and including 16 destroyers. Little wonder her forges and lathes were busy from dawn to dawn, seven days a week!

During the battle of Saipan, the USS *Phelps* took several shell hits in her superstructure. A few hours later she anchored alongside the USS *Phaon*, an auxiliary repair ship (battle damage), in position so that her batteries could command the shore installations at Saipan. While the repair men were fixing her damaged boiler, her antiaircraft guns were firing at target areas, other guns were directed at enemy troops and pillboxes and she was sending up star shells to illuminate the island.

Ship Repair Units operate afloat and ashore, on tenders or at advanced bases. There are 11 different types of units, each designed to perform a specific kind of repair service. The smallest units number 18 men and the largest contain as many as 900 highly skilled and trained artisans.

SR men are "earmarked" from the day they are sworn into the Navy. In one stage of the war, the men were formed into separate companies at recruit training centers, given very brief indoctrination, and rushed to special SRU training centers, sometimes before the general service recruits had fathomed the depths of their seabags. Despite the fact that most of the men had worked in Navy yards or in private yards on Navy construction, they were further trained under the joint direction of BuShips and BuPers by skilled civilians or Navy veterans. Training consisted of about three parts actual repair work on ships and one part classroom instruction. This on-the-job type of training paid great dividends when the men were on their own.

Pioneer Unit

Ship Repair Units were born in the emergency that found many of our major warships resting on the bottoms and beaches at Pearl Harbor in December 1941. A few days after the Jap attack, the first SRU was rushed from San Diego and, although this outfit was never commissioned, it blazed an amazing trail. Pearl Harbor was not in a position to provide them a gala welcome on 21 December. There were no arrange...
REPAIR SHIPS SENT wounded combat ships back to the fleet without delay. Here, USS Jason (hull repair) prepares to go to work on carrier Lexington.

ments for housing or messing the 1,600 Ship Repairmen, so they lived in the open and salvaged food from stores on the sunken ships. Despite the heavy load of urgent work, many repairmen were diverted to building barracks. These quarters served the unit throughout the war.

Once into the gigantic salvage operations, the men found tough, dangerous work. While cutting and drilling the sunken hulls, they faced the hazard of igniting hydrogen gas created by decaying food and supplies. They had to work in parts of ships so weakened that a slight jar would collapse walls of steel over them. They brought forth the logs scribbled on bulkheads by men trapped in watertight compartments on 7 December, written while the men were still breathing but before the salvage work had advanced far enough to permit entry to their compartments.

Diving equipment was scarce; so were tools and machinery for salvage. The SRU met this by diving for tools and machinery and putting them into operation. Besides a machine shop built from salvage gear, an electrical shop and offices, equipped down to typewriters, were created from the salvage. To recondition the salvaged typewriters, they set up a typewriter repair shop so efficient that it later served the entire supply and industrial departments of the Navy yard.

When the critical need for salvage work slackened, the SRU started the work for which it was trained—repair of ships. But in 1942 the USS *Medusa*, a repair ship, departed Pearl Harbor, leaving the unit without tender facilities. This situation changed, however, when the unit located some equipment which was designated for and enroute to Dewey Dry Dock in Manila. Soon the Manila machinery was installed in a new “warehouse” where it was still paying for its keep when peace came.

With this equipment and that of the

small shops the unit had set up previously, work continued successfully as more salvaged equipment was made over and the unit “acquired” other items. Its accomplishments in acquisition make a fascinating story.

**Raising the BBs**

Even the SRU men could not repair the *Oklahoma* and *Arizona*, but they put back in service a great amount of material yielded by the two ships. They were mainly responsible for putting back in operation the *Pennsylvania*, *West Virginia*, *California* and *Nevada*, the “ghosts” that trapped the Japs in Surigao Strait. The ingenuity and drive that went into this early salvage were indications of what the SRUs were to do when the Navy met the Japs in force throughout the Pacific.

Having raised the drydock on which the destroyer *Shaw* had been during the attack, the SRU next rebuilt and put into service the yard ship *Sotoyama*, which had been in the dock along with the *Shaw*. They also prepared the *Shaw* for her new bow. Several times, work had to be done over when some accident undid their early efforts.

The destroyers *Cassian* and *Downes* were so badly damaged by the Jap attack that their hulls were worthless. Yet the SRU men salvaged almost 95% of the machinery and this material, along with 15 or 20 frames of the sterns of both vessels, was crated and sent back to the United States for two ships then under construction.

The repair men located an unexploded 1,900-pound bomb that had penetrated the armor on a turret top of the *California*. The bomb was retrieved and sent to the U. S. for study. In further proof of their capabilities, the same working group salvaged one of the *California’s* main motors at a total cost of $500, against an appropriation for the job of $250,000. The task was so well done that the motor was cut in during the return trip to the states. This demonstrated that an electric motor submerged in salt water for four months could be brought back to life with the simplest home-made equipment and without rewinding.

Still another ingenious method used in the salvage operations was one for plotting the outline of a large, irregular hole torn in the side of the submerged *West Virginia*. A series of weighted white lines was strung at one-foot intervals across the hole. Each line was knotted at every foot of its length. Divers counted off the strings and returned them in order, relaying this “plot” to those on the surface.

**SUBMARINES** were kept in top shape by ship repairmen. This SRU is overhauling superstructure of sea raider at an advanced base in Pacific.

**ALL HANDS**
From the resulting pattern the patch was manufactured.

About this time the motorized repair units, developed by BuShips, had their origin—the men simply cut down two old truck bodies and fitted them with cutting and welding tools that could be hauled to any location. Parts of a salvaged sewing machine became a unit for winding armatures; a hydraulic jack was turned into a hydraulic press.

Search for Substitutes

In another instance the SRU set out to provide a substitute for the engraved metal name plates needed for 5-in. 38 cal. guns then being reconditioned. One worker sensitized plexiglass and imprinted the image of specimen name plates directly on the glass. Trouble came when the same man tried to duplicate his process; he had forgotten the procedure. A warrant electrician was assigned to “rediscovery” and after many experiments found the method for sensitizing the plastic. Out of this success came a variety of jobs which before were not possible. Some of the gauges salvaged from the Cassin and Downes and fitted with new dials by this ingenious process are still in use. The success with plastics was only one of many achievements by these pioneers.

Time was found to expand repair and shop facilities, even during the busiest periods. The unit assembled two 50-ton floating cranes and built two repair barges. One of the latter was towed to Tarawa and earned a commendation for outstanding work there.

Underlying this record of mechanical ingenuity was a stout esprit de corps woven in the many emergencies that beset the repair men in those early days of tough assignments. Along with a steady diet of much hard work and little play, SRU men have been trained to handle guns. After the Pearl Harbor pioneers were used to man guns in the alert during the Battle of Midway, basic gunnery instruction was incorporated into SRU training.

For the first time they began to move out in force in late 1942. Ship Repair Units have been an integral part of every campaign and landing that moved over water. Special units worked day and night in 12-hour shifts preparing assault and landing craft for the Normandy invasion. When the invasion was made, these units worked daringly to salvage and repair the bridge of ships that kept Eisenhower's men supplied with the essentials of war. Small units of 18 men were assigned to Navy "task forces" that carried the Army across the Rhine this spring.

But the Pacific provided their birthplace, at San Diego, and scenes of greatest performance. At bases dotting the Pacific and marking the advance of our forces, or afloat on anything from the AGP (MTB repair ship) to the USS Jason (our only ARH or hull repair ship) the men of Ship Repair depicted the ships of the mighty force that crushed Nippon.

JANUARY 1946

MODERN man in an iron mask raised from the deep after repair job.

Salvage Work Under Enemy Guns

WORKING hand in hand in the Pacific with the SRUs were the dunqueere boys of ComServForPac’s salvage fleet, whose director, Capt. Lebbeus Curtis, USNR, estimated that the Pacific force had salvaged and put back into use half a billion dollars worth of equipment.

Ship wounds below the water line were a specialty tackled by the salvage task groups which traveled with the combatant ships to such places as the Marianas, Philippines, Iwo Jima and Okinawa. Men of the destroyer Laffey, one of the first to feel the force of the Kamikaze attack, have sung the praises of a salvage vessel which hove alongside, patched her up, towed her out of the hornet’s nest and sent her away under her own power. The Laffey was no small job—six suiciders had snatched her, two more had shaken her when they splashed nearby and two aerial bombs had exploded on her.

In the critical days of Okinawa, Capt. Curtis’ salvage task group listed 387 separate jobs on its “services rendered” docket. His flagship, the uss Clamp, a salvage vessel, received 4,700 messages and sent 2,700 while working in the “hot water” around Okinawa. This is a measure of the salvage operations that went on, since every dispatch pertaining to salvage or urgent requests for salvage.

The achievements of individual vessels of ServForPac’s salvage fleet match those of the combatant ships. The uss Arhara, a fleet tug, started a full-power pull to try to get a damaged destroyer off a reef at Okinawa. Shore batteries opened up, blasting the destroyer so heavily that she had to be abandoned. The Arhara slipped the tow wire, got out of range, turned and started back in with all guns raking the beach. The tug and an LCI picked up 46 destroyer survivors, who were delivered to other ships for treatment.

At Guam another tug, the Apache, steamed in close to the beach under heavy fire from shore-based enemy artillery and mortars to grab hold of a stranded LST and tow it out of danger. The tug was officially commended for this action, which saved a ship and valuable cargo. When the Apache steamed into Pearl Harbor not long ago, her fat sides rusty from two years of heavy duty in the forward areas, she was the object of admiration of those watching her tie up. The cause was a cluster of four Jap flags emblazoned on her stack. She and the tug Cheyenne shot down seven Jap planes and helped destroy an eighth.

One of the strangest “salvage orders” ever received was fulfilled by the uss Zuni, another tug. Off Iwo Jima in February, she was ordered to “proceed along side LST 941 and assist in beaching now.” The LST’s port engines were out and she had to have help to land badly needed cargo. The Zuni made fast to the LST’s port side, acting as a port engine, and together the ships rammed onto the beach. This was standard procedure for an LST, but from that for a tug. But the Zuni had no major damage and the operation was a success.

War greatly accelerated underwater salvage work and prompted Capt. Curtis to make a radical change in the salvage program. Not that many men were apt divers but that good underwater mechanics were scarce, he rounded up good mechanics and taught them to dive.

Capt. Curtis undoubtedly had the importance of his salvage fleet in mind when he sent this visual message, right after warning of a Jap suicide raid, from the squat, Clamp to the nearby uss New Mexico:

"Suggest we close for mutual protection."
Hazards of Marriage

Navy bachelors preparing to return to the States can take the following as a warning or a word to the wise. Seems the gals who've been sharpening their claws for husbands for many months are now getting free advice from a neuropsychiatrist. This mental sawbones has everything all figured out in four-bit words. This is the way he says it:

"When the strain has been too great," he says, "even the strongest of men revert to the passive and dependent attitude of childhood in which conflicts are less serious. Exposed repeatedly to dangers and frustrations he can do little about, it is natural for him to feel utterly abandoned.

"Also naturally, he then builds up the most fantastic wishes and desires for love. He dreams of the love to be lavished on him by his family upon his return, but as only little children can get such love, the man who has regressed is disappointed and embittered. In his attempt at self-cure he tries to recapture a feeling of security by unconsciously turning toward women of the maternal type. Fortunately, this regression to childish dependency is often temporary, but this very fact raises the question of whether those who have married motherly girls will later be attracted to glamor."

Maybe we ought to run—not walk—to the nearest psychiatrist before getting that ring.

Foxholes are Unhealthy

There have been many stories about the heroism of Navy doctors and corpsmen assigned to the Marines. But this tale has a strange twist.

The Marines had mopped up in the northern section of Okinawa and were in the southern sector, having launched their drive for Naha. A Navy doctor, top medico for a Marine battalion was returning to his forward aid station when he heard a hoarse whisper. It sounded bad. Dodging sniper fire, he made his way to a nearby foxhole where he found a grimy Marine, who was uncomfortable, to say the least. The Marine was having difficulty talking. So the doctor looked around for bloodstains. He found none. Then he felt for broken bones. There were none. The Marine was shaking his head and trying to talk.

Finally, he got out another whisper. "Doc," he pleaded, "do you have any cough medicine? I caught a hell of a cold last night."

A Bit Exclusive

You have heard of "cafe society" flourishing in the Stork Club, "21", El Morocco and other swank joints in old Manhattan, but here's the word on club life in Tokyo.

In those New York night spots, 300 yen (20 bucks cash) wouldn't last long, but that is the only layout required for membership in the "4-i" club, probably the most exclusive club in the Far East, if not the world. Seems the club is open only to Navy CPOs on duty ashore in the Japanese capital. Charter members were four, hence the club name.

Those fellows are: C. A. Nelson, CQM, USN, Seattle, Wash.; Frank Mieheck, CSM, USN, Minneapolis, Minn.; Edison L. Charles, CT, USN, Denver, Colo., and John J. Fitzgerald, CBM, USN, Niagara Falls, N. Y. "Fritz" won the presidency hands down after he located a toaster, ice box and radio in bomb-torn Tokyo. The members agreed without argument that the job of vice president would go to the chief who finds beer to fill the ice box.

That's His Business

This story is about an enlisted man who was doing his best to set a new record getting through a separation center. But before he could shake himself loose, he was nailed by a WAC who tried to persuade him to buy Victory Bonds. He was adamant. Finally, she blew up. "What do you want to do, wind up selling apples!" she exclaimed. At that, he perked up.

"You bet I do," he replied, "I own an apple orchard."

Small Change

What with sailors grabbing off diamonds in Capetown, silks in Shanghai and all sorts of military mementoes all over the world, things were getting really tough for the souvenir hunters from one ship that put in at a Chinese port. However, there was one sailor who knew exactly what he wanted because he was a coin collector from way back. The day before his shore leave was up, he got on the trail of a special Chinese coin he wanted. He knew the size, color, weird inscription and the hole in the middle to the last detail. He stayed up most of the night pesterling patient Chinese and then found the coin. But then he took another close look. It was a sales tax token from the state of Mississippi.
Girth Control

The hero of this story is hardly typical of the Navy's enlisted men. He started off on the right foot, though, by screaming like a guy whose leave papers have been fouled up, the very first time he squeezed into his uniform. Imagine a 200-pounder in dress blues! He vowed he'd burn his uniforms first chance he got. He managed to survive the war and overseas duty. Came the States, separation center and civilian clothes. By this time he'd added another 25 pounds. He took one look at the mirror and decided maybe the Navy uniform wasn't so bad.

If you should see a hefty sailor trotting around the Central Park reservoir in New York City, that's the guy. It's his own readjustment program.

Men in White(s)

Used to be that people said: “Tell it to the Marines!” But judging from a story that was sent out by the Marines themselves they’ve decided it’s time someone else’s ears were bent.

This Marine story is about Fukuoka and some sailors. Fukuoka is a city in northern Kyushu, that had grown from about 3,000 in 1906 to more than 300,000 when the marines took over occupation duties. As was expected, the natives paid more attention to the jeeps than to the marines for the first two weeks. Then landed six sailors and a Marine combat correspondent named Paul G. Sturges.

The sailors were members of a beach battalion. But more important, they were wearing glistening whites. Never, according to S/Sgt. Sturges; had the natives seen such white clothes. Therefore, he says, wherever the sailors went, swarms of Japs eyed them—drawn by their whites.

Aged in the Briny

Early in December there began a series of parties in Manila—lubricated with beer. The beer was good and it was some time before anyone bothered to ask questions about its origin, although the Australian labels on the bottles should have aroused some curiosity.

The truth is that the Navy should have got the kudos for the happy water. Last August a ship was sunk near North Borneo. When the war ended, and there was spare time, some Navy divers decided to investigate. They came up with a slime covered case. It was beer. Just to make sure no one would get poisoned, they bravely sampled the brew.

From then on, anyone who could beat his way into a diver’s suit was prospecting around the sunken hulk. Eventually, the divers collected 1,000 cases of beer. The last quoted price was 100 pesos a case of 48 bottles.
In secret plants like this were made atomic bombs, which helped hasten the war's end, usher in a new era. Peace returned with surrender of Japan on 14 August, setting off celebrations, demobilization and reconversion.

**1945 on the Homefront**

**While You Were Away**

Umultuous 1945, to many the most momentous year in modern history, was a year of vast, convulsive change on the American homefront. There were the changes brought on by the end of the war. There were changes as the result of a new president. But overshadowing all the changes in the year of great change was the jolting arrival of the Atomic Era.

Birth announcements of the new era were dropped on Japan's Hiroshima and Nagasaki with such explosive force that the Nipponese, already teetering in the verge of defeat, were knocked out of the war. But before the dust of the terrific blasts had settled, Americans along with thoughtful peoples everywhere slowly, apprehensively tried to comprehend the significance of what had happened. On one point they agreed: World War II had better be the last or World War III would be.

The coming of peace, after nearly four years of war marked by restrictions, sacrifice and regimentation, suddenly brought the United States face to face with the problems of demobilization and reconversion. The closing months of the year indicated that the transition was not going to be easy nor without turmoil. Guiding the nation through the difficult period was a new President, Missouri's Harry S. Truman, succeeding Franklin Delano Roosevelt, whose death 12 April shocked the entire world.

Returning veterans found home life changed and changing. Most wartime shortages died with the return of peace; rationing was ended for all times except sugar and automobile tires; restrictions on travel, lighting, etc., were lifted. However, a few shortages still persisted, especially in housing. As for production, thousands of war plants had shut down or shifted to manufacturing peacetime articles, others were beset by spreading labor-management disputes which, especially in the automobile industry, delayed long-awaited production of civilian goods.

As the military demobilized—releasing personnel, scrapping some equipment, placing some on a standby basis, the nation moved to avoid having to mobilize again. Americans placed much of their hope in the success of the United Nations Organization which was chartered at San Francisco in June but, remembering the cost of unpreparedness back in 1941, studied closely the proposals for universal military training and unification of the War and Navy Departments.
POSTWAR military job involved problem of what to do with war machines, how to strengthen future defenses.

POINTS, aided by Magic Carpet, separation centers, made civilians of millions of servicemen, women in 1945.

CRITICAL housing shortage left many veterans homeless, emphasized need for large scale building of homes.

RATION books all but became war souvenirs. Other curbs (on travel, electricity, etc.) were eliminated too.

POTS, pans and other civilian articles replaced munitions on assembly lines of many reconverted war plants.

SYMPTOMATIC of difficulties besetting industrial reconversion were wage disputes. Many unions took strike votes.

All photos from Press Association, Inc., except upper right, Official U. S. Coast Guard photo
Unauthorized Decorations

Sir: Please publish details on the China Liberation ribbon.—J. F. McC., Rockbridge, Va.
No such ribbon has been authorized.—Ed.

Sir: I have noticed several men wearing stars on the Victory ribbon (World War II). What do they stand for?—J. T. Y., Ypsilanti, Mich.
No stars have been authorized for the Victory ribbon.—Ed.

Constant Reader

Sir: I'm about to be discharged from the Navy, but don't want to lose out completely on what the regular Navy has to offer. I want to be sure it's possible to obtain a subscription to HANDS, J. T. F., Ypsilanti, Mich.
Subscriptions are available at $8.00, a year domiciled (including FPO and APO addresses for overseas mail); $7.75 foreign, by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., within 7 working days after publication, col. 5, p. 68, this issue.—Ed.

Right Age for Transfer

Sir: The problem for a number of officers at this station seems to simmer down to: "What age and rank is it safe to transfer to the regular Navy?" For example, I entered the Navy as lieutenant (junior grade). I am now 31 years of age, and a lieutenant commander. If I transfer to the regular Navy, will I keep my present rank or at some future date will I be reduced to some lower rank? We'd like to know the fitness of the correct ages for each rank in both line and staff corps.—T. J. A., Jr., C. Edmon, (SC), Ypsilanti.
The size and age considerations for the various ranks, we reprinted below from Bulletin Corps. Ed., 30-41 (Rev.) (NDB, November) the table drawn up for your guidance. Reserve and temporary USN officers transferring to the regular Navy, the age principle that reserve and temporary USN transfers will have equal opportunity, selection and assignment with Naval Academy men of about the same age.—Ed.

Liberation Ribbon

Sir: (1) Has the terminal date for the Philippine Liberation ribbon by Ahoy 31-45 (NDB, 31 Oct. 1945), (2) Thirty days duty within the area shown below are required for the ribbon. The purpose and date is continuous but must be within 17 Oct 1944 and 3 Sept 1945.—Ed.

Points for V-12s

Sir: I was Yle before entering the V-12 program with my present rating of AS, NROTC. So far the V-12 men being discharged have reverted to their former rates. I will have 41 points in April, enough for discharge as AS but minimum need 44. Will the Navy waive those three points in my case, or can I refuse the Ylc rating and set out when I have enough points for discharge as AS?—R. Z. C., AS, NROTC, Ypsilanti.

V-12 Bulletin 47/45 just issued (see p. 46) says you may be transferred when eligible for separation as AS, Class V-12, or your former rate, as you prefer. In either case you will be required to have only the point score necessary for selection as AS, which new assignments should make sooner than April.—Ed.

Maximum Age of Officers Transferring to Regular Navy

(Enter table with rank and date of rank held on 1 Oct 1945. Applicant must NOT have attained the age shown on 1 Jan 1945.)

<table>
<thead>
<tr>
<th>Rank</th>
<th>Date of Rank</th>
<th>Line</th>
<th>EDO Corps</th>
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<tr>
<td>Lt. Cdr.</td>
<td>9/8/36-2/29/44</td>
<td>35</td>
<td>37</td>
<td>40</td>
<td>47</td>
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<tr>
<td>Lt. Cdr.</td>
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<td>36</td>
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<td>Lt. Cdr.</td>
<td>10/17/44-7/19/45</td>
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<td>Lt. Cdr.</td>
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<tr>
<td>Lt. Cdr.</td>
<td>3/1/46-3/31/46</td>
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<td>Lieut.</td>
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<tr>
<td>Ensign</td>
<td>6/7/44-6/5/45</td>
<td>28</td>
<td>29*</td>
<td>29*</td>
<td>29*</td>
</tr>
<tr>
<td>Ensign</td>
<td>6/6/46-10/46</td>
<td>30</td>
<td>28*</td>
<td>29*</td>
<td>29*</td>
</tr>
</tbody>
</table>

*Legislation is enacted which will permit appointment as ensigns for EDO and the dates stated are to be used at the present time there is no provision for appointment as ensign in these categories.

Discharge Rights for Aliens

Sir: I am a citizen of a foreign country. While the war was on, I enlisted in the U. S. Navy Service. I'm told that my foreign citizenship is grounds for immediate discharge from the Navy. (2) When I am discharged, am I entitled to the benefits of the G.I. Bill of Rights?—K. A., C., St. Louis, Mo.
No. You will be eligible for discharge on the same basis as others, although you're a citizen of one of the 21 National governments with which the U. S. has a special agreement, you may be discharged for the purpose of enlistment in their own armed services. These countries are: Australia, Belgium, Brazil, Canada, Chile, China, Colombia, Cuba, Czechoslovakia, Ecuador, El Salvador, French Community of National Sovereignty, Guatemala, Iceland, India, Indonesia, Israel, Japan, Netherlands, Norway, Peru, Poland, Portugal, South Africa, United Kingdom of Great Britain, N. Ireland and dependencies, Vatican City and Yugoslavia.

Draft Status

Sir: When I get discharged I understand I have to report back to my local draft board. What will happen then?—W. R. T., Phoebe, Mo.
All personnel separated under other than honorable conditions are classified as unavailable and unfit for further service. They will be handled by the selective service boards in the usual manner by the armed services.

GI Benefits for V-12s

Sir: We are members of V-12 (NROTC) who enlisted in the Navy in Apr. 1944 and are reported here for active duty July 1944. If we were separated or discharged and sign up for a two year enlistment, will we be considered draftees?—We are entitled to the benefits of the G.I. Bill of Rights upon discharge?—E. B., J. C., F. C., AS, V-12, Union.
V-12s and NROTCs here in a stew about the possibility that the naval officer in administrative duty status and Army officers transferred to the Navy in administrative duty status and are subject to recall to active duty. However, they are entitled to the employment assistance and other services performed by draft boards for veterans.—Ed.

USS Kentucky

Sir: When is the battleship Kentucky due to be commissioned?—H. W. W., C. Y., NC
The U. S. Battleship Kentucky (BB 66), now being built in Norfolk, is scheduled to be placed in commission on 29 Sept 1945.—Ed.
Sunk and Unsunk

Sir: The officers and men of this ship, with the naval hospitals attached to it, are surprised by the news in All Hands, November 1945, that our ship had been reclassified as a sweep and its men removed. As an officer of 18 years experience, I have never heard of this procedure not being followed by the Navy. The new ship will continue to operate in the same area, and her commanding officer assured me when we spoke on the telephone that she will continue to operate as a sweeping ship.

S. E. E.

Sir: A new uniform for the fleet, which has gone to the various commands and will be given general distribution, was given general distribution. The present uniform does not do this. Full of tradition—surely! But the man inside made that, not the uniform. The garments are cute on small children. They are funny-looking on adults.

If the enlisted men's clothes constituted a good uniform, we should have interred our new blue uniform after it, instead of after the uniform of a chief petty officer. It caused no more amusement in it than does a fat, careless manner and raised voices is due to an unconscious attempt to compensate for appearance.

Ann P.

The Navy needs to give a man garb that makes him proud. The present uniform does not do this. Full of tradition—surely! But the man inside made that, not the uniform. The garments are cute on small children. They are funny-looking on adults.

Sir: I am a PAI at a naval hospital, awaiting a BCD resulting from an SCM. I have heard that a man discharged under dishonorable conditions has a chance to appeal for an honorable discharge or a discharge under dishonorable conditions as a civilian. (1) Is this true? (2) How would this appeal be made? R. R, 8c, SNC.

Yes. (2) Any person discharged from the Navy except when discharged by sentence of a GCM is eligible under the GI Bill of Rights to apply by letter, in person, or by counsel as I am going to the Secretary of the Navy (Board of Review of Discharges and Dismissals), Navy Dept., Washington 25, D.C., for a review of his discharge.

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For Present Uniform

Sir: Scuttlebutt has reached our ears that the Navy has ordered new uniforms made soon. Who is right? Answer: Anybody? A recent report suggested that in a dress uniform taken on shore bases 9 out of 10 men voted in favor of a change. What about the sailor in this matter? A majority of the men don't have to look like monkeys as we feel due to an unconscious attempt to compensate for appearance.

J. N.

Sir: For some time I have been reading articles denouncing the present uniform, and I have been surprised to read in sons: (1) Men stationed on the beach make more money when the fleet is present. (2) Through the medium of a self-conducted poll aboard our destroyer, I found an overwhelming majority are of the opinion the present uniform is never better than the uniform of a chief petty officer because of the uniform. If they wanted to look like a soldier, a Marine, or possibly a sailor, they would have joined another service, I think. The Navy any more?

C. L. J. R., TSC.

The survey indicated that possibilities for improvement might lay in the following steps:

- Route sufficient copies directly to officers to satisfy the officer demand for All Hands.
- Route copies directly to enlisted men or through channels which could be used to do a conscientious job of internal distribution.
- Sell All Hands in ship's stores.
- Advertise more extensively that All Hands is available through subscription.

Distribution of All Hands appears to be generally better on large combatant ships and worse on landing craft than elsewhere. Distribution at shore stations is about the same as afloat.

Sir: As an inducement for men to remain in or join the regular Navy, I think more facts should be published about the medium of a self-conducted poll aboard our destroyer, I found an overwhelming majority are of the opinion the present uniform is never better than the uniform of a chief petty officer because of the uniform. If they wanted to look like a soldier, a Marine, or possibly a sailor, they would have joined another service, I think. The Navy any more?

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NEW CNO, succeeding Fleet Admiral King, is Fleet Admiral Nimitz (left). Upper right: New carrier Franklin D. Roosevelt steams out East River during readiness period. Right center: California arrives at Philadelphia after active war career. Lower right: Soldiers at Naples file aboard carrier Lake Champlain.
**SHIFT MADE IN HIGH COMMAND . . . PRESIDENT BACKS MERGER**

**PERIOD 21 NOVEMBER THROUGH 20 DECEMBER**

**Return to Normalcy**

Things really were getting back to normal as 1945 came to a close, e.g., Tommy Manville got married again, declaring, as usual, that he intends this, his eighth marriage, to be his last. And the new bride of the asbestos fortune heir, Hobo News columnist Georgina Campbell, as normally expected of Manville wives, affirmed: "I'm sure it will be."

There were other signs of the return to normalcy, too. The first peace-time Christmas in five years was a civilian Christmas for millions of former Army and Navy personnel (see p. 62). And even those service people still to be demobilized took part in Yuletide festivities, unrestricted by the exigencies of war. Most naval personnel in the Pacific had Yule parties replete with turkey and all the trimmings, Christmas trees (1,800 were shipped to them in October), improvised Santa Clauses and gifts. Brightening the parties were recorded carols rushed to ships and stations, special broadcasts including an AFRS "Command Performance" on which President Truman and a host of stage, radio and screen personalities appeared, and many "home talent" shows. And for the home touch, unrestricted holiday telegraphic messages between overseas personnel and the homefront were permitted for the first time since 1944.

Into Philadelphia harbor steamed the veteran battleships *Tennessee* and *California* (see p. 49) after a 15,000-mile trip from Tokyo. The former damaged and the latter sunk in the sneak attack on Pearl Harbor, the two old sluggers came triumphantly home to a country still hotly debating responsibilities for the war's great initial disaster (see p. 47).

On the homefront, many Americans saw still another sign of a return to normalcy in the return of strikes which beset principally the automobile industry.

Although the closing weeks of 1945 were filled with indications of a return to normal there were plenty of instances of change and proposals of change, especially where the Army and Navy were concerned. The Navy got "new blood" (see p. 48), joined with the Army to fight for universal military training, split with the War Department on the proposal for merger (see below and p. 2), lost to the Army on the gridiron (see p. 58).

**For Unified Defense**

Admitting that unification would be "a long term job fraught with mal complications and difficulties," President Harry Truman stepped into the basic proposals of the War Department, bringing to a head months-long inter-service debate marked by a running exchange of opinion, proposals and counter-proposals. The Army had been the main proponent of unification; the Navy the main opposition.

Declaring "One of the lessons which have most clearly come from the costly and dangerous experience of this war is that there must be unified direction of land, sea and air forces at home as well as in all other parts of the world," the President urged that the services be unified under a plan providing:

- A single Department of National Defense headed by a civilian of Cabinet rank who would be assisted by a civilian Under Secretary and several
The Chief of Staff and the three commanders would "constitute an advisory body to the Secretary of National Defense and the President," but, the President added, "There should be nothing to prevent the President, the Secretary and other civilian authorities from communicating with the commanders of any of the components of the Department on such vital defense matters as basic military strategy and policy and the division of the budget."

As to who would be Chief of Staff, the President declared it would be wise to rotate the post among the several services "whenever practicable and advisable, at least during the period of evolution of the new unified Department."

As expected, reaction to the President's message was divided in Congress. Senator Lester Hill (D., Ala.), author of a merger bill, declared the "message states the need in unanswerable logic." Representative Jennings Randolph (D., W. Va.), also an author of a merger bill, said the "country is solidly behind the proposal."

On the other hand, Representative Carl Vinson, (D., Ga.), chairman of the Naval Affairs Committee, commented that "the very phraseology of the scheme smacks of the Germany of the Kaiser and of Hitler, of Japanese militarism," adding that the plan "would sink the Navy." Other Navy spokesmen were quoted as declaring that the House is against merger, pointing out that Representative Andrew J. May (D., Ky.), chairman of the Military Affairs Committee, had earlier joined Vinson in submitting a bill for setting up a separate Department of Air Forces, leaving the Army and Navy as separate units.

The Navy's official reaction was not immediately forthcoming, but the Navy Department, "in view of the President's message," promptly ordered officers of the Navy and Marine Corps "to refrain from opposition thereto in their public utterances and except when called as witnesses before committees of Congress."

The President's message combined the request for unification with a plea for universal military training as an essential step in "a continuous program for our future safety and the peace and security of the world." This recommendation aroused little debate. On universal training the Army and Navy were agreed. They wanted it—and apparently so did many other Americans.

**Six shiploads** of approximately 50,000 tons of surplus supplies were to be shipped to the Office of Foreign Liquidation Commission in China for disposition in accordance with the Surplus War Property Act.

Hospital buildings and hospital equipment and supplies from the South Pacific filled two of the six ships. Cargoes of the other four include food, clothing, general stores, automotive and general construction equipment and repair facilities.

**Skipper Convicted**

Capt. Charles B. McVay III, USN, was convicted by a general court martial of negligence in the sinking of the heavy cruiser Indianapolis on 30 July in the Philippine Sea. The sinking cost 880 lives, the greatest naval disaster since Pearl Harbor.

The negligence charge was based on the captain's admitted failure to maintain a zig-zag course in subma-

nent danger of submarine-hazardous waters. Captain McVay was acquitted on a second charge of inefficiency, in which it was alleged that he failed to give a timely abandon ship order although he had been in-формed that the ship was badly damaged and in sinking condition. The sentence of the court was not revealed, pending a review by the Judge Advocate General.

The Indianapolis, traditional flagship of the Third Fleet, had delivered parts of atomic bombs to Guam and was making a lone night run to Leyte when she was struck. Torpedo explosions rent the ship, and she sank in 15 minutes.

**Honolulu and Tokyo are 1,229 nautical miles and 9 hours closer together on a new air route established by NATS.**

Elapsed flight time on the new route via Midway and Marcus Islands is 20 hours as compared with a flying time of about 29 hours on the old route via Johnston Island, Kwajalein, Guam and Iwo Jima. The new route covers 3,720 nautical miles. Under favorable flying conditions, planes can travel from NAF, Oakland, Calif., to Tokyo in approximately 31 hours elapsed flight time.

The Army too has been cutting up in the matter of flight distances and time. A B-29 on 20 November set a new world's non-stop, non-refueling distance record of 8,198 miles in a flight from Guam to Washington.
The New Bosses

The 5-star flag fluttered down from the rigging. A little later the "side-boys"—4 rear admirals and 4 commodores—took their places at the gangway. In came the gold-braided passage, and off in the submarine warfare fleet Admiral Chester W. Nimitz, USN.

The Navy’s new Chief of Naval Operations was on his way to Washington and the new assignment, having just turned over command of the Pacific fleet to his chief of staff, Admiral Raymond A. Spruance, USN.

He succeeds Fleet Admiral Ernest J. King, USN, the man who led the Navy from the dark days of Pearl Harbor to its position as the world’s biggest and most effective naval force.

The appointment of Fleet Admiral Nimitz to be CNO was announced by President Truman, who at the same time announced that General of the Army Dwight D. Eisenhower would replace General of the Army George C. Marshall as Army Chief of Staff.

Both Admiral King and General Marshall were past the statutory retirement age of 64. The former became 67 on 23 November, the latter 65 on 31 December. Admiral Nimitz is 60, General Eisenhower 55.

The retirement of Admiral King brought to an end a naval career extending over nearly a half century and included action in three wars. Soon after his appointment to the Naval Academy in 1897, Admiral King served as a naval cadet aboard the USS San Francisco during the Spanish American War. He was graduated from the Academy in 1901, standing fourth in his class of 67. In meeting the requirement of two years duty ashore then required for commissioning, he served on 3 vessels—the USS Eagle, a converted gunboat, the USS Cincinnati and the USS Illinois, flagship of the European Squadron. After additional duty aboard the USS Solace and the USS Alabama, Admiral King, then a lieutenant, returned to the Naval Academy for three years.

His next assignment was to the staff of Rear Admiral Hugo Osterhaus, Commander, Second Division, Atlantic Fleet. This was terminated in 1910 upon his assignment to the USS New Hampshire first as assistant to the senior engineer officer and later as senior engineer officer. After the New Hampshire assignment, Admiral King returned to Admiral Osterhaus’ staff as aide and flag secretary. Admiral Osterhaus at that time was Cinclant.

In December 1915, after a brief return to the Academy and a tour of destroyer duty, he joined the staff of Admiral Henry T. Mayo, first as aide and squadron engineer officer in the USS Arizona and later as aide to Admiral Mayo when the latter became Commander in Chief, U.S. Atlantic Fleet. Admiral King became assistant chief of staff to Admiral Mayo in October 1916 and for service in that capacity was awarded the Navy Cross.

After World War I, during which he was promoted to the rank of commander and temporarily captain, Admiral King returned to the Academy as head of the Postgraduate Department until July 1921 when he took command of the USS Bridge. Then, promoted to the permanent rank of captain, he began several years duty with the submarine forces, first on the staff of the Commander, Submarine Flotillas, Atlantic Fleet, then as ComSubDiv11 and later additionally as ComSubDiv3. For nearly three years, from September 1923 to July 1926, he commanded the submarine base at New London, Conn.

On July 28, 1926, Admiral King began his close association with aircraft-equipped ships. First such assignment was as skipper of the airplane tender Wright with additional duty as senior aide on the staff of the Commander, Aircraft Squadrons, Scouting Fleet.

Early in 1927 Admiral King went to the Naval Air Station at Pensacola, Fla., where he qualified as a naval aviator. He then rejoined the Wright as commanding officer remaining in that post until called to command salvage operations to raise the USS S-4 which was sunk off Provincetown, Mass., in December 1927.

After duty as ComAirRonSeaFlt, in 1928, Admiral King reported to Washington where he was made assistant Chief of the Bureau of Aeronautics. Then, in April 1929, he assumed command of NAS Norfolk, Va., and later the USS Lexington.

After completing the senior course at the Naval War College, Admiral King was made Chief of the Bureau of
Aeronautics, serving until June 1936 following which he had a succession of commands of aircraft forces.

In August 1939, with the permanent rank of rear admiral, he reported for duty on the General Board of the Navy following which he returned to sea as Commander, Patrol Force, U.S. Fleet.

In February 1941 when war was flaring in Europe, Admiral King was appointed CinCAllied. It was from this duty that he was brought to serve the Nation as Commander in Chief, U.S. Fleet, taking over the duties 20 Dec 1941. When Cincus became CominCh and the duties were combined with those of Chief of Naval Operations, President Roosevelt, with Senate approval, on 18 March 1942 placed the dual job in the hands of Admiral King.

Admiral Nimitz' Navy career began in 1901 when he was appointed to the Academy from the 12th Congressional district of Texas. Graduating seventh in his class in 1905, he was ordered to the USS Ohio for the two years of duty afloat required for commissioning. Later he was transferred to the Baltimore, on which he was commissioned ensign. Before leaving the Asiatic Station he served on the Panay, the Decatur and the Denver.

Returning to the United States in the Ranger late in 1908, he reported for instruction in the 1st Submarine Flotilla and took command of that flotilla in January 1909 with additional duty as skipper of the USS Plunger, first of a succession of submarine commands.

After commanding the Atlantic Submarine Flotilla for more than a year, Admiral Nimitz was ordered in March 1913 to duty in connection with the building of Diesel engines in the tanker USS Maumee. In this connection he studied engine construction at Diesel plants in Germany and Belgium, returning to the Maumee during the final stages of construction. When it was commissioned in 1916 he became her executive officer and engineer officer.

In August 1917, as a lieutenant commander, he became aide on the staff of CNO SubFLoR and, after promotion to commander was appointed chief of staff to the submarine force commander.

Ordered to Washington in September 1918, Admiral Nimitz first served in the office of CNO, then as senior member on the Board of Submarine Design.

Returning to sea in May 1919 as executive officer of the USS South Carolina he then took command of the USS Chicago and additionally SubDiv14. Returning to the States aboard the USS Argonne he attended the Naval War College in 1922-23 and then became aide and assistant chief of staff to the Commander, Battle Fleet, and CinCAllied.

Admiral Nimitz installed one of the first Naval Reserve Officers Training Corps units established, at the University of California in 1926.

Admiral Nimitz commanded the USS Augusta when that ship became flagship of the Asiatic Fleet in 1927. For three years, beginning in April 1935 he served as assistant chief of the Bureau of Navigation.

The Texan became Chief of the Bureau of Navigation in June 1939 and was serving in that capacity when the Japs struck Pearl Harbor. On 17 December 1941, he was ordered to duty as CinCPac with the rank of full admiral.

When he took over as CinCPac, Admiral Nimitz took command of the Pacific Fleet in ceremonies held on the deck of the submarine Gruypering which was then at Bremerton. On the wreckage of a great segment of the fleet he was to command. Nearly four years later, again significantly at Pearl Harbor aboard a submarine, he ended his duty as CinCPac.

Admiral Nimitz' successor as CinCPac, Admiral Spruance, knows Pacific Fleet operations from duty in various capacities during the war, especially as Deputy CinCPac and CinCPOA.

Admiral Spruance, a native of Baltimore, was appointed to the Naval Academy from Indiana in 1905 and was graduated with the class of 1907. After a series of assignments on nearly all types of warships, mostly battleships, Admiral Spruance was assigned in 1921 to the Bureau of Engineering to aid in drawing up doctrine for aircraft in connection with fleet fire control. After a tour of duty from 1923 to 1926 as assistant chief of staff, Commander, Naval Forces, Europe, he completed the senior course at the Naval War College, and then served in the Office of Naval Intelligence. After duty as executive officer of the Mississippi from 1929 to 1931, he returned to the Naval War College as a staff member.

From 1933 to 1935 he served as chief of staff and aide on the staff of the ComDesScopo, and then returned to the chief of staff of the War College. He returned to the Mississippi as commanding officer from 1938 to 1940 when he became commandant of the 10th Naval District and additionally, in the summer of 1941, Commander, Caribbean Naval Coastal Frontier.

In September 1941, Admiral Spruance was ordered to the Pacific to take command of CruDiv5 and after the Jap struck Pearl Harbor became a task force commander. He became chief of staff and aide to Admiral Nimitz in July 1942 and was made deputy CinCPac in September 1942.

In August 1943, Admiral Spruance took over as Commander, Central Pacific Force, leading the occupation of the Gilberts, the invasion of the Marshalls and the strikes against Truk and the Palauas.

From 29 Apr 1944 until Japan capitulated, Admiral Spruance commanded the famed Fifth Fleet which was the "after ego" of the equally famous Third Fleet of Admiral William F. Halsey. The two fleets were alternative organizational titles for much of the same assemblage of ships. By this strategy first one, then the other fleet struck at the Japanese. The result: the baffled Jap was kept reeling under almost successive blows. It was the Fifth Fleet that charted the way for the capture of Iwo Jima and Okinawa. Admiral Spruance was over-all commander in the operations against the latter.
Taking to the Air

Closely following on the announcement of Fleet Admiral Nimitz' appointment as Chief of Naval Operations and the assignment of Admiral Spruance as Commander in Chief, Pacific Fleet, came Secretary of Navy Forrestal's disclosure that 3 of the 6 principal posts under the CNO and fleet commands will be given to naval aviators.

In the reorganization, fleet commands will go to Admiral John H. Towers, commander of the Fifth Fleet, who eventually will succeed Admiral Spruance as CincPac, and Vice Admiral Marc A. Mitscher, former commander of Task Force 58 and now deputy CNO, who will be commander of a reactivated Eight Fleet in the Atlantic.

The new policy will result in a change in the composition of the office of the CNO; half of the assignments to the six posts—vice chief and five deputies—will go to aviators.

In the CNO reorganization, Vice Admiral D. C. Ramsey, an aviator who is now deputy CincPac, will become vice CNO; an airman will replace Vice Admiral Richard L. Conklin as Assistant CNO (Operations) and a third flier will succeed Admiral Mitscher as deputy CNO for Air.

Unaffected CNO assignments are those of the deputy chief for naval personnel, Vice Admiral Louis E. Denfeld; deputy chief for administration, Vice Admiral Bernhard H. Bierli, and deputy chief for logistics, Vice Admiral William S. Farber.

Sampling the Reserves

A scientifically designed opinion sampling test conducted by the Navy Department among 4,002 Reserve officers indicates that about 28,000 on active duty are considering transfer to the regular Navy. The same poll shows that of those not desiring or not interested in transferring only 4.4 percent listed "pryclopedia discrimination against Reserve officers" as a primary reason.

Secretary of the Navy James Forrestal cited the results of the poll in a letter to a member of Congress who had inquired about the transfer of Reserve officers to the regular Navy and the criticism of some of the Reserve officers of the regular Navy.

SecNav pointed out that the sampling was taken impartially by anonymous interviewers trained in scientific sampling and the names of the officers questioned were unknown to the Department. The poll revealed that the other 95.6 percent of the officers who did not intend to request transfer gave as their reasons: "the lack of permanent home life"; "the occupation, education and training I desire are not available in the Navy"; "there is an insufficient amount of personal freedom"; "unfavorable financial prospects", and other motives.

"When we consider that the Navy expanded to some 312,000 Reserve officers, I am quite gratified that so small a percentage as 4.4 percent feel disgruntled over their naval service," the Secretary wrote.

Demobilization is under way for the 8,000 binoculars borrowed for the Fleet from civilians at the beginning of the war. Approximately 4,000 have been "discharged" and the remainder are being civilianized at the rate of 100 a week. Before their return to former owners, the binoculars are reconditioned in Navy optical shops.

Gates Resigns

Besides the shifts in the Navy's military command (see above), there were changes in the civilian staff. After more than four years of service, first as Assistant Secretary of Navy for Air and later as Under Secretary of Navy, Artemus L. Gates was to leave the Navy Department 31 December to return to his New York business.

In accepting Mr. Gates' resignation which had been offered 2 September, President Truman praised the work of the New York banker and industrialist, declaring, "You have earned the thanks of your fellow citizens for your splendid contribution to the war effort."

Mr. Gates served as Assistant Secretary for Air from 5 Sept 1941 until sworn in as Under Secretary on 3 July 1945.

Concerning Mr. Gates' success as Assistant Secretary, the President said: "As Assistant Secretary for Air it was your responsibility to bring the air arm of the Navy from a relatively small corps to the tremendously powerful unit which it became at the end of the war.... Under your direction the naval air arm played a major role in combating the submarine menace in the Atlantic and in driving to ultimate victory in the Pacific."

The President also praised Mr. Gates for his supervision of the Navy demobilization as Under Secretary.

By mid-December, no successor had been appointed to succeed Mr. Gates.

The dream of a sailor threatened with blindness came true last month when the Navy rushed the family of William P. Bingham, SCz, by air transport from New Zealand to rejoin him in Charleston, S. C. The veteran of Okinawa saw his wife, Mrs. Iris Bingham, and older daughter Diana for the first time in 17 months and it was his first look at his second daughter Jennifer, 10 months old, who was born after he went to sea. Bingham was married in New Zealand 3 years ago.

The 24-year-old Navy cook has been under treatment for a severe eye infection at the Charleston Naval Hospital for months. Sight is almost gone from the left eye but his right eye is still almost normal, although it is feared he may lose his sight completely.
Build stronger ships quite different from those we have. The proposition that new weapons have made either the Navy or the men who man it unnecessary I regard as fallacious. The skilled necessary for universal military training, Fleet Admiral Ernest J. King, recently discussed the position of the Navy in the Atomic Era, pointing out that atomic bombs as they now exist do not make unnecessary the Fleet nor the men who man it. A partial text of his statement follows:

"The Navy which we have proposed to the Congress as necessary is based on the realities as they exist, rather than on the future of airmanship which we hope to see in due time. The world has been jarred from its orbit by the shock of universal war; when it becomes stable again and when plans for peace through international agreement have become effective, we will need a certain kind of Navy — keyed to that happy state of affairs. But that is not the kind of Navy we require at present nor in the forseeable future.

"The appearance in warfare of new and revolutionary weapons, far from ending the need for universal training, means that now and in the foreseeable future more men — and better trained men — will be necessary in war than were required in the recent one. War has become infinitely more complex; the skills necessary are more difficult to acquire, and we can expect to have less time to train men in a future conflict than we have had in the last two. The proposition that new weapons have made either the Navy or large numbers of trained men unnecessary I regard as fallacious — and dangerous to the safety of the United States. These new weapons have made war more complicated, more expensive, and may require us eventually to build stronger ships quite different from those we have.

"The answers to some of these questions will be indicated in the near future when we are ready to make tests of the effect of the atomic bomb on ships. We will then strive to work out countermeasures.

"I question whether the atomic bomb as it now exists can destroy a fleet properly disposed at sea. At Hiroshima the destruction radius was about a mile and a half. Ships can withstand a greater shock than buildings, so it is reasonable to assume that the destructive action of a bomb exploding above the sea would be less effective against ships within the same radius.

"In the recent war we had to spread out the formations of ships to meet the conditions of air attack. We can readily arrange our formations to ensure that not more than one or two ships would likely be lost through attack with an atomic bomb. Such a result would not pay the attacker in view of the great cost of these bombs and the small amount of material available in the world for making them. Concentrations of ships in ports would be vulnerable and we should have to avoid them, but the fact remains that the present atomic bomb cannot prevent fleets from operating.

"It is a principle of warfare that you must strive to improve your weapons, but that you must not discard your old weapons until the new are ready. Until actual production of bigger, better and more numerous atomic bombs than is possible now, we cannot afford to discard the sort of power with which we won the recent war.

"So far as we can see with reasonable clarity, say for two or three years, we believe that the proposed active fleet meets the needs of the United States in present circumstances. But, all hands, if circumstances improve, we can put some active units in the reserve (fleet). Should international relations deteriorate, we can shift reserve units to the active fleet. In this way we plan to achieve flexibility.

"The ships and aircraft of the Navy are, of course, of no avail without the men to man them. Unless there is a trained reserve of men, a reserve of ships and aircraft is of little value and the flexibility for which we are aiming cannot be realized. It is our intention to man the active fleet at peace strength with regular personnel.

"The reserve fleet will normally be about 30 per cent of their complements. The officers and men, key personnel of the reserve fleet will be regulars. They will be used for training men under universal military service. We hope to have a considerable number of men in an organized reserve for the Navy (see p. 24), in addition to those we will have trained who have elected to remain in the General-Reserve (All Hands, December 1945, p. 55) which is part of the plan projected by the President. These last, of course, would be subject to call only by action of the Congress.

"In case of national emergency we shall have to call on the Naval Reserve to man the inactive fleet and get it ready for action; (a) fill the active fleet to war strength (b) bring the reserve fleet to full strength. In time of peace we plan, under the provisions of the bill now before you, to train the men who will thus be ready, at the call of the Congress, to bring the Navy to full fighting strength.

"It is essential that our fleet be capable of prompt expansion from peace strength to war strength. There is no way to accomplish that save through the existence of a trained reserve. I do not think a sufficient and efficient reserve is possible save under universal military training."
Harbor Scene: 1941

In four weeks, a steady stream of leaders had come to the Senate caucus room, bringing with them a piece or two more to fit into the dark, jigsaw puzzle picture of Pearl Harbor on that disastrous Sunday in December 1941. The 10-man Congressional committee (3 Democrats and 2 Republicans from each house) carried its investigation into the fifth week. The committee that the Japanese never sent the famed “winds” message, major basis for the contention that Washington knew prior to Dec. 7, 1941, that Japan definitely had decided to go to war.

In four weeks, the investigating committee had heard a vast amount of testimony, had compiled a mountain of evidence and had listened to many bitter words. Much of the evidence and testimony disclosed nothing new but some of the disclosures brought forth new information including:
- The Navy on 25 Nov 1941 ordered merchant ships in the Pacific convoyed.
- Jap carrier plane pilots were killed on 5 Oct 1941 for a 7 December attack on the U.S. Fleet.
- The highest Jap code was broken earlier as early as 7 November 1940.
- Admiral J. O. Richardson, USN (Ret), in command at Pearl Harbor until relieved by Rear Admiral Haupt E. Kinne, testified that on 9 Oct 1941 he warned President Roosevelt that the Fleet was dangerously disposed at Pearl Harbor, was “undermanned and unprepared for war, and had no train of auxiliary ships,” and urged that the fleet be withdrawn to the West Coast where it could be equipped and prepared for war. He said the President explained that the Fleet was being retained at Pearl Harbor in order to exercise a restraining influence on actions of Japan and added that the President declared the Japanese sooner or later “would make a mistake and we would enter the war.”
- Cordell Hull, former Secretary of State, told the investigators that as early as Sept 7, 1941, he had warned the President and the Cabinet that nation should be prepared for an attack “anywhere by Japan at any time.” He also denied that his 27 November note to Japan was an ultimatum but rather the Japanese had already been an ultimatum which the Japs had labeled as such in secret messages.
- Evidence disclosed that former Prime Minister Churchill urged President Roosevelt on 30 November 1941 to warn the Japs that any further aggression “would lead to the gravest of consequences, a move which the President did not make.
- Further evidence showed that the Japanese as early as the spring of 1941 indicated to South American diplomats their intention to go to war with the U.S. and that the information was passed on to the State Department.
- Major General Sherman Miles testified that intercepted Jap military messages were kept from the Army command (by the command of the Army Chief of Staff, General George Marshall) in order to keep the Japanese from learning that their code had been broken, adding that one especially meaningful message of 24 Sept 1941 was not evaluated for its true significance (to the effect that Japan was preparing a bombing plan for Pearl Harbor) until after the attack. General Miles also said that a joint Army-Navy intelligence committee approved 1 Oct 1941 did not begin to function until after the Pearl Harbor attack because of disagreements.
- Lieutenant General Leonard T. Gerow, war plans officer for the General Staff in 1941, told the committee that “if there is any responsibility in the War Department for failure to make inquiry” as to Major General Walter C. Short’s defense measures in Hawaii, “I accept that responsibility.” He related that 10 days before the Jap attack had been ordered (in a telegram signed “Marshall”) to take necessary measures for defense because negotiations with the Japanese appeared to have ended. Short’s reply read: “Department alerted to prevent sabotage; liaison with Navy.” Said General Gerow: “It never entered my mind that General Short had not taken the action directed.”
- General Marshall told the committee that in his opinion an “alert”
**The British Pacific Fleet**

which operated under the control of CincPac during the last months of the war, has reverted to the control of the British Admiralty. Marking the change in command, Fleet Admiral Nimitz sent a message expressing appreciation for the "loyalty and effective cooperation" received from British naval forces.

The British Pacific Fleet, under the operational command of Admiral Sir Bernard Rawlings, RN, participated in the Okinawa campaign. In the last stages of the war, British units comprised one of the task forces within Admiral Halsey's Third Fleet for the final attacks on the Japanese homeland. The British carrier striking force was commanded by Admiral Sir Philip Vian, RN.

While serving under the command of Admiral Nimitz the British adopted U.S. naval doctrines and communications systems, to assure smooth integration of the two Allied navies. U.S. naval communication teams, aircraft recognition officers, and observers served aboard many of the British ships.

**Gen. George S. Patton**, hell-for-leather old ex-cavalryman who became one of the world's great masters of armored warfare, died in Heidelberg, Germany, late last month, 12 days after his neck was broken in a collision between his automobile and an Army truck. He had apparently been on the way to recovery until pulmonary complications weakened his heart.

As commander of the Third Army, General Patton led his armor in a slashing advance from the beachhead of Normandy to Czechoslovakia, a campaign which overshadowed his scarcely less brilliant route of the German in Sicily. General Patton was 60 a month before his death and at the time of the accident was command of the Fifteenth Army.

**A pioneer in the use of submarines**, Capt. Frank Lucius Pinney, Jr., USN (Ret), died 5 Dec 1945, at the U.S. Naval Hospital, Bethesda, Md. Capt. Pinney supervised the building of the American submarines, the first two submarines constructed in the U.S. Navy yard. They were built between 1902 and 1904, and, after they were commissioned, Capt. Pinney commanded both.

Born in Hartford, Conn., Capt. Pinney graduated from the Naval Academy in 1898 and served on several ships during the Spanish-American War. After varied sea duty he served in Washington, from 1917 to 1919 in the office of CNO and from 1921 to 1925 as assistant chief of the Bureau of Ordnance. His last command was the U.S. Naval Torpedo Station, Newport, R.I., from 1931 to 1932.

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Defense would have prevented all but "limited harm" to American defenses because the Hawaiian Command at that time was "more nearly up to the desired standards" in men and machines "than any other Army installation." He also declared that if the Hawaiian Command had been "in a condition of alert" the Japanese would never have taken Singapore, and in fact would probably never have succeeded in the campaign of aggression southward.

**Waiting for a 'Lift'**

Gathering in 18 personnel staging centers scattered around the world, thousands of naval personnel are starting on the road back to civilian life.

Although eager and impatient to begin the journey home, both officers and enlisted men are finding waiting for a Magic Carpet "lift" to the United States far from unpleasant. Today the staging centers, set up when war ended, are smoothly functioning activities equipped wherever possible with facilities for comfort and recreation.

Staging centers where the men who helped fashion victory are assembled for transfer home are located at Pearl Harbor, Dutch Harbor, Adak, San Juan, Trinidad, Guantanamo, Guam, Saipan, Ulithi, Manus, Samar, Okinawa, Eniwetok, Manila, Subic, Noumea, Guadalcanal and Espiritu Santo.

The capacity and facilities of the centers vary but one of the best examples of staging center operations is at Pearl Harbor.

Occupying 240 acres near the Pearl Harbor Naval Shipyard, the center largely is a former Seabee encampment.

The center is sub-divided into areas which can accommodate 2,700 officers and 12,500 enlisted men. There are four major departments: staging for officers; staging for enlisted men; staging and separation for the Women's Reserve; the section for separating personnel who have homes in the Territory of Hawaii or who wish to leave the service in the 14th Naval District.

At the center are two ship's services, clothing and small stores, post office, 48-hour laundry service, and a communication center where telephone calls may be made to Honolulu and the mainland, as well as radiogram and cablegram service.

The Welfare and Recreation department has established many recreation rooms and movies are shown every evening. There are an officers' club, a CPO club and three beer gardens for enlisted men.

While waiting to return to the States the men live in barracks named after the separation center to which they will be sent in the States. Their orders and service records are checked while they wait for ships and they are notified of their departure the night before they are due to sail. Separate liberty every other day, with late passes if requested. Their only work is to keep their barracks clean.

**Plans are being offered Congress for the burial of not only the Unknown Soldier of World War II but also the Unknown Sailor at Arlington's National Cemetery. A proposal by Representative Edith Nourse (R., Mass.) to bring home an unknown serviceman from the European theater and another from the Pacific has been endorsed by American Legion leaders who further suggested impressive burial ceremonies including a parade of 500,000 men under an umbrella of 5,000 planes.**
"Rescue Randall" Dies

The first merchant marine officer to be commissioned a rear admiral in the Naval Reserve, Rear Admiral Albert R. Randall, USN (Ret), died 1 Dec 1945 at the Bethesda Naval Hospital. Admiral Randall, 70, was commandant of the U.S. Maritime Service from 31 Mar 1943 to 30 Apr 1945, and was relieved of all active duty 10 May 1945.

Nicknamed "Rescue Randall" for the great number of rescues he effected at sea, the admiral was known by thousands of transatlantic passengers as the shipmaster of such vessels as the George Washington, Leviathan and Manhattan. He rose to one of the highest posts in the merchant marine, commodore of the United States Lines, before he became commandant of the U.S. Maritime Service.

The jovial skipper was brought from retirement and nominated a rear admiral by President Roosevelt in September 1941. He first went to sea as an ordinary seaman on a square rigger at the age of 17. Admiral Randall was a ship's officer in the Army transport service in the Spanish-American War. In World War I he was skipper of the transport Powhatan, in whose service he received a Distinguished Service Medal forcally transferring all hands and troops to another vessel when his ship was foundering in a North Atlantic gale.

Rear Admiral George R. Clark, USN (Ret), 88, one of the oldest graduates of the U.S. Naval Academy, and a veteran of the Spanish-American War, the Philippine Insurrection, the Boxer Rebellion and World War I, died 14 Dec 1945 in Washington, D.C. Admiral Clark graduated from the Academy in 1878. He served as Judge Advocate General during World War I and was awarded the Distinguished Service Medal.

JAP'S ATOM SMASHER is smashed by members of the Army's 1896th Engineer Aviation Battalion. Twin pipes seen in upper left are called "atom guns."

With 40,000 persons on hand for the double ceremony, one of the Navy's newest 26,000-ton aircraft carriers—the Princeton (CV37)—was commissioned and a sister ship—the Valley Forge (CV45)—was christened at Philadelphia Navy Yard recently.

The Princeton was turned over to Capt. J. M. Hoskins, Pineville, Ky., who lost a foot when the first Princeton was sunk in the Battle of Leyte Gulf. The Valley Forge was christened by Mrs. Alexander A. Vandegrift, wife of the Marine Corps commandant.

Although it was "like losing my right arm," Admiral William F. Halsey on 22 November hauled down his flag, thus terminating a 45-year career in the Navy highlighted by some of the boldest strokes launched in the Pacific war. As was damaged by bombs, Fleet commander turned over his command to 55-year-old Rear Admiral Howard F. Kingman in ceremonies aboard the USS South Dakota, he declared: "I deem it necessary that younger men take over command and grow with the Navy." Upon returning to Washington Admiral Halsey was honored by the President by appointment to rank of fleet admiral.

Permanent peacetime status for the Women's Reserve and the Women's Army Corps was urged by the American Association of University Women when the group's legislative committee met in Washington recently. Other recommendations: permanent commissioned rank for Navy nurses; permanent commissions for women medical officers, physical and occupational therapists, and dieticians in the Army and Navy, and reserve officers training for women.

To the welcoming bale of Navy bands and the whistle blasts of craft in the harbor, the battlewagons Tennessee and California arrived at Philadelphia after a 15,000 mile voyage from Tokyo on the fourth anniversary of the Japanese attack on Pearl Harbor.

The ships returned home via Singapore, Ceylon, Colombo and Capetown, because the "blisters" added to their sides when they were refitted after Pearl Harbor would not permit them to pass through the Panama Canal. The Tennessee was damaged by bombs and the California was sunk in the Jap sneak attack, but both later came back full blast to play important roles in the Pacific campaigns. They will be placed in the inactive fleet in commission in reserve.

FIRE BOAT CREW pours water on raging waterfront blaze at Long Beach, Calif. The fire damaged a $1,000,000 outfitting dock and two Navy craft.

JANUARY 1946
The atomic bomb has tended to make most things seem relatively smaller but not the United Nations Organization, which, contrarily, has grown in stature as a result of the atomic explosions, apparently reflecting a world-wide feeling as a result of the Last War.

Meanwhile, delegates of 51 nations—the preparatory commission of the UNO—gathered in London to outline the agenda for the first general UNO assembly meeting in January. Although much of the meeting was taken up with selecting a site for permanent headquarters, it was indicated that the delegates intend to include on the work schedule of the assembly a full scale discussion of atomic energy. As a result of their discussions on sites for the UNO, the preparatory commission voted to set up the organization's headquarters in the U.S. but postponed a decision as to which city would be selected.

As the preparatory commission wound up its meetings, another international meeting—that of the Big Three foreign ministers—opened in Moscow with atomic energy and its control one of the principal subjects for consideration along with other "matters of current concern to the three countries." Among other "matters" expected to be discussed by U. S. Secretary of State James F. Byrnes, British Foreign Secretary Ernest Bevin, and Soviet Foreign Commissar Vyacheslav M. Molotov are civil strife in the Middle East and Allied occupation problems in Germany.

Adding urgency to any discussion of control of Germany was a recent report of Byron Price, former director of censorship, who, at President Truman's request, made a study of the occupation of the vanquished Reich. The report, which was referred to Byrnes, carried a warning that the United States faces failure in its effort to help rebuild a peaceful Germany because of "economic dismemberment" of the nation as a result of the division of Germany into occupation zones. Because of this "dismemberment," Price declared, it has been impossible to set up national operation of railways, postal service and other facilities.

Justice for All

In Germany the "Beast of Belsen," Josef Kramer, and 10 of his aids were charged for murders and atrocities; in the Philippines the "Tiger of Malaya," Lieutenant General Tomoyuki Yamashita, was handed a similar sentence for continuing mass atrocities by his troops.

The charges in these cases were specific, involved instances of direct violence and brutality to masses of defenseless civilians and prisoners. Elsewhere Allied justice was being dealt out to other accused Jap and Nazi war criminals but the charges were broader in scope, involved both direct and indirect violence and brutality to all men.

Three days after Kramer, his aide Irma Grese and 9 others including an SS doctor were sentenced to die for the brutal torture and death of thousands at the Belsen and Oswiecim concentration camp, 20 top Nazi leaders went on trial before an international court at Nuremberg, charged with major responsibility for plunging the world into World War II.

And the day before Yamashita was sentenced (significantly on 7 December), General of the Army Douglas MacArthur added to the growing list of Jap leaders accused of responsibility for the Pacific war the names of Prince Fumimaro Konoye, Jap premier just before Pearl Harbor, Marquis Koochi Kido, former adviser to Hirohito, and seven others figuring in the imperialistic prelude to war in the Pacific. Less than a week before, General MacArthur announced plans for action—of 59 generals, admirals and government figures to be arrested as suspected war criminals.

The MacArthur lists represent a complete cross-section of the former Japanese ruling class, including members of the Zaibatsu, the family concentrations of wealth, journalists, soldiers, politicians and teachers.

Sequel to Lend-Lease

Advancement of financial aid of about $4,400,000,000 by the United States to Britain and measures designed to facilitate an early resumption of multilateral world trade are provided in an Anglo-American agreement announced in Washington and London last month.

The agreement—subject to ratification by Congress and the British Parliament—also provides for the writing off of approximately $25,000,000,000 of Britain's lend-lease obligations to the United States because of mutual victory benefits.

Britain in turn pledges sweeping changes in her restrictive trade regulations, modification of the empire-preference system and cooperation with the United States in a long range program to free international commerce. Further, Britain agrees to apply $850,000,000 of the loan to payment for lend-lease equipment not written off, and to use none of the credit on account of her obligations to third countries.

The loan agreement consists of the extension by this country of a $3,750,-
ALL TROOPS ESCAPED injury in head-on collision of a troop train (left) and freight train (right) near Hanlin, Ga. Two enginemen were killed and two trainmen seriously injured, but troop train passengers just got a shaking-up.

000,000 line of credit for 50 years at 2 per cent interest starting 5 years after ratification, and an additional loan up to $700,000,000 on the same repayment plan at a total of about $4,400,000,000.

Secretary of Treasury Vinson said the agreement lessened “the likelihood of a world divided into rival economic blocs.”

Overseas brides of 22,000 American servicemen already have applied for permission to enter this country and officials estimate that as many as 100,000 soldiers and sailors may have married girls in foreign lands. Starting this month, from 6,000 to 8,000 brides of servicemen are scheduled to enter the United States each month. A major limiting factor is space on America-bound vessels.

The State Department estimates that 60,000 servicemen may have married English girls; that 5,000 to 15,000 took brides on the European continent, and from 20,000 to 25,000 married Australian or New Zealand girls.

Experimental destruction of 120 surrendered Nazi U-boats by British warships, aircraft and submarines equipped with secret new weapons recently was scheduled to take place in operations off the west coasts of Scotland and Ireland, the London Daily Express reported. Great Britain will exchange information gained in the experiments with the United States, the newspaper added.

The first landing of a jet-propelled aircraft on the deck of an aircraft carrier was announced recently by the British. The aircraft was a De Haviland Vampire, often rated as the world’s fastest fighter plane (540 miles an hour), which landed on the 14,000-ton British carrier at 95 miles an hour. The Vampire was airborne half the distance of the flat-top’s 695-ft. flight deck.

REPORT FROM HOME

No Place Like Home

Probably the worst headache in the Nation’s demobilization and reconversion program is the critical housing shortage which has been aggravated by the arrival home of millions of veterans.

So dire is the crisis that the Navy Department has moved to ease the situation by ordering all naval districts to survey their naval activities to determine such facilities which may be made available and suitable for conversion into housing for veterans and their families. Such convertible facilities would be released to local housing authorities.

A further Navy move to help the returning servicemen was made by Fleet Admiral Chester W. Nimitz, new Chief of Naval Operations, who appealed to Americans to help returning Navy men find homes.

Hardest hit by the housing shortage are large cities which are still overflowing with war workers who, despite the sharp reduction in war production, remain in the “boomtowns” helping in the reconversion or waiting for jobs in reconverted plants. Among those hardest hit are New York and Los Angeles.

In New York, where homes are needed for 40,000 families of 140,000 persons, steps have been taken or are being taken to alleviate the shortage. Recently after a study of the New York housing crisis, an Emergency Committee on Housing, appointed by Mayor-elect William O’Dwyer, recommended among other things that the city spend $26,000,000 on 5,000 quonset huts to accommodate 10,000 families; that armories and abandoned schools be utilized to provide quarters for 15,000 unmarried veterans, and that certain restrictive housing and zoning laws be eased.

In the Los Angeles area, a housing shortage variously estimated between 100,000 and 273,000 units was predicted, prompting city, state and national officials to seek immediate steps to meet the crisis. Attempts were made to obtain surplus Army and Navy building materials; funds were voted to establish trailer camps; pri-
The President also moved to lick the critical housing situation, advancing a 5-point program which would (1) immediately release surplus housing and materials held by the federal government, (2) reestablish priorities for lower-priced dwellings and (3) set up legislative price ceilings on both new and old dwellings offered for sale. To guide the program the President named Wilson Wyatt, former mayor of Louisville, as Housing Expediter under the Office of War Mobilization and Reconversion.

One phase of the housing shortage was a successful purchase by federal agencies granting top place to veterans who are former residents were set up; conversion of barrack was studied. Congress, too, took steps to alleviate the shortage. The Senate passed a resolution to provide 100,000 temporary housing units for the distressed families of veterans. Previously the House, overriding its Appropriations Committee’s motion, voted $1,131,000,000 to war-ensuring agencies to find or build temporary housing units for the distressed families of veterans. Previously the House, overriding its Appropriations Committee, voted into the $385,000,000 for housing and hospitalization for veterans.

Homecoming

In the last four months millions of Army and Navy men and women have poured into the ever increasing ranks of veterans; in the next few months millions more will join them. This vast army of new civilians, their activities and events affecting them daily make

New Cars, ‘Old’ Prices

There weren’t many of ’em as yet and labor disputes weren’t helping to speed the flow but the Office of Price Administration set ceiling prices on the first bright shiny postwar automobiles. Generally, retail prices on the 1946 Ford were up 2 percent, Chrysler-built cars up 1 percent, Studebakers up 9 percent over January 1942 prices while General Motors cars were cut an average of 2.5 percent. Dealers were not allowed to do not take into account some price increases based on design and engineering changes. Exclusive of excise taxes, transportation, preparation and handling charges, Ford DeLuxe 8 was priced for $384 for the 2-passenger coupe; $490 for the Tudor sedan and $531 for the 4-door sedan. As for Studebaker, the ceiling was placed as $907 for the 4-door cruising sedan, $918 for the 2-door club sedan, and $876 for the 2-passenger business coupe.

Final legal steps have been taken to turn over to the Government the Hyde Park, N. Y., home and birthplace of the late President Roosevelt. Soon to be declared a national shrine, under the jurisdiction of the Department of the Interior, the Hyde Park estate which was deeded to the Government by Mr. Roosevelt not only includes the home but also the small island sloping down to the Hudson River and the rose garden where the late President is buried. Although the marble stone marking the place has been laid, formal dedication will be delayed until spring when the place will be open to the public.

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52
SPORTS

Goes Down Fighting

Statistics-wise it was a Navy loss 18-82; a superior Army team won. But it wasn't the rout that many had predicted, and even from avid cadet backers came the admission that Navy fought and fought well all the way.

All the pre-season glamour and glitter had returned to the annual gridiron classic when the unbeaten teams swarmed into Philadelphia's vast Municipal Stadium. Including President Truman, 100,000 persons were jammed into the stands.

Summary of the game:

    SCORE BY PERIODS
Army  20  6  6  6-62
Navy  0  7  0  6-13

STATISTICS

<table>
<thead>
<tr>
<th></th>
<th>Army</th>
<th>Navy</th>
</tr>
</thead>
<tbody>
<tr>
<td>First downs, rushing</td>
<td>6</td>
<td>9</td>
</tr>
<tr>
<td>First downs, passing</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>First downs, penalties</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Yards gained, rushing</td>
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<td>120</td>
</tr>
<tr>
<td>Forward passes</td>
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<td>15</td>
</tr>
<tr>
<td>Forwards completed</td>
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<td>1</td>
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<tr>
<td>Yards gained, forwards</td>
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<td>5</td>
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<tr>
<td>Yards gained, forwards</td>
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<td>156</td>
</tr>
<tr>
<td>Yards gained, forwards</td>
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<td>1</td>
</tr>
<tr>
<td>Number of punts</td>
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<td>10</td>
</tr>
<tr>
<td>Avg. dist. of punts, yds.</td>
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<td>30</td>
</tr>
<tr>
<td>Ruckoff of punts, yds.</td>
<td>40</td>
<td>20</td>
</tr>
<tr>
<td>Fumbles</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Own fumbles recovered</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Penalties</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>Yards lost, penalties</td>
<td>49</td>
<td>70</td>
</tr>
</tbody>
</table>

Elsewhere the Navy fared better on the gridiron as the curtain dropped on the 1945 season. The Great Lakes Naval Training Center Bluejackets stepped up to mighty Notre Dame and gave the Irish a 39-7 crushing.

As the regular 1945 football season came to a close, bowl game promoters scanned the conference winners for New Year's Day contestants.

Southern California nosed out UCLA to win the Pacific Coast title and a match with undefeated Alabama in Pasadena's Rose Bowl.

In Miami's Orange Bowl, only once-beaten Holy Cross will play Miami.

The Missouri Valley Conference champion, Oklahoma A & M, accepted an invitation to meet St. Mary's in the Sugar Bowl classic at New Orleans while two conference champions, Texas of the Southwest and Missouri of the Big Six, will meet in the Cotton Bowl.

Once-beaten and once-tied New Mexico agreed to meet and do battle with Denver University, Big Seven champs, in El Paso's Sun Bowl.

Other conference winners include Yale in the Big Three, Indiana in the Big Ten, Duke in the Southern and Pennsylvania in the Ivy League.

THE ALL-AMERICANS

As the 1945 season came to a close, coaches and sports writers engaged in the annual postseason pastime of selecting All-America teams. One of the first to get out with selections was Collier's whose experts chose:

<table>
<thead>
<tr>
<th>Position</th>
<th>Player and College</th>
</tr>
</thead>
<tbody>
<tr>
<td>End</td>
<td>Hubert Walker, Ohio</td>
</tr>
<tr>
<td>Tackle</td>
<td>DeWitt Coulter, Army</td>
</tr>
<tr>
<td>Guard</td>
<td>Warren Ameling, Ohio State</td>
</tr>
<tr>
<td>Center</td>
<td>Vaughn Manneh, Alabama</td>
</tr>
<tr>
<td>Guard</td>
<td>John Green, Army</td>
</tr>
<tr>
<td>Tackle</td>
<td>George Savitsky, Pennsylvania</td>
</tr>
<tr>
<td>Halfback</td>
<td>Richard Duden, Navy</td>
</tr>
<tr>
<td>Quarterback</td>
<td>Herman Wedeneyer, St. Mary's</td>
</tr>
<tr>
<td>Halfback</td>
<td>Glenn Davis, Army</td>
</tr>
<tr>
<td>Halfback</td>
<td>Harry Gilmer, Alabama</td>
</tr>
<tr>
<td>Fullback</td>
<td>Felix Blanchard, Army</td>
</tr>
</tbody>
</table>

The Associated Press followed shortly with selections made in a poll of sports writers. There was unusual agreement between the AP and Collier's All-America teams; they varied only in two positions. Instead of Gilmer in the backfield, the AP selectors placed Robert Fenimore of Oklahoma A&M, and instead of Savitsky, the AP poll put Army's Albert Nemetz in as tackle.

Cleveland's youthful Rams gleaned top professional gridiron honors in 1945 by defeating the Washington Redskins 15-14 in a thriller-packed game in Cleveland's Municipal Stadium 16 December before 32,178 chilled fans.

The Rams scored twice on touchdown passes by their star back, Bob Waterfield, and on a freak safety when a behind the goal line pass by "Slinging Sammy" Baugh, Redskins ace, struck a goal post. Washington's two touchdowns came on passes by Frank Filchock, substitute for Baugh who was injured.

Gate receipts reached a new high of $164,542.40. The record players' pool of $95,261.07 resulted in each Ram receiving a $1,469.74 share and each Redskins $902.47.
UNIT CITATIONS GIVEN TWO SUBS

Jack, Spadefish Cited For Jap Convoy Raids

TWO SUBMARINES—USS Jack and USS Spadefish—have been awarded the Presidential Unit Citation for war service in the Pacific theatre.

The USS Jack received the award for extraordinary heroism in action during its first war patrol south of Honshu, her third in the South China Sea and her fifth in the area off the west coast of Luzon. The Spadefish was similarly honored for action during the first and second war patrols against enemy forces in the restricted waters of the Pacific.

In bold defiance of antishubmarine measures, the Spadefish sought her targets over wide areas and penetrated heavy escort screens in order to make contact with her targets and strike fiercely at strongly protected convoys.

Severely bombed during her first war patrol, she was blown to the surface close aboard an enemy destroyer and, with a 25 degree angle, lost depth control and plunged deep in the midst of a barrage of depth charges from the escort.

With her battle damage repaired Jack returned to the attack several days later to sink a 6,700-ton freighter and again escaped destruction under the pounding of vicious counterattacks.

Continuously harassed by severe depth charging throughout the third and fifth patrols, the Jack blasted at the enemy from all sides and sunk to the bottom of the Pacific 102,800 tons of vital enemy shipping, with an additional 18,000 tons damaged.

In hostile air and surface opposition, the USS Spadefish effected wide coverage of her assigned sector of the Pacific and entered perilously shallow waters to seek out her targets.

With her presence disclosed to the enemy by radar-equipped escorts, she daringly penetrated the screen of a large Japanese convoy and headed in for a surface attack, striking mightily against a fully laden large escort carrier to sink the target together with the embarked planes and personnel.

Vigorously depth-charged following this action, Spadefish promptly turned to bring stern tubes to bear and launched a second attack.

Unit Commendation Awarded to Marine Fighting Squadron

The Navy Unit Commendation has been awarded to Marine Fighting Squadron 215 for outstanding heroism in the face of hostile fighter opposition and intense antiaircraft fire in the Solomon Islands and Bismarck Archipelago areas, 24 July 1943 to 15 Feb 1944.

During the period covered in the citation, the squadron carried out numerous patrols and fighter sweeps and escorted many bombing attacks against enemy shipping, airfields and shore installations.

The pilots of this fighting squadron shot down 187 enemy planes, probably destroyed 46 others and accounted for 27 on the ground. Mention is also made in the citation of the ground echelon in the squadron which had the task of maintaining the planes in operation despite daily hostile shelling and nightly bombing attacks.

3d Amphib Corps Signal Unit Commended

The 3d Amphibious Corps Signal Battalion, first American signal battalion to engage in amphibious landings in the Pacific Ocean area, has been awarded the Navy Unit Commendation. The award was made for extremely meritorious service in support of military operations during the amphibious operations on Bougainville, Guam, Palau and Okinawa, from 1 Nov 1943 to 21 June 1945.

This signal battalion pioneered and developed new techniques and procedures without the benefit of established precedent, operating with limited and inadequate equipment particularly in the earlier phases of these offensive actions, and providing its own security while participating in jungle fighting, atoll invasions and occupation of large island masses.

Becoming rapidly experienced in guerrilla warfare and the handling of swiftly changing situations, this group of men successfully surmounted the most difficult conditions of terrain and weather as well as unfamiliar technical problems, and provided the Corps with uninterrupted ship-to-shore and bivouac communication service continuously throughout this period.

The battalion’s record was a decisive factor in the success of the hazardous Bougainville, Guam, Palau and Okinawa campaigns, the citation added.

Unit Honors Given To PB Squadron 28 For Convoy Raiding

For outstanding action against enemy Japanese shipping and installations in the South China-Formosa area from 1 March to 23 Apr 1945, Patrol Bombing Squadron 28 has received the Navy Unit Commendation.

Flying unescorted in PBM-3D seaplanes along hostile shores, into strongly fortified harbors and across Jap sea lanes, PatBomRon 28 carried out its hazardous night offensive reconnaissance searches in the face of foul weather and intense antiaircraft fire from heavily armed convoys or shore batteries.

The squadron flew in from 50 to 300 feet over rough seas and coastal islands to launch perilous masstube attacks against enemy surface forces and to bomb land installations, sinking or damaging many thousands of tons of hostile warships and merchant vessels.

NATS Evacuation Squadron 1 Cited For Okinawa Duty

Naval Air Transport Evacuation Squadron One has been commended for outstanding heroism by Secretary of the Navy James Forrestal. The award was given for the squadron’s support of military operations during the Okinawa campaign from 1 April to 21 June 1945.

Operating with new crews and, during the first phase of this period, without benefit of adequate logistic support or navigational aids, this squadron evacuated over 9,600 casualties, despite extremely foul weather conditions. On return flights to the target, this group carried over two million pounds of cargo, including 15,800 rounds of 81-mm. mortar shells urgently required by the 10th Army, thereby making possible continued vital fire support for our infantry.

The group continued its hazardous mission until all organized Japanese resistance had ceased.

All personnel attached to the squadron during the dates mentioned are authorized to wear the Navy Unit Commendation ribbon.
**Posthumous Award Of Medal of Honor Made to Walke CO**

For his gallantry as a skipper who refused to be treated for serious injuries or removed from his station until assured of his ship's safety, Comdr. George Fleming Davis, USN, Berkeley, Calif., has been awarded the Medal of Honor posthumously. The presentation was made to Comdr. Davis' widow by Secretary of the Navy James Forrestal in a ceremony held recently in the Navy Department in Washington.

While CO of the USS Walke, engaged in a detached mission in support of operations preparatory to the invasion of Lingayen Gulf, 6 Jan 1945, Comdr. Davis rallied his command to battle when four Japanese suicide planes were detected flying low overland to attack simultaneously.

Operating without gunfire of other surface ships, the Walke's Brevet officer sent the first target crashing into the water and caught the second as it passed close to the bridge to plunge into the sea off portside. Comdr. Davis remained at his station in the path of the third plane which was plunging swiftly to crash the after end of the bridge structure.

Severely injured, drenched with gasoline and immediately enveloped in flames when the craft struck, he combed the Walke in the midst of the wreckage to hermit his officers and men to save the ship and, still on his feet, saw the barricade from his guns destroy the fourth suicide bomber.

Although under control and the safety of the vessel assured, he consented to be carried below, where he succumbed several hours later.

**Medal of Honor Given to Marine Killed on Iwo**

For conspicuous gallantry in action against the Japanese forces during the seizure of Iwo Jima on 9 Mar 1945, P1. Sgt. Joseph R. Julian, USMCR, of Fiskdale, Mass., has been awarded the Medal of Honor posthumously. Secretary of the Navy James Forrestal made the presentation in Washington last month to Mrs. Adelard Julian, mother of the marine.

At the time of the action which earned the award, P1. Sgt. Julian was serving with the 1st BN, 27th Marines, 2nd Marine Div. Determined to force a break-through when Japanese troops occupying trenches and fortified positions on the left front laid down a terrific machine gun and mortar barrage in a desperate effort to halt his company's advance, P1. Sgt. Julian quickly established his platoon's guns in strong positions and then, acting on his own initiative, moved forward to execute a one-man assault on the nearest pillbox. Advancing alone, he hurled deadly demolitions and white phosphorousgrenades into the emplacement, killing two of the enemy and driving the remaining five out into the adjoining trench system.

Seizing a discarded rifle, Julian then proceeded to jump into the trench and despatch the five before they could make an escape. Intent upon wiping out all immediate resistance, he obtained more explosives and, accompanied by another marine, again charged the hostile fortifications and knocked out two more cave positions.

Immediately thereafter he launched a bazooka attack, firing four rounds into the one remaining pillbox and completely destroying it before he fell.

**NAVY CROSS RECEIPIENTS**

John S. McCain, Vice Admiral, USN
Eli T. Reich, Rear Admiral, USN
FitzHugh Lee, Capt., USN
Robert B. Carney, Capt., USN

**NAVY CROSS**

Gold star in lieu of third award:

- REICH, Eli T., Comdr., USN, Washington, D. C.: As CO of a submarine he displayed such extraordinary heroism, tenacious fighting spirit and good judgment in launching brilliant attacks on enemy warships that his conduct provided an inspiration to all submarine personnel.

Gold star in lieu of second award:

- REICH, Eli T., Comdr., USN, Washington, D. C.: As CO of the USS Seattle during second war patrol, 17 Aug 1944—30 Sept 1944, he skillfully launched smashing torpedo attacks which resulted in the sinking of a 2,300-ton enemy destroyer, two large tankers and three large transports for a total of 51,700 tons. Later in the search for additional enemy shipping, his exceptional alertness enabled him to discover and rescue 54 British and Australian prisoners of war when the ship in which they were being transported from Singapore to the Japanese Empire was sunk. His skillful evasive tactics enabled him to escape enemy counter-attacks without damage to his ship and his outstanding resourcefulness in providing for the care of the sick and wounded survivors rendered it possible for all to reach port safely.

First award:

- CARNEY, Robert B., Rear Admiral, USN, Washington, D. C.: As aide and chief of staff to the Commander Third Fleet during the period 23-26 Oct 1944, he was instrumental in formulating plans by which task forces of the Third Fleet executed a series of successful operations against major Japanese task forces in the vicinity of Mindoro, the Sulu Sea, northeast of Luzon, and off the Central Philippines, resulting in the sinking and damaging of the major portion of Japanese capital ships and carrier aircraft of the Japanese navy.

**DISTINGUISHED SERVICE MEDAL**

Gold star in lieu of third award:

- BLANDY, William H. P., Vice Admiral (then Rear Admiral), USN, Washington, D. C.: As commander, Amphibious Support Force, engaged in pre-invasion assaults against the Japanese-held islands of Iwo Jima 16-19 Feb 1945, Okinawa Gunto and Nansei Shoto, including the capture of islands of the Kerama Retto, 25 Mar-1 Apr 1945, he exercised superb professional skill, keen foresight and meticulous attention to detail in the preparation and execution of plans for the invasion of these strategic, heavily fortified Japanese strongholds. A dynamic leader and brilliant strategist, Admiral Blandy deployed his units for maximum strength to carry out extensive bombardments of enemy positions, reconnoissance missions and minesweeping operations to clear the approaches and the landing beaches preparatory to landings by our ground forces, enabling them to launch their assaults on schedule with minimum loss to personnel or material.

**JANUARY 1945**
**Distinguished Service Medal Recipients**

**William H. P. Blandy**, Vice Admiral, USN

**Arthur C. Davis**, Rear Admiral, USN

**Ralph Davison**, Rear Admiral, USN

**Luis DeFlores**, Rear Admiral, USN

**John H. Hoover**, Vice Admiral, USN

**Mildred M. Horton**, Capt., USNR

**Emory S. Land**, Vice Adm., USN (Ret.)

**Alexander Sharp, Jr.**, Rear Admiral, USN

**Forrest P. Sherman**, Capt., USNR

**Edward J. Steichen**, Capt., USNR (Ret.)

**John H. Towers**, Admiral, USN

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**Distinguished Service Medal Cont.**

**Hoover, John H., Vice Admiral, USN, Washington, D. C.:** As commander, Forward Area, Central Pacific, from May 1944 to June 1945, and as Commander, Marianas Area, from June through July 1945, he displayed exceptional energy and ability in the organization and administration of this vast command and contributed materially to its development from a group of unimproved forward islands. His professional excellence and mature judgment in effectively executing the vital and intricate duties and established policies of his command were material contributions in maintaining our successful advance toward the defeat of the Japanese Empire.

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

**Davison, Ralph, Rear Admiral, USN, St. Louis, Mo.:** As commander of a task group operating against Japanese forces in the forward areas of the Pacific from 10 Feb-21 Mar 1945, he gallantly led his command in vigorous support of the landing operation at Iwo Jima and participated in the first carrier attacks on the Japanese homeland, deploying the units of his task group for maximum combat efficiency and nullifying damage on hostile airfields and installations. When his flagship, the uss *Franklin*, suffered extensive and crippling damage under Japanese aerial attack while standing by for further offensive action following the strikes against Kyushu and Honshu on 18 and 19 March, Rear Admiral Davison maintained operations despite the numerous casualties in his staff and flag allowance and, although forced to effect a transfer to another warship, rendered distinctive and valiant service throughout the desperate struggle to save the *Franklin*.

**Hoover, John H., Vice Admiral, USN, Washington, D. C.:** As commander Forward Area, Central Pacific, during the operations to capture the Gilbert and Marshall Islands, and as Commander, Forward Area, Central Pacific, during the operation to capture the Marianas Islands, he administered the offensive with his skillful leadership of the offensive air forces under his command, his tenacious personal courage, and his efficient administration contributed greatly to the success of the operations which secured control of the Central Pacific through the Marianas. In addition, he organized and efficiently administered the Forward Area, Central Pacific.

**Sharp, Alexander Jr., Rear Admiral, USN, District of Columbia, Md.:** As commander Minekaze, Pacific Fleet, 14 Oct 1944 to 2 Sept 1945 in support of the Philippine Islands and Ryukyus campaigns and the assault on Iwo Jima, Rear Admiral Sharp directed the minekaze under his command with marked efficiency as evidenced by the small number of U. S. vessels mined during these offensive operations. In addition, personnel of his command served with the 20th Air Force and FairWing 1 as technical representatives and provided the unique art of synthetic training perfected during the war to provide special devices and methods for the safe and rapid training of pilots and aircrewmen. From the inception of an idea through the complicated phases of invention, research and construction to the final aspects of production, distribution and maintenance, he rendered distinguished service toward realizing the highest potential in training methods, not only for naval aviation but for submarine officers and fire control parties engaged in combat patrol.

**Horton, Mildred McAfee, Capt., USNR, Walpole, Mass.:** As director of the Women's Reserve the U. S. Naval Reserve, from 3 Aug 1942 to 31 Aug 1945, Capt. Horton was directly instrumental in the initiation of plans and policies affecting the administration, welfare and public relations of members of the Women's Reserve, and was in large measure responsible for procedures motivating their effective performance in the continental United States and the 14th Naval District. Under her capable and devoted leadership, the generally recognized acceptance of women as an integral part of the naval service was achieved.

**Land, Emory S., Vice Admiral, USN (Ret), Washington, D. C.:** As chairman of the U. S. Maritime Com-
mission and administrator of the War Shipping Administration from 16 Apr 1937 to 31 Aug 1945, Vice Admiral Land handled with brilliant administration the colossal task of directing the design, establishment and maintenance of the greatest maritime fleet in the history of the world. Created by a high efficient maritime service training system. Thoroughly cognizant of the dependence of land operations of the United Nations upon expeditions maritime transportation, Vice Admiral Land was in a large measure responsible for the availability of shipping and the resultant uninterrupted flow of personnel and munitions to war fronts extending from the United Kingdom to Russia and from Alaska to the Middle East.

**Sherman, Forrest P., Rear Admiral, USN, Washington, D. C.** As deputy chief of staff to CincPac and CincPoa from 10 Nov 1943 to 2 Sept 1945, he displayed outstanding professional ability, sound judgment and a broad knowledge of the varied and complex details of military and naval strategies in the preparation of plans and the coordination of (1) our campaign plans for the early capture of the Gilberts, Marshalls, Marianas, Western Carolines, Iwo Jima and Okinawa, (2) our fleet operations in support of the capture of Hollandia, Morotai and the Philippines, (3) our final attacks against Japan and (4) the naval phases of the occupation of the defeated Empire. As head of the war plans division on the staff, he contributed essentially to the successful prosecution of the war against the enemy to surrender.

**Steichen, Edward J., Capt., USNR (Ret), Ridgefield, Conn.** While CO of the Naval Aviation Photographic Unit under DCNO(Air) and later as director of the Navy Photographic Institute during the period 26 Feb 1942 to the cessation of hostilities with Japan, he maintained the highest possible standards of excellence in naval photography. While training the Navy's flyers, for informing the public as to the progress of the war and for creating an invaluable historical record of the air, ship, land and fighting men. In two tours of duty in the Pacific, one in 1943 aboard the *Lexington* when she sustained a torpedo attack, and again in 1944 at Guam and Iwo Jima, he studied naval photography at close range.

**Towers, John E., Admiral (then Vice Admiral), USN, Washington, D. C.** As deputy CincPac and CincPoa from February 1944 to July 1945, he displayed outstanding professional ability, sound judgment and an unusual knowledge of the details of military and naval operations in the discharge of his duties. He was responsible for the provision of personnel, equipment, supplies, shipping and the general logistic support of the combatant units of all services in the campaign which resulted in the capture and development of bases in the Marshalls, Marianas, Carolines, Luzon and in the Pacific Fleet operations which supported the recapture of the Philippines. In addition, from January to July 1945 he coordinated all fleet activities in the Hawaiian areas.

**Legion of Merit**

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

**DuBois, Laurence T., Rear Admiral USN, Washington, D. C.** Commander of the support unit in a Fast Carrier Task Group during strikes against the Bonins and Yap, and landings on Guam.

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

**Badger, Oscar C., Rear Admiral, USN, Washington, D. C.** Commander Service Squadrons, South Pacific Force, 10 Feb—23 Sept 1944.

**Colclough, Oswald S., Rear Admiral, USN, Arlington, Va.** CO of the USN North Celebes and Japanese waters, 26 Jan—30 Apr 1945.

**Hartly, Henry, Commodore (then Capt.), USN, Washington, D. C.** Commander, a unit which was shaken down group, Fleet Operational Training Command, Atlantic Fleet, August 1943 to June 1944.

**Kilpatrick, Walter K., Rear Admiral, USN, Alaburbo, Calif.** Chief of staff and aide to CincLant, 15 Nov 1944 to 25 Aug 1945.

**Phillips, William K., Rear Admiral, USN, Sherman, Tex.** Aide and chief of staff to Commander, Cruisers-Destroyers, Pacific Fleet.

**First award:**

**Abbott, Paul, Comdr., USNR, New York City.** Commander of the layered defense control group, Anzio-Nettuno area, Italy, January 1944.

**Allan, Robert A., Comdr., RNVR, Cardross, Scotland.** Commander of an advanced Coastal Forces Base unit, forward central Mediterranean areas, April 1943 to June 1945.

**Barrett, Daniel E., Vice Admiral, (then Rear Admiral), USN, Portland, Ore.** Chief of staff, Atlantic Fleet, January 1941 to July 1942.

**Brown, John H. Jr., Rear Admiral, USN, Middletown, Del.** As a ComSubFor, 6 July 1943 to 15 Nov 1945.

**Chappell, Lucius H., Capt., USN, Honolulu, T.H.** Operational training officer of the staff, Commander Training Command, Submarine Force, Pacific Fleet, ComSubDiv211; member of the war plans board, ComSubForPac.

**Cochran, Dale, E., Lt. Comdr., USN, Vallejo, Calif.** CO of a warship during assault operations against Japanese-held Solomon Islands, Bismarck Archipelago and the Marianas, October 1943 to August 1944.

**Crommelin, John G. Jr., Capt., USN, Hackensack, N. J.**

**What's in a Name?**

- Hear ye the "Seaman's Creed."
  - A messmate before a watchmate.
  - A watchmate before a shipmate.
  - A shipmate before a stranger.
  - A stranger before a dog.
  - A dog before a lubber.
- Way back in the 1600's seafaring man coined the word "lubber" by ingenious combination of the French word "lober" meaning parasite and a Dutch word "lob" meaning country bumpkin. Scarf for the toady who profits by others labor added to scorn for the awkward fellow makes "lubber" the most contemptuous epithet in the seaman's vocabulary. "He's a lubber who ought not be trusted with a boat" sums up complete failure as a seafaring man.

Lubber is a milder word. With jovial mockery and, no doubt, out of a pleasant sense of his own superiority, the sailor uses "landlubber" to describe the man who, spending all his life on land, is naturally clumsy aboard ship.
Legion of Merit Cont.


★ EASTON, William T., Comdr., USN, Coronado, Calif.: Chief staff officer and operations officer of a patrol wing during Bay of Biscay offensive and invasion of occupied France.


★ GREENE, Robert L., Vice Admiral, USN, Moscow, Idaho: Commandant 14th ND and ComHawSeaFron, 17 Feb 1945 to 24 Oct 1944.

★ HUGHES, Hugh H., Capt., USN, Monroe, La.: Air officer, Philippine Sea Frontier.

★ GREGG, Orville F., Capt., USN, St. Louis, Mo.: As a CTG prior to and during the amphibious landings in the Anzio-Nettuno area, Italy, Jan 1944.

★ HANSON, Edward W., Rear Admiral, USN, Alexandria, Minn.: CO of a BatDiv off Salam, 21 Feb 1944.

★ HIGGINS, John M., Commodore, USN, Madison, Wis.: Commander of a fast carrier task force screen during air strikes against the Japanese.

★ JOHNSON, Ralph B., Comdr., USN, Honolulu, T.H.: Senior assistant to the engineer and repair officer, submarine base, Pearl Harbor, December 1941 to March 1944, and Engineer officer ComSubSquad 20, March to November 1944.

★ MACKINLEY, James G., Capt., RCNR, Vancouver, B.C.: Royal Canadian Naval liaison officer, headquarters of Cominich, June 1941 to September 1945.

★ MITSCHER, Marc A., Vice Admiral, USN, San Francisco, Calif.: As CTF38 westward task forces, 20 Aug to 29 Sept 1944.

★ MULLANEY, Baron J., Comdr., USN, New Bedford, Mass.: CO of a destroyer in the British and Dutch New Guinea and Moluccas areas, 1 April to 1 Oct 1944.

★ O’REGAN, William V., Capt., USN, Staten Island, N.Y.: CO of the submarine base, Midway 1, as ComSubDiv and ComSubRon, June 1942 to January 1945.

★ RENNE, Paul T., Lt., USNR, Southport, Conn.: Executive officer of a MTBRon, April 1943 to January 1944 and CO of the same squadron, February to September 1944.

★ SECK, Harry W., Comdr., USN, West Point, Miss.: Spotter, gunnery officer and assistant gunnery officer of a battleship, Pacific area.

★ STOUT, Hugh C., Capt., USN, Bridgeport, Conn.: As CG and CO of USS Pocomeke, Southwest Pacific area.

★ TORKMAN, Robert D., Rear Admiral, USN, Lansdowne, Pa.: Director of the Chaplains division, BuPers and Chief of Chaplains, June 1937 to July 1945.

Gold star in lieu of second award:

★ OUTERBRIDGE, William W., Capt., USN, Arlington, Va.: CO of a convoy screening vessel in the Southwest Pacific area.

First award:

★ BOONE, Frederick, Capt. (then Comdr.), USN, Palo Alto, Calif.: Executive officer of USS Enterprise in the Battle of Santa Cruz, 26 Oct 1942.


(Through error listed as Bronze Star in October 1945 issue.)

★ HOOLEY, James E., Capt., USN, Fort Worth, Tex.: Executive officer aboard the USS Minneola during the Battle of Surigao Strait and Gilbert, Marshall, Caroline and Marianas Islands operations.

★ O’NEILL, William J., Jr., Ens., USNR, Woodside, N.Y. (posthumously): Aboard the USS Abner Read in the vicinity of Leyte Gulf, 1944.


Distinguished Flying Cross

Gold star in lieu of fourth award:

★ BELL, Gordon W., Lt. (jg), USNR, Berkeley, Cal. (missing in action): Pilot in air group aboard USS Hornet, 9 Jan 1945.


Gold star in lieu of third award:

★ BAKER, Douglas, Lt. (jg), USNR, Lindsay, Okla. (missing in action): Pilot in a fighting squadron aboard the USS Lexington, 12 Jan 1945.


Gold star in lieu of second award:


★ DILLY, Donald D., Lt., USNR, Arlington, Virginia (missing in action): Torpedo plane pilot attached to USS Tulagi, 7 Jan 1945.

★ DYSERT, Carl W., Lt. (jg), USNR, Huntsville, Ohio (missing in action): Torpedo plane pilot attached to USS San Jacinto operating against enemy forces, 3 January to 3 Apr 1945.

★ FARMER, E., Lt. (jg), USNR, Birmingham, Ala. (missing in action): Leader of a fighter division aboard USS Langley, 15 Dec 1944.

★ LAIR, Carl E., Lt., USNR, College Station, Tex.: Pilot of a bomber aircraft in action against German submarine, 22 Aug 1944.

★ LARSEN, Robert J., Lt., USNR, Jersey City, N. J. (missing in action): Special gunnery observer on a patrol plane, South China Sea, 20 Mar 1945.

★ PARK, Charles G., Lt., USNR, Dallas, Tex.: Combat fighter in the Pacific area.

★ PETTERSON, John D., Lt., USNR, St. Louis, Mo. (missing in action): Leader of a fighter division attached to USS Enterprise, 13 Oct 1944.


★ SMOKZET, Claude D., AMM3c, USNR, St. Louis, Mo., (missing in action): Tor tread gunner of a torpedo plane aboard USS Langley, 25 Oct 1944.

★ SONNEN, Irl V., Lt. (jg), USNR, Layton, Utah (posthumously): Pilot of a
carrier-based fighter, 13 Oct 1944 to 17 Feb 1945.

★ SWINNEY, Fred S., ARM2c, USNR, Lexington, Mass. (missing in action): Crew member aboard a dive bomber assigned to USS Enterprise, Philippines area, 18 Oct 1944.

★ THORNBER, John W., Comdr., USNR, Lincoln, Nebr.: CO of air transport squadron during the evacuation to 21 June 1945.

★ THURMON, Norman E., Lt., USNR, Warrensburg, Mo.: Pilot credited with probable hit on enemy warship in the Pacific area.


★ RIPLEY, Gilbert L., Slc, USN, Searcy, Maine (posthumously): USS Hancock, 21 Jan 1945.

★ SABESEK, Theodore, MM1c, USN, Verona, N.Y. (posthumously): USS Tujunga, 18 Dec 1944.


★ SCHOPFERT, Edwin S., Slc, USN, Fiemont, W. Va.: Rescue operations during typhoon, Ulithi Atoll anchorage, 3-4 Oct 1944.

★ TALL, Harold R., Lt. (jg), USN, Brooklyn, N. Y.: Rescue operations during typhoon, Ulithi Atoll anchorage, 3-4 Oct 1944.


★ BISHOP, Nelson A., Slc, USN, Los Angeles, Calif.: Aboard a large aircraft carrier in the vicinity of Shikoku Is., 19 Mar 1945.

★ BOWERS, Edward M., Sr., USN, New York, N.Y. (posthumously): Member of an AA crew aboard a carrier in the Pacific.

★ BOWERS, Edward M., Jr., USN, Berkeley, Calif.: Aboard the USS Abner Read, Leyte Gulf, 1 Nov 1944.

★ BOWERS, Edward M., Jr., USN, New Haven, Conn.: On the staff of a battleship division, San Francisco, Calif.: Aboard the USS Atber Read, Leyte Gulf, 1 Nov 1944.


★ CABANILLAS, Jose M., Comdr., USN, Mayaguez, Puerto Rico: Executive officer aboard USS Texas during invasion of Normandy and bombardment of Cherbourg, June 1944.

★ CANADA, Claude S., GM2c, USN, Vallejo, Calif. : Aboard the USS Albert W. Grant in the Battle of Surigao Strait, 25 Oct 1944.

★ CONNALLY, John B., Lt. Comdr., USNR, Austin, Tex.: Fighter director officer, USS Yaphank, 19 Apr 1945.


★ HEEDING, Paul, Cox., USNR, Salt Lake City, Utah: Rescue operations during typhoon, Ulithi Atoll anchorage, 8-4 Oct 1944.

★ HENDERSON, Randal E., AMM3c, USNR, Vincennes, Ind.: Rescue, NAS, Jacksonville, Fla., 22 Mar 1945.


★ LEE, William O., BM2c, USN, Houston, Tex.: Rescue operations during typhoon, 8-4 Oct 1944.

★ LENKIEWICZ, Jesse J., Cox., USNR, Wilmington, Del.: Off Shikoku Is., 19 Mar 1945.


Bronze Star Cont.

- Donald F. Johnson, FD3c, USN, Philadelphia, Pa.: Aboard the uss Abner Read in the Pacific, 19 Mar 1945.
- Fina McKee, MM3c, USN, Nashville, Tenn.: Aboard the uss Abner Read in the Pacific, 19 Mar 1945.
- Fred E. Johnson, SD3c, USN, Cleveland, Ohio: Aboard the uss Abner Read in the Pacific, 19 Mar 1945.
- Frank J. Johnson, SF2c, USN, New York, N.Y.: Aboard the uss Abner Read in the Pacific, 19 Mar 1945.
- George A. Johnson, RM3c, USN, Portland, Ore.: Aboard the uss Abner Read in the Pacific, 19 Mar 1945.
- Joseph M. Johnson, RM3c, USN, Chicago, Ill.: Aboard the uss Abner Read in the Pacific, 19 Mar 1945.
- Thomas A. Johnson, RM3c, USN, Pittsburgh, Pa.: Aboard the uss Abner Read in the Pacific, 19 Mar 1945.
PROBING THE ENEMY'S SECRETS

OVERCONFIDENCE of the Japanese in the code-like characteristics of their language—and their untiring habit of making notes and keeping diaries—is not to be discounted in the defeat of the little men of the Rising Sun Empire, the annals of the U.S. Navy Schools of Oriental Languages reveals.

Though the security veil still cannot be lifted entirely, Comdr. A. E. Hindmarsh, USNR, officer in charge of the language schools, credits one particular day's work by an oriental language officer with gains great enough to offset the entire cost of the training program and the shortening of the war "by a measurable period of time and a significant number of American lives."

Information about a brand-new Jap torpedo design and data on radar interceptors were obtained by one language officer from a Jap CPO rescued from a destroyer sunk in 1943. With the aid of language officers, other prisoners prepared surrender leaflets to be dropped by plane behind enemy lines. In one case, surrender appeals by captured Japanese were recorded and played by phonograph within hearing distance of enemy forces. One U.S. Army half-Chinese-half Japanese prisoner volunteered to go out to help adjust artillery fire on a Jap position.

Ship movements, comments on morale of Jap troops and accounts of brutalities inflicted on Allied prisoners were found in the diaries of Jap fighting men by the men trained in speaking and reading Japanese in the Navy's schools. The diaries, kept by practically every Jap soldier, apparently were sanctioned by the Japanese military men as a sort of comfort item for the men who are described by language officers as "sentimental people." Afterward, the often contained maps of the now-defunct Greater East Asia Co-Prosperity Sphere, and usually the imperial rescript of Emperor Meiji, issued to the armed forces in 1882 stressing loyalty, propriety, valor, faithfulness, righteousness and simplicity. One Nip prisoner corrected his interviewers when reminded of the rescript's principles by his language interviewer who instructed him not to tell the truth.

When they struck Pearl Harbor, the Japanese had at least 100,000 men with a working knowledge of English for every American who could read or write Japanese effectively, says Comdr. Hindmarsh, a former Harvard University professor whose recommendations led to the creation of the Navy's Oriental language schools. But the activities of the schools' graduates in the Pacific showed that language was no serious barrier on the Tokyo road.

The schools opened 2 Sept 1941 at Harvard and the University of California. In 1942 the Harvard unit was discontinued. Soon afterward, the evacuation of all persons of Japanese ancestry from the West coast necessitated moving the school from Berkeley, Calif., to the University of Colorado because the instructors were Japanese-Americans. Need for men to question prisoners and translate captured enemy documents was so great the first class was graduated in nine months, but the course in Japanese now requires about 14 months to complete. So intensive is the course that in one period only 300 of 1,600 applicants were accepted for interview, and some of the accepted group failed later. In all Comdr. Hindmarsh interviewed 20,000 applicants.

Several hundred students are enrolled at the present time, with carefully chosen officers and enlisted men studying alongside specially-qualified civilians. Some of the students are studying Russian, Chinese or Malay dialects instead of the Japanese language, and will serve in areas where those languages must be used to conduct Navy business.

"There is nothing revolutionary about the method of teaching," Comdr. Hindmarsh says about the Navy's language instruction program. "It differs from ordinary language training chiefly in its intensional, concentration and elimination of pure theory."
NEW DETAILS ON NAVY DEMOBILIZATION

Close on the heels of the announcement that the million-man mark had been passed in the Navy's demobilization program, critical release scores for nearly all enlisted and officer personnel were ordered reduced 1 to 8 points effective 2 February, thus making eligible for discharge most enlisted men with 34 total points, most enlisted women with 22, most male officers with 41 and all female officers with 28.

Included among those affected by Alnav 442-45 are certain specialized personnel whose critical scores were higher than those of personnel otherwise classified, and rated men and women who prior to 1 January were ineligible for release no matter how many points they had. Biggest cut—8 points—provided in the Alnav brings the critical score for mailmen who, until the cut is effective, need 44 points for discharge—down to 36 points.

Besides providing a 2 February reduction, the Alnav additionally orders a 15 January cut of 1 point for enlisted men (with certain exceptions) and for male commissioned and warrant officers other than ensigns in flight status and medical corps officers.

Personnel whose scores remain unchanged from the previously announced 1 January level are ensigns in flight status, warrant officers (except WT(CB)) and (except MM(CB)), electrician's mates (except EM(CB)), chief commissary stewards, and ships' cooks and bakers.

### POINTS REQUIRED FOR RELEASE

<table>
<thead>
<tr>
<th></th>
<th>1 Dec</th>
<th>1 Jan</th>
<th>2 Feb</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male commissioned and warrant officers (except those classified MC and naval aviators in flight status)</td>
<td>44</td>
<td>43*</td>
<td>41</td>
</tr>
<tr>
<td>Male officers classified MC—doctors</td>
<td>53</td>
<td>51</td>
<td>50</td>
</tr>
<tr>
<td>Naval aviators in flight status (ensign)</td>
<td>20</td>
<td>20</td>
<td>29</td>
</tr>
<tr>
<td>Not eligible</td>
<td>34</td>
<td>30*</td>
<td>28</td>
</tr>
<tr>
<td>Male enlisted personnel (except below)</td>
<td>38*</td>
<td>36*</td>
<td>34</td>
</tr>
<tr>
<td>Water tenders (except WT(CB))</td>
<td>39</td>
<td>38</td>
<td>38</td>
</tr>
<tr>
<td>Machinist's mates (except MM(CB))</td>
<td>39</td>
<td>38</td>
<td>38</td>
</tr>
<tr>
<td>Chief commissary stewards</td>
<td>39</td>
<td>38</td>
<td>38</td>
</tr>
<tr>
<td>Ship's cooks and bakers</td>
<td>39</td>
<td>38</td>
<td>38</td>
</tr>
<tr>
<td>Male yeomen and storekeepers (except SK[D] &amp; SK(CB) Stevedores)</td>
<td>44</td>
<td>44</td>
<td>41</td>
</tr>
<tr>
<td>Male mailmen</td>
<td>44</td>
<td>44</td>
<td>41</td>
</tr>
<tr>
<td>Electricians' mates (except EM(CB))</td>
<td>44</td>
<td>44</td>
<td>41</td>
</tr>
<tr>
<td>Male specialists (C)</td>
<td>44</td>
<td>44</td>
<td>41</td>
</tr>
<tr>
<td>Male specialists (I) punch card accounting machine operators</td>
<td>Not eligible</td>
<td>44</td>
<td>41</td>
</tr>
<tr>
<td>Male specialists (S) shore patrol accounting machine operators</td>
<td>Not eligible</td>
<td>38</td>
<td>34</td>
</tr>
<tr>
<td>Not eligible</td>
<td>38</td>
<td>34</td>
<td></td>
</tr>
<tr>
<td>Male specialists (X) key punch operators</td>
<td>Not eligible</td>
<td>44</td>
<td>41</td>
</tr>
<tr>
<td>Male specialists (X) transportation</td>
<td>Not eligible</td>
<td>44</td>
<td>41</td>
</tr>
<tr>
<td>Male storekeepers (D)</td>
<td>Not eligible</td>
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</tr>
<tr>
<td>Male hospital corpsmen</td>
<td>Not eligible</td>
<td>44</td>
<td>41</td>
</tr>
</tbody>
</table>

† Critical score drops to 37 on 15 December.
* Critical score drops one point on 16 January.

The Alnav also reduces the critical score for the Nurse Corps on 1 January but does not provide a reduction for officers on 2 February.

Other than reducing point scores, the Alnav further increases discharge eligibility by removing the “if for combat” stipulation from the earlier provision that personnel awarded the Distinguished Flying Cross since 1 Sept 1939 are to be released regardless of points.

Earlier in December, the Navy, through Alnav 415-45, opened the way for the release of all enlisted personnel who are 38 years or older and have dependents. According to the Alnav, such men regardless of points and ratings are to be transferred for discharge upon their written request. Among the few men in this category still in the Navy, the following are ineligible:

- USN enlisted personnel whose period of enlistment in any service other than the Navy or Marine Corps extended thereof has not expired;
- Retired enlisted personnel;
- Enlisted personnel of the Fleet Reserve;
- Enlisted personnel who are hospitalized or undergoing medical or dental treatment;
- Personnel in a disciplinary status.

Largely through point discharge systems, naval personnel released from 17 August to 14 December totaled 1,241,200, including 1,007,909 from the Navy, 164,579 from the Marine Corps and 68,802 from the Coast Guard. Of the Navy total, 902,771 were enlisted personnel, 104,834 were officers. Analyzing separations as of the last week in November, the Navy's demobilization office discovered 98 percent of the officer separations and 86 percent of the enlisted releases were on points or awards. Thirteen percent of the enlisted discharges went to men with 3 or more children. Ninety-two percent of the enlisted separates and 66 percent of the officers released had sea or overseas duty.

With the announcement of the new reduction in point discharge scores, attention focused overseas where more than 1,000,000 Army men remain, waiting to become eligible for discharge via the “magic carpet” which between 12 May and 7 December transported to the U.S. more than half—5,798,000—of the nation's overseas Army and Navy personnel. 2,400,000 from Europe, 1,539,000 from the Pacific and 89,000 from the Indian theater. Still to be brought home via the Magic Carpet from Europe were 948,000 Army and 8,000 Navy personnel; from the Pacific, 1,067,000 Army and 1,200,000 Navy people and from the Indian theater, 185,000 Army and 3,000 Navy
men and women. Of the 1,200,000 Navy people to be brought home from the Pacific, 370,000 were to be returned as crews of combat ships. So successful has been the "carpet" operation that, by the first of 1946, all combat ships were to have been "retired" from the Atlantic to the Pacific, service and returned to Fleet assignments. Ending troop-carrying chores were 1 battleship, 6 cruisers and 8 aircraft carriers. In addition, 13 troopships, including converted Victories, were to be transferred from the Atlantic to the Pacific operation during December and January, leaving nearly 500 vessels to bring approximately 750,000 Army and Navy personnel home from Europe.

All major combat vessels are scheduled to be withdrawn from the Pacific "carpet" operation by mid-January, leaving to more than 400 troopships, transports, converted Liberties and Victories and miscellaneous other craft the task of bringing home approximately 1,500,000 servicemen.

The records of 25 troopships were engaged in bringing home approximately 135,000 Army and Navy people still in the Indian theater. Six troopships formerly assigned to the CBI run have been transferred to the Pacific "carpet" service.

Major dark spot in the task of returning the overseas veterans home in December were the bottleneck at debarkation points, particularly on the West Coast where troop arrivals began to exceed rail transportation facilities. Forcing delays in unloading troops from ships and thereby slowing down the shuttle service.

Mobiliizing to meet the crisis, Army and Navy Air Transport Service, through an agreement with the Association of American Railroads, arranged with eastern, midwestern and southern railroads to divert 2,000 coaches to the western lines. In addition, 70 percent of the eastbound commercial airline space was allocated to the Army and Navy, and the Naval Air Transport Service added passenger flights, cancelled cargo flights, making that space available to separate arriving troops.

A further move to break the West Coast bottleneck came in mid-December when the railroads agreed to put troop trains on passenger schedules both to and from the West Coast, speeding up the movement of separate groups.

No Muster Out Pay Given For Extending Enlistment

The benefits outlined in Alnav 360-46 (NDB, 31 October) have been clarified by Alnav 413-45 (NDB, 15 December) with respect to personnel of the regular Navy and Coast Guard who volunteer for early enlistments.

Upon extension of an enlistment in the regular Navy or Coast Guard, personnel may be granted a reenlistment leaving in their ratings, but not mustering out pay. Mustering out pay is payable to personnel who are discharged either for the purpose of effecting a permanent separation or to reenlist.

JANUARY 1946

New BuPers Directive
Forbids Overseas Duty For Near-Dischargees

BuPers has issued a general directive (BuPers Circ. Ltr. 337-45; NDB, 1 November) instructing COs not to detail transient (unassigned) enlisted men with less than six months of service remaining before discharge to duty at overseas bases, to precommissioning details or new construction ships, or on ships not expected to return to the U. S. before the men's separation eligibility dates.

Such men are, however, considered available for transfer to sea duty on ships operating in waters nearby the U. S. and to ships expected to return to U. S. ports before or reasonably soon after dates on which the men will become eligible for discharge.

The circular letter also authorizes main and semi-main Navy recruiting stations, where men may report from leave for temporary duty and further assignment, to transfer such men who are eligible for immediate discharge to appropriate activities for processing. Men eligible for discharge within 45 days and Seabees who will qualify for discharge within six months are to be transferred to home naval districts or river commands for duty pending discharge.

Naval hospitals of all types are authorized to transfer patients discharged from treatment in the same manner as recruiting stations.

Any CO in continental U. S. may terminate leave or delay status of enlisted personnel who become eligible for discharge while on leave upon the individual's request, and transfer them for discharge processing. Forwarding by airmail of records and accounts for men who do not have them in their possession may be requested by telegraph, giving verification of such men's eligibility for discharge.

Honorable Discharge Certificate to Show Man's Service Record

Honorable discharge certificates issued hereafter to men separated from the Navy will contain a transcription of the service and awards recorded in the notice of separation, as a result of changes in discharge procedures directed by BuPers Cir. Ltr. 335-46 (NDB, 15 December).

Information formerly appearing only on the notice of separation now will be repeated identically on the honorable discharge certificate. In addition, a listing of service on overseas stations and a record of medals, decorations and awards won as indicated by the service jacket, the information will include dates of enlistment, time and rating achieved and other identifying data.

The notice of separation will continue to carry the only record of this information received by personnel who are given other types of discharges than honorable.
Answers Given to Latest Questions
On Transfer of Officers to USN

Bringing up to date the information on transfer to the regular Navy for Reserve and temporary USN officers, BuPers has formulated answers to new and pertinent questions to appear in a revision of the booklet, "An Officer's Career in the Peaceetime Navy."
The new information covers provisions which have been the subject of recent Alnavs, BuPers circular letters and other directives, and clarifies points which were still open for question when the booklet was first issued several months ago.

Below, ALL HANDS presents the new information:

Eligibility for Transfer

Q. I am one day over the prescribed age limit. Will I be able to get a waiver on age if not, is there any chance that the age limits will be raised?

A. No waivers will be granted on age requirements regardless of the length of time an individual may be over age. It is not anticipated that any changes will be made in the present age requirements. It is realized that some officers are excluded by this strict interpretation but this would also be the case regardless of where the line is drawn regarding age. It is sincerely believed that in order to carry out the Secretary’s policy of a postwar Navy being composed of a homogeneous group of officers with equality of opportunity for selection, promotion, and assignment to duty, to avoid any possible favoritism, strict adherence to the age requirements is absolutely essential.

Q. I was eligible for transfer under Alnav 207, put in my application and was favorably recommended by the local board. Now discovered under BuPers Circ. Ltr. 288-45 (Revised) that I am not eligible. What became of my application?

A. The Bureau of Naval Personnel will inform you by letter that you are ineligible. No action on the part of your local board is necessary.

Promotions and Selections

Q. I was a permanent warrant officer in the regular Navy with five years' warrant service at the time of suspension of permanent promotions. For three years I have been a commissioned officer and now hold the temporary rank of lieutenant. I do not desire to transfer to the regular Navy in my temporary status but would like to transfer as a chief warrant officer. The rank I held had been no temporary promotions. Is it necessary for me to apply for transfer in accordance with BuPers Circ. Ltr. 2145 (Revised)?

A. No. Permanent warrant officers of the regular Navy having combined service as a warrant officer and a commissioned officer, it is to your advantage to submit a request for transfer as a chief warrant officer in accordance with BuPers Circ. Ltr. 288-45 (Revised). When will selection boards start considering individual applications and when will I know whether I have been selected?

A. Selection boards to consider applications for transfer to the regular Navy were convened 12 Oct 1945 and have been in session since that date. When the permanent size of the postwar Navy has been determined by the Congress you will be notified of your selection or non-selection. This information will be furnished at the earliest possible date by means of Alnav as well as personal letters to the officers concerned.

Compensation and Security

Q. I sent to foreign shore duty will I be able to take my family with me?

A. Generally speaking you will be allowed to take your family to any shore station to which you may be assigned providing the proper living conditions are available. At the present time families of Navy officers may go with them if they are assigned duty in the 10th or 15th Naval District, Samoa, the Hawaiian Islands, Newfoundland, and part of Alaska were convoked. Other places such as Guam, the Philippines, and Europe will be opened up at the earliest possible date.

Procedure for Making Application

Q. I am now on inactive duty and desire to return to active duty and transfer to the regular Navy. May I do this? If so, how soon do I have to submit my application and may I expect to be called back to active duty?

A. If you have not been on inactive duty more than six months you may apply for transfer to the regular Navy. Your application must be in your district commandant's office prior to the expiration of the six months period following your return to inactive duty. Local commanders and river commands will insure that applications are submitted in accordance with BuPers Circ. Ltr. 288-45 (Revised), including physical examination and interview by local board. If you request to return to active duty at this time the commandant will forward your request to BuPers who will determine whether you will be recalled, and if affirmative, will issue orders from your home to your new duty station. A temporary appointment to the highest rank previously held, other than captain, and the orders recalling you to active duty.

Q. I am on terminal leave and desire to transfer to the regular Navy. What action should I take?

A. Submit your application for transfer in accordance with BuPers Circ. Ltr. 288-45 (Revised) via your district commandant. Your application should state whether or not you desire to return to active duty. If affirmative, you should state whether or not you want the balance of your terminal leave. If you desire active duty, the local commandant or river command will, without prior reference to BuPers, cancel the remainder of your release orders and request you to report to the district for further assignment by BuPers, allowing delay in reporting for duty until date of termination of original assignment if so desired. All applications must be submitted in accordance with BuPers Circ. Ltr. 288-45 (Revised) and the physical examination and interview by the local board must be accomplished before leaving the area in compliance with BuPers orders.

Q. I hold a temporary commission as ensign and my permanent status is enlisted. If I am selected for the regular Navy as an ensign will I be retained for a period that I complete 20 years' service, will I be separated from the service with no retirement benefits?

A. No. Officers whose permanent status was enlisted prior to transfer, who are involuntarily separated through the operation of the Permanent Promotion Law, without retirement benefits, may at their own request reenlist as chief petty officers and be credited with the full time served on active duty as an officer and enlisted man toward eligibility for transfer to Fleet Reserve or for retirement in an enlisted status (Alnav 418-45).

Q. Will it be established policy in the postwar Navy to rotate between sea and shore and various billets—even though an individual prefers and is more efficient in a particular assignment?

A. In order that the individual may be better qualified for command, it is probable that line officers will continue to be rotated in the various general line billets. This normally includes rotation between sea and shore duty. The normal cruise for line officers of the rank of commander and above is 2 years. For line officers below the rank of commander, including chief warrant officers, and warrant officers, 3 years. The normal tour of shore duty for line officers of the ranks of rear admiral and captain is 5 years. For commanders, 2 years for line officers below the rank of commander, and for chief warrant and warrant officers, 2 years. Duty outside the continental limits of the United States, whether afloat or ashore, is considered sea duty. The nature of the duties of staff officers is such that generally they may expect longer tours of shore duty than line officers. This is particularly true in the higher ranks.

Q. What are the age requirements?

A. Briefly, you must be within a few years of the age of the present regular officers having the same tem-
Three Bills on Transfer, Retirement Provisions

Are Now Before Congress

Three bills providing more attractive retirement benefits for officers and making reserve officers of equal opportunity for promotion and professional advancement if they transfer to the regular Navy will be in favor and a position for enactment when Congress reconvenes in mid-January.

Senate Bill 1438 called the "Inducement bill" because it is intended to make all officers more desirable to enlisted men by providing higher retainer pay when they transfer to the Fleet Reserve at the end of 20 years of service was passed finally by the House 20 December with certain amendments to the bill previously passed by the Senate.

Under this bill a Fleet Reservist would be paid at the rate of $25 per cent of the base pay plus all permanent additions thereto that he received at the time of their transfer multiplied by the number of years he has service on active duty. This pay must not exceed 75 percent of his base pay.

Men credited with extraordinary heroism in the line of duty and with conduct marks of 95 percent of the maximum for 20 years will receive an extra 10 percent in retainer benefits.

Senate Bill 1405 known as the retirement bill permits officers of the Navy and Marine Corps to retire in a temporary rank higher than his permanent rank provided his service in the higher rank has been satisfactory.

Retirement pay for officers is computed on the same basis as at present but based on the highest temporary rank satisfactorily held. This retirement bill has been passed by both the House and Senate. Conference committees will iron out minor differences in the present form of the bill.

House bill 4421 known as the transfer bill in addition to guaranteeing all officers equal treatment regardless of source from which appointed provides authority for transfer of reserve and permanent warrant officers to the regular Navy and also sets the size of the peace-time Navy and Marine Corps.

To Comb Shore Stations
For Officers Qualified

As Fleet Replacements

As a phase of the drive to obtain necessary officer replacements for the fleet, SecNav last month directed CEs of all shore establishments to submit a priority detachment list of all line officers, including warrants, qualified for sea duty.

The directive, issued 12 Dec 1945 as an ALStaCon, requested nominations of officers of all ranks in the following categories:

- Regular Navy;
- USNR with 50 points or less, and
- USNR officers who have requested transfer to regular Navy or who have indicated desire to postpone mobilization.

These men will be sent to ships to replace officers already demobilized and those who are becoming eligible for demobilization faster than ships and shore stations can be decommissioned. If detached for emergency duty, officers were to proceed directly to new assignments with no leave enroute. Many of the officers detached will be returned to shore bases in the spring and summer of 1946, the ALStaCon pointed out.

Many Aviation Officers
Will Earn Flying Bonus

At Official End of War

In accordance with a recent opinion of the Judge Advocate General, the $500 yearly lump-sum payment authorized by the Naval Aviation Cadet Act of 1942 will, on the day following the end of the present war as declared by Presidential proclamation or by an act or concurrent resolution of Congress, begin to accrue to all Navy and Marine Corps aviators who became aviation cadets subsequent to 8 Sept 1942, provided such aviators are then on active duty (BuPers Circ.Ltr. 351-45, NDB, 15 December).

Executive order 9268, issued on 9 Nov 1942, suspended the provision for payment of the lump sum during the present war. Officers who were enlisted in the grade of aviation cadet or transferred to that enlisted grade subsequent to 3 Sept 1942.

Lieutenants Promoted
While on Final Leave
Are Given Two Options

Lieutenants who become eligible for advancement to lieutenant commander while on terminal leave, resulting from "years" term of service in rank as provided in Alnav 317-45 and subsequent Alnavs, have two options specified in NavAct 9-45 (NDB, 15 November). They are:

- To decline advancement by letter to BuPers, with a copy to the disbursing officer of the activity from which separated.
- To accept advancement and refund all mustering-out payments received.

The options apply only to lieutenants who have not previously refused the promotion and who accept the promotion prior to the expiration of their terminal leave. They are required to report to any naval activity at his own expense and pay necessary papers and arrange to refund in cash or check against their pay accounts any mustering-out payments received as lieutenants. No list of refusals to arrange the refund will receive the promotion.

Lieutenants who complete 17 or more years of service for pay purposes before the expiration of terminal leave are not entitled to the mustering-out payment. Their advancement to four pay period is automatic and cannot be refused.

Transferring Warrants
Exempt from Age Limits

Temporary USN and USMC officers with permanent warrant or chief warrant rank transferring to the regular Navy will not be required to meet the age limitations prescribed—In BuPers Circ.Ltr. 288-45 (NDB, 15 November) and Marcors Ltr. of Instruction 1159 for ensigns, lieutenants (junior grade), lieutenants, lieutenant commanders and Marine officers of comparable rank.

Removal of the limitation is contained in Alnav 408-45 (NDB, 30 November), and constitutes change There to BuPers Circ. Ltr. 288-45 and Change One to Marcors Ltr. of Instruction 1159.

Additional EDO Billets
Opened to Transferees

Two specialties have been added to those in which engineering duty only (EDO) appointments in the regular Navy are open to qualified USNR officers.

The additional specialties and the cognizant bureaus are:

- Aerological officer, BuAer.
- Industrial relations (personnel relations), BuAer, BuOrd and BuShips.

The original list of professions and specialties appeared in All Hands, November 1945, p. 69, and also in BuPers Circ. Ltr. 303-45 (NDB, 15 October). The additions are carried in NavAct 11-45 (NDB, 30 November).
The Bulletin Board

'Navy Editor's Manual' Issued as Guide Book For Newspaper Units

A wealth of practical information to help the staffs of ship and station newspapers solve their problems and improve the quality of their publications is contained in the 'Navy Editor's Manual,' prepared by the Ships' Editorial Association (SEA).

The manual was due off the presses 1 January and for immediate distribution to COs of shore stations and of vessels ranging from LSTs up, and to SEA membership and station newspapers, numbering nearly 1,000. Additional copies are available on request from BuPers (Attn: Informational Services Section).

Specific information in simple language about all of the varied phases of work that must be blended effectively to produce an appealing and successful publication makes up the contents of the manual. Aids for the workers in the “front office”, or business departments, as well as for the writers, make-up men, editors and copy readers are included in the scope of the 80-page text.

The mechanics of starting a new sheet are dealt with as well as those of improving established publications. Containing more than 50 technical illustrations, the manual makes easier the editors problems of margins, style and type selection. The appendix includes a style sheet, type specimen pages, illustrations of copyreading and proofreading symbols, and a glossary of newspaper terms.

The manual is another of the services provided in accordance with BuPers Circ. Ltr. 70-45 by SEA to member newspapers. Regular services include a weekly clip sheet of news, pictures and the cartoons. PRECEDING: Pers Circ. Ltr. 70-45 by SEA to members.

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HOW DID IT START?
The Devil to Pay

No sum of money is involved, nor is the pointed-eared gentleman. The original expression was "the devil to pay and only half a bucket of pitch." This is understood when it is known that the "devil" was the longest and most difficult seam to caulk and pitch. It also took more "pay" and was generally the seam found next to the waterway of a ship. Thus the devil is the seam; the pitch is the pay. Some seamen also used the word "hell" to describe that seam. And possibly a lively imagination, conceiving the difficulties of pitching the seams of hell itself, was responsible for the expression "Hell to pay!"

New Precedence Given To Good Conduct Medal

Position of the Navy Good Conduct medal in order of wearing has been changed to follow the Navy Unit Citation, by BuPers Circltr. 333-45 (NDB, 15 December).

Govt. Transportation Open to Dependents Travelling to Hawaii

Dependents of certain naval personnel stationed in Hawaii or attached to fleet units based at Pearl Harbor may now obtain government transportation for travel to Hawaii.

Travel arrangements for dependents outside the continental limits were suspended 2 Nov 1942 by Alnav 235-420. Effective 15 Dec 1945 under an Opnav order of 21 November, the suspension is lifted for personnel of the third pay grade or above who normally may expect to continue on duty in Hawaii or on ships based at Pearl Harbor for at least six months.

Authority for travel of dependents to Hawaii is granted by the Secretary of the Navy, subject to the following conditions:

- Availability of suitable housing.
- Normal expectancy of continuation of duty for at least six months.
- Admission of dependents will not displace personnel who cannot be locally housed in comparable quarters.
- Efforts to be made to achieve equitable proportions between senior officers, junior officers and enlisted men entitled by law to transportation of dependents.
- Approval of each request by Com 14 who shall be responsible for seeing that the above conditions have been met and that the individual making the request understands and accepts existing limitation concerning ships, transportation and other facilities.

Personnel entitled to transportation of dependents may submit applications to Com 14 on BuSandA Form 33 in quadruplicate, supported by three copies of orders assigning them to present duty. Use of certificates in lieu of orders is not authorized.

Although not legally entitled to this privilege, personnel below pay grade three and personnel attached to ships not having home port or home yard at Pearl Harbor may submit applications in letter form (as prescribed by Com 14). In these cases, Com 14 may approve the request, but will furnish transportation only when space is available after accommodating those legally entitled to it.
USN Men May Obtain Discharge in Advance To Permit Reenlisting

Enlisted personnel of the regular Navy may now be discharged three months or less before the normal expiration date of their enlistment, under certain conditions, for the purpose of immediate reenlistment. (Alstacon dated 5 Dec. 1945)

The directive, BuPers Circ. Ltr. 13-44, suspended this privilege for the duration of the war and six months thereafter has been cancelled, and enlisted personnel may once again apply for early discharge under the following conditions listed in Change No. 1 of BuPers Manual of 10 July 1944:

- When a ship is about to sail with the probability of not returning to the United States before the expiration of a man's enlistment.
- When a ship is about to sail and the travel allowance then payable to a man is materially less than would be the case if he were discharged in the port where the ship is expected to be on the normal date of expiration of enlistment. When a man signifies his intention of reenlisting, early discharge should be effected only with his consent.
- When a man signifies his intention of reenlisting on board, and the ship is scheduled to sail on an extended cruise, in order to allow him to receive reenlistment leave prior to such sailing.
- When a man's enlistment expires on a Saturday, Sunday, holiday or day preceding a holiday in order to permit his discharge and reenlistment on consecutive days other than those indicated.
- When a man is on general detail at a receiving ship, except in cases where the man has lost time due to misconduct. This time has to be made up prior to making application for early discharge.

Assurance on Service Given USN (T) Officers

Temporary USN officers with permanent enlisted status who transfer to permanent officer rank in the regular Navy and later are involuntarily separated from naval service without retirement benefits through the operation of the Permanent Promotion Law will be authorized at their own request to enlist as CPOs immediately following separation, Alnav 418-45 (NDB, 15 November) announced.

Full time served on active duty both as an officer and an enlisted man will be credited to such personnel toward eligibility for transfer to Fleet Reserve or enlisted retirement.

Navy Will Ship Gear Home for Separates

Officers and enlisted personnel ordered to separation centers from overseas bases are entitled to have up to 150 pounds of personal luggage shipped to their homes at government expense.

An Alstacon dated 5 Dec. 1945 cites recent instances of baggage being shipped COD and requests discontinuance of the practice in all cases where the baggage does not exceed 150 pounds in weight.

Continental activities are directed not to accept for shipment at Government expense any personal effects from overseas bases in excess of 150 pounds (Alstacon dated 4 Dec. 1945) and returning personnel must reduce the weight of the shipment or arrange for its transportation at their own expense.

The weight limit of 150 pounds applies only to personal gear and in no way affects regulations concerning the shipping of household goods.

New Law Lets Officers Draw Final Leave Pay While in Federal Jobs

Enabling officers who accept jobs with the federal government to go to work immediately upon release if they desire, an act was signed into law 21 November authorizing Navy and War Departments, the Public Health Service and the Coast and Geodetic Survey to continue active duty pay and allowances during terminal leave concurrently with pay for civil service positions (See Alnav 452-45 in NDB, 15 December).

The act is retroactive to 1 May 1940 and officers who waived terminal leave to take government jobs between that time and the date of the new law may receive lump sum payments for their terminal leave.

BuSandA advises claims for payment of waived leave must be accompanied by two certified copies of orders for release from active duty.

Qualified and Seagoing USNR, USN (T) Officers Asked to Extend Service

Qualified seagoing Reserve and temporary USN officers have been urged by SecNav to forego discharge and to volunteer to extend their tour of active duty for at least six months. (NavAct 10-45, NDB, 50 November)

The request was made because the majority of the experienced qualified seagoing USNR officers and temporary USN officers became eligible for reenlistment two months after the defeat of Japan.

The services of these officers, especially those qualified for command, executive and engineering duties, are critically needed and it is urged that as many officers as possible now on duty afloat continue on active duty until ships of the reserve and inactive fleet have been properly laid up and eligible personnel of the armed forces have been returned to the United States for discharge.

Qualified seagoing officers now on shore duty are also urged to volunteer for duty afloat during this emergency, which is expected to last approximately six months.

WHAT'S THE ANSWER?

The Animal Kingdom

1. Hedgehog denotes which one of these World War II veterans:
   (a) a depth bomb launcher
   (b) an amphibious tank
   (c) an amphibious tractor
   (d) on habitue of foxholes
   2. Sea Dog is slang for:
   (a) a whale
   (b) on old sailor
   (c) a dolphin
   (d) a ship's mascot
   3. Bull is the nickname—dating from Academy days—of:
   (a) Admiral Sprague
   (b) Fleet Admiral Halsey
   (c) Fleet Admiral Nimitz
   (d) Admiral Kinkaid
   4. Herring Pond is a belittling name for which one of these:
   (a) Atlantic Ocean
   (b) Baltic Sea
   (c) Mediterranean Sea
   (d) Pacific Ocean
   5. Cow's Tail means, besides a bovine flyswatter, one of these:
   (a) Irish pennant
   (b) mobile animal
   (c) frayed end of a rope
   (d) sailor's untidy tie
   6. Donkey teams up with:
   (a) hoist
   (b) crane
   (c) boom
   (d) engine
   7. Noah's Ark—each animal pictured has lent his name to some part of a ship.
   8. Match 'em, one from the left with another from the right:
   (a) alligator (1) depth bomb launcher
   (b) mustard (2) iron crane
   (c) jackass (3) officer from the ranks
   (d) snake (4) to confine two ropes
   (e) sea cock (5) fascia connected to a pipe
   (f) spider (6) canvas bag filled
   (g) moosetrap (7) amphibious track
   (h) duck (8) landing vehicle

ANSWERS TO QUIZ ON PAGE 69

Do you have some real stumpers we can pose at your shipmates? Send them along with the answers to ALL HANDS—full credit will be given.
Provisions of the Revenue Act of 1945, approved 8 Nov 1945, which affect the federal income taxes of Navy personnel are given in detail below, in a pamphlet of the annual income tax pamphlet now under preparation by BuSandA.

**Service Pay Exemptions.** All active duty enlisted service for any taxable years beginning after 31 Dec 1940 and before the officially-proclaimed end of the war is entirely excluded from gross income in figuring federal income taxes. The new law makes no change in the exclusion of active service pay up to $1,500 for commissioned service during the taxable years beginning after 31 Dec 1940 and before the officially-proclaimed end of the war.

**Refunds.** Enlisted personnel, who have paid taxes on service pay for any of the years 1941, 1942, 1943 and 1944 are entitled to refunds. In some cases, returns filed by civilian wives or widows of enlisted military personnel may be amended to adjust the marital exemption. Any claims for overpayment must be filed within three years from the due date for the return on which overpayment was made, or two years from the date of overpayment, whichever is later. However, claims for refund for the years 1941 and 1942 filed on or before 1 Jan 1947 will be considered timely filed. Overpayment may be computed by figuring the tax on income other than tax-exempt service pay and deducting the amount from the tax paid.

**Installment Payments.** Payment in 12 quarter-annual installments, without interest or penalty, is authorized by the new law for taxes on income in the following classifications:
- active service pay for any taxable year beginning after 31 Dec 1939 and before 1 Jan 1947, if the normal due date for the tax thereon was or will be deferred by reason of service pay received in active service pay for the same taxable year beginning after 31 Dec 1940 and before the officially-proclaimed end of the war.
- active service pay for the same period of reserve officers of the Navy, Marine Corps, Coast Guard or Army regardless of the reason for nonpayment of the tax thereon;
- active service pay received in 1940 by enlisted men.
- net income for the taxable years beginning after 31 Dec 1939 and before 1 Jan 1942 earned prior to entrance on active duty, to the extent that such taxes became due and payable after entrance on active duty.

**Applications.** The right to use the installment method to pay back taxes must be claimed by filing an application with the Collector of Internal Revenue with whom tax returns are filed. Applications must be filed by the "first installment date", which is 15 May 1946 for personnel discharged before 1 Dec 1945. Personnel released from active duty on or after 1 Dec 1945 and before 1 Dec 1946, the application and first payment deadline is the 15th day of the sixth month following the month in which released. Those released on or after 1 Dec 1946 must file their applications and make first payments by 16 June 1947 unless sea or foreign duty authorizes deferment beyond that date.

Subsequent installment payments are due on the 15th day of each third month following the first payment. While no form is prescribed for the application to use the installment method of tax payment, the following information should be given in a request to the Collector of Internal Revenue:
- rank and organization;
- whether reserve or regular;
- date of entrance upon or detachment from sea or foreign service duty;
- date of release or anticipated date of release from active duty;
- amount of tax involved for each year.

**Returns.** Even though payment of federal income taxes is deferred under the installment plan, returns must be filed with the Collector of Internal Revenue on the regular due date. For personnel returning from overseas duty, the due date is the 15th day of the sixth month following return from overseasc.

### Announce 1946 Exams For Cadet-Midshipmen In Merchant Marine

All former personnel of the U.S. Navy between the ages of 16 and 20 inclusive who desire to pursue seafaring careers as officers in ships of the U.S. merchant fleet will have the opportunity of competing for appointment as cadet-midshipmen, U.S. Merchant Marine Cadet Corps, on 3 April 1946 when competitive examinations will be conducted throughout the United States, the War Shipping Administration announced last month.

Successful candidates will receive a four-year course covering subjects, both academic and practical, necessary for a career as a ship's officer. The course consists of one year as a fourth classman at a cadet school located at either Pass Christian, Miss., or San Diego, Calif., and three years as a third classman in merchant or training vessels, and two years as second and first classman at the U.S. Merchant Marine Academy at Kings Point, N.Y.

Cadet-midshipmen, USMCC, receive $66 per month from the government at the cadet school and academy. They are required to defray $250 out of pocket expenses and possess $25 spending money at time of entrance. The cost of uniforms, books and equipment (totaling about $275) will be deducted from the cadet-midshipmen's deposit and pay. While in training as third classman aboard merchant vessels, they are paid by the ship operators (present rate is $82.50 per month). Quarters and subsistence are furnished.

A graduate of the U.S. Merchant Marine Academy is qualified for a license as deck or engineer officer in the U.S. Merchant Marine and commission as ensign with U.S. Naval Reserve.

Cadet-midshipmen of the U.S. Merchant Marine Cadet Corps, both current and appointed, Merchant Marine Reserve, U.S. Naval Reserve, and must complete the naval science and tactics courses prescribed by the Civilian Personnel before graduation from Kings Point.

No provision is made for transfer of members of the armed forces to the Merchant Marine Cadet Corps. Former military personnel, honorably released from the armed forces are eligible for appointment provided they meet the requirements as listed below:
- Be a male citizen of the United States, native born or naturalized at least 10 years prior to the date of filing application.
- Be unmarried.
- Be not less than 16½ and not yet 21 years of age.
- Have the following high school or college credits: 3½ units of mathematics (including 1½ years algebra, 1 plane geometry and ½ solid geometry or trigonometry), 3 of English, 2 of science (including 1 of physics), 1 of United States history and ½ units in optional subjects.
- Take competitive scholastic test.
- Pass physical examination for appointment as midshipman in the U.S. Naval Reserve.
- Possess a firm desire to pursue a career as ship's officer.

Full information and necessary application forms may be obtained by writing to the Supervisor, United States Merchant Marine Cadet Corps, Training Organization, War Shipping Administration, Washington 25, D. C. Completed applications and supporting papers must be postmarked not later than midnight 1 Mar 1946 in order for candidates to be considered for the 1946 examinations.

Ninety-two percent of the 7,000 graduates of the U.S. Merchant Marine Cadet Corps and its academy at Kings Point are officers of ships. Of this number more than 1,700 graduates are on active sea duty as officers with the U.S. Navy and 4,800 are attached to merchant vessels.
New Job Classification System
Supplements Ratings for Detailing

The recent release of the Manual of Enlisted Navy Job Classification (Navy Personnel Office) strengthened prospects that the Navy’s rating structure no longer would be the sole means of determining the qualifications of enlisted personnel. The classification and coding system set forth in the manual is designed to create a more accurate basis for future assignment of enlisted personnel to billets for which they are best qualified.

More than 800 different jobs now being performed by Navy men, each of them requiring a different level of skill and a different degree of training, are described in the manual. A title and a code number has been assigned each of the jobs. This makes it possible to identify each man by the specific jobs he can and has performed to describe each billet in the terms of the kind of man required to fill it.

The development of the Navy Job Classification system was started because the rating structure, even with the addition of designators and specialty ratings, could not keep pace with the increasing specialization of the Navy’s operations and equipment. The men who were equally familiar and competent on all types of detection gear, the water tender who was equally capable with all types of boilers, and the fire controlman who could maintain all types of fire control equipment no longer existed.

To detail these men to duties without regard to their special training or experience with specific gear or operations was wasteful and inefficient. On the other hand, efforts to determine their special qualifications often required the expenditure of considerable time and money, chiefly in assigning the man to an intermediate station for interclassification.

There exists so much variation in the kinds of jobs which may be performed by men in the rates of RDM, EM, GM, FC, and MoMM, for example, that for months all men in these rates who have returned to the United States after sea duty have received special interviews to determine how best to categorize their skills.

Although the new program, developed by the enlisted classification section of BuPers, is not intended for Navy-wide adoption until demobilization has been completed, some commands have already begun to use the system, either for experimental purposes, or to assist in the immediate assignment of personnel being lost through discharge. ComWesSeaFron, for example, faced with the problem of replacing up to 60 percent of crews of ships touching the west coast, already has begun to use the codes to insure that a satisfactory replacement is supplied for every skilled man lost.

Set Policy on Officers Seeking to Terminate Retention Agreements

Policy to be followed by COs in cases where officers who have previously requested retention on active duty now request release before expiration of their retention agreement is set forth in the AlStaCon of 19 November. The letter provides:

- Release, if less than 90 days of the agreement are unexpired, the officer’s services are needed.
- Notification to BuPers, who will decide on transfer or release, if more than 90 days remain before expiration of agreement and services are not needed in the present billet or by the local naval district.
- Notification to BuPers, who will be available indefinitely for help in dealing with any problem confronted by the officer.

Indefinite retention agreements shall be construed to expire at the end of 90 days past date eligible for release. Existing Alnavs are to be observed in cases involving military necessity, the dispatch stated.

Rules Eased to Prevent Delay in Transfer of Men

The order reflects a continuing reduction in the number of nonpilot personnel who are required—by the nature of their duties—to participate in regular and frequent aerial flights during the demobilization period. Because of this decreasing need for officers of aviation activities and administrative commanders are directed to continually revise the number of flight orders held by personnel, both officers and enlisted men.

New Listing Completes Officer Reclassification

A BuPers circular letter scheduled to appear as a supplement to NDB, 31 Dec 1945, completes the listing of Reserve officers and warrant officers on active duty who have been assigned classifications different from those reported by their senior officers, or for whom no classification was recommended. The reclassification was begun in BuPers CirC Ltr. 82-45 (NDB, 31 March) and continued in CirC Ltr. 106-45 (NDB, 15 June). Any subsequent listings will consist of reclassification presently assigned.

Officers who have their classifications changed in the listings are instructed to disregard previous classifications and use those appearing beside their names in the circular letters.

New York Women’s Group Offers Aid to ex-PT Men

An organization to be known as “PT Friends,” to give all manner of assistance in New York City to ex-officers and enlisted men of the Motor Torpedo Boat squadrons, has been established by the New York Women’s Council of the Navy League.

The Council, which was helpful to the squadrons commissioning in New York during the war, has set up the new office to act as an information center to aid ex-service men in readjustment to civilian life. Its services will be available indefinitely for help in dealing with any problem confronting a PT man, including job-hunting.

“When you want something in New York, contact ‘PT Friends,’ the Council advises ex-Mosquito Boat men. The office is listed in the Manhattan telephone directory.

ANSWERS TO QUIZ ON PAGE 67

1. (a) 4. (a)
2. (b) 5. (c)
3. (b) 6. (d)
7. (b) Crawl’s nest—lookout’s platform on the mast.
8. (a) (1) (b) (2) (c) (3) (d) (4)
9. (a) (5) (f) (12) (g) (11) and (17).

JANUARY 1946
A summary of state and territorial income tax laws as of 1 Sept 1945 was recently issued by the office of the Judge Advocate General (NDB, 80 Sept, 45-1315). Although no attempt is made to summarize the laws in detail, such as mentioning rates, deductions, calculations of gross and net income and other matters which vary from state to state, the summary does contain information pertinent to naval personnel and from which can be determined, in most cases, whether or not a return is required, date of filing and making payments and any special treatment accorded to members of the armed forces.

If it appears that a return must be filed for state taxes, personnel may obtain the necessary forms and instructions from the personal-income-tax division of the state tax commission or department of revenue of his state and at the same time request any required extension of time for filing where the summary indicates the availability of such extension.

The directive calls attention to the provisions of the Soldier's and Sailor's Civil Relief Act of 1940, as amended, which provides that collection of income taxes from a member of the armed forces, whether falling due prior to or during his military service, shall be deferred without interest or penalty for a period extending not more than six months from the termination of such service. This deferment is conditional upon proof by the taxpayer that his ability to pay such tax has been materially impaired by reason of his military service and does not relieve the taxpayer from his obligation to file returns when due. The Act also provides that a member of the armed forces shall not be considered, for purposes of income taxation, to have lost a residence or domicile in any state or territory or to have gained a residence or domicile in any state or territory by reason of absence therefrom or presence therein solely by military or naval orders.

In the following summary "married couple" means husband and wife living together, even when separated by reason of military orders.

### Summary of Income Tax Facts

<table>
<thead>
<tr>
<th>State</th>
<th>Who Must File Returns</th>
<th>Due Date for Returns and Payments</th>
<th>Special Provisions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama</td>
<td>Persons having net income: $1500 or more if single or married and not living with spouse, $3000 if married and living with spouse, or married couple with aggregate net income of $3000 or more.</td>
<td>Return due 15 March. Payment with return or in two installments by 15 March and 15 June.</td>
<td>For 1945 and subsequent years, money paid by the United States to a person as compensation for military service rendered by him to the United States at or during a time when the United States is at war with a foreign state or within 6 months after the termination of such a war is exempt from tax.</td>
</tr>
<tr>
<td>Arizona</td>
<td>Persons having net income: $1000 or more if single or married, or gross income of $5000 or more. Non-residents having net income from business or property in Arizona.</td>
<td>Return due 15 March. Payment with return or in two installments by 15 March and 15 June.</td>
<td>Income up to $1500 of member of armed forces of the United States or of the United States Merchant Marine for services rendered in the armed forces or merchant marine is exempt for 1944 and subsequent years up to 6 months after end of the war.</td>
</tr>
<tr>
<td>Arkansas</td>
<td>Persons having net income: $1800 or more if single or married and not living with spouse, $2500 or more if married and living with spouse, or married couple with an aggregate net income of $2500 or more.</td>
<td>Return due 15 March. Payment with return or in three installments by 15 March and 15 June.</td>
<td>Service pay and allowances of members of armed forces are exempt from income tax.</td>
</tr>
<tr>
<td>California</td>
<td>Persons having net income: for 1941 or 1942—of $1800 or more if single or married and not living with spouse, or $1000 or more if single or married and living with spouse, for 1943 or 1944—of $1300 or more if single or married and not living with spouse, or $750 or more if single or married and living with spouse, for 1945 or 1946—of $3000 or more if single or married and living with spouse.</td>
<td>Return due 15 April. Payment with return or in three installments by 15 March and 15 April, August and December. Commissioner of Revenue, at taxpayer's request, may grant further time for filing returns for cause shown. If time for filing return is extended it automatically extends time for paying first half of tax. Second half is not postponed unless Commissioner so provides.</td>
<td>For 1942, 1943 and 1944 all salary, wages, bonuses, allowances and other compensation received for services as a member of the armed forces are allowable deductions from gross income. For 1945 and subsequent years, all salary, wages, bonuses, allowances and other compensation received for services as a member of the armed forces of the United States, and amounts received as wargranted pay, are taxable.</td>
</tr>
<tr>
<td>Colorado</td>
<td>Persons having gross income: for 1941, 1942, 1943 or 1944—of $5000 or more for 1945 or 1946—of $6000 or more. Married couple having aggregate net income of $5000 or more, or aggregate gross income of $6000 or more.</td>
<td>Return due 15 April. Payments with return or in two installments by 15 April and 15 July.</td>
<td>For 1945 and subsequent years, military pay up to $1500 for active service in the armed forces of the United States, wargranted pay, and all payments to dependents of servicemen by the United States are excluded from gross income.</td>
</tr>
<tr>
<td>Connecticut</td>
<td>Persons having net income: $1000 or more if single or married and not living with spouse, $2500 or more if married and living with spouse, or married couple having aggregate net income of $1800 or more, or aggregate gross income of $5000 or more. Any person having surtax income (i.e., dividends and interest) in excess of $200.</td>
<td>Return due 15 April. Payment with return or in two installments by 15 April and 15 July.</td>
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**ALL HANDS**
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<tr>
<th>State</th>
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<th>Due Date for Returns and Payments</th>
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<tbody>
<tr>
<td>Delaware</td>
<td>Every person 21 years of age. Every minor having a net income of $100 or more. (Note: Exemption of $1000 for single person or $2000 for head of family or married couple is allowed but returns required even though exemption exceeds income.)</td>
<td>Return due 30 April.</td>
<td>First $3000 of compensation, including minimum tax, pay received as member of armed forces is exempt from Delaware income tax for years 1942 to end of war. Premiums, annuities or similar allowances for personal injuries or sickness resulting from active service in the armed forces of the United States are exempt from gross income.</td>
</tr>
<tr>
<td>District of Columbia</td>
<td>Persons having net income of: $3000 or more if single or married and not living with spouse, $3000 or more if single or married and living with spouse. Persons having gross income of $3000 or more. Married couple having aggregate net income of $6000 or more, or aggregate gross income of $12,000 or more. Non-residents having net income of $1000 more if married and not living within the State.</td>
<td>Return due 15 April.</td>
<td>None, except as stated in column 3.</td>
</tr>
<tr>
<td>Florida</td>
<td>None.</td>
<td></td>
<td>All due and unpaid income taxes of a person who dies in active military service between 7 December 1941 and end of war are abated. Governor, by executive order 30 June 1945, has suspended, until the next meeting of the General Assembly, the collection of income taxes due the State of Georgia from persons in the military or naval forces of the United States, with respect to members of such forces for each tax year since 1 December 1941 (excluding the 1941 return) as would result from the inclusion of all or any part of the first $1500 per annum of military or naval compensation for each year during which the person was a member of such forces for a major portion thereof.</td>
</tr>
<tr>
<td>Georgia</td>
<td>Persons having net income of: $3000 or more if single or married and not living with spouse, $3000 or more if single or married and living with spouse. Persons having gross income of $3000 or more. Married couple having aggregate net income of $6000 or more, or aggregate gross income of $12,000 or more. Non-residents having net income of $1000 more if married and not living within the State.</td>
<td>Return due 15 March.</td>
<td>Compensation received from the U. S. for service in the armed forces is exempt from gross income.</td>
</tr>
<tr>
<td>Hawaii</td>
<td>Persons having net income of: over $1000 if single, over $3000 (aggregate of husband and wife) if married, or over $3000 (aggregate of husband and wife) if married, or over $1000 if single, over $3000 (aggregate of husband and wife) if married, or over $1000 if single, over $3000 (aggregate of husband and wife) if married, or over $1000 if single, over $3000 (aggregate of husband and wife) if married, or over $1000 if single, over $3000 (aggregate of husband and wife) if married, or over $1000 if single, over $3000 (aggregate of husband and wife) if married, or over $1000 if single, over $3000 (aggregate of husband and wife) if married, or over $1000 if single, over $3000 (aggregate of husband and wife) if married, or over $1000 if single, over $3000 (aggregate of husband and wife) if married, or over $1000 if single, over $3000 (aggregate of husband and wife) if married, or over $1000 if single, over $3000 (aggregate of husband and wife) if married, or over $1000 if single, over $3000 (aggregate of husband and wife) if married, or over $1000 if single, over $3000 (aggregate of husband and wife) if married. Persons having any income from business or rental income, in the Territory, whether or not there was any net income. No return need be filed by persons: whose entire income was subject to 2% withholding tax, with an exemption of at least $1000 and gross income not over $4000 on which (except for $50 or less) the 2% compensation and dividends tax was withheld.</td>
<td>Return due 20 March.</td>
<td>Compensation of persons on active duty in the armed forces of the U. S. is exempt from this tax.</td>
</tr>
<tr>
<td>Hawaii Income Tax</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hawaiiana and Fidelitas Tax</td>
<td>Persons receiving compensation for personal services, or dividends, on which 2% tax has not been withheld at source.</td>
<td>Return due on or before 10th of each month with respect thereto. Payment is due with return.</td>
<td></td>
</tr>
<tr>
<td>Idaho</td>
<td>Persons having net income of: $700 or more if single or married and not living with spouse, $1500 if married and living with spouse. Persons having gross income of $5000 or more. Married couple having aggregate net income of $1500 or more, or aggregate gross income of $3000 or more.</td>
<td>Return due 15 March.</td>
<td></td>
</tr>
<tr>
<td>Illinois</td>
<td>None.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indiana</td>
<td>Persons having taxable income and any person with more than $1000 gross income even though not liable for any tax.</td>
<td>Return due quarterly on 30 April, 31 July, 31 October and 31 January, for quarter ending on last day of preceding month if tax on the particular quarter exceeds $10. Final return on 31 January if annual taxable gross income exceeds $1000. Payment is due with return.</td>
<td>All amounts received as benefits, allowances or bounties, by members or former members of the armed forces or their wives, widows or children, are exempt. All amounts received by members of armed forces as compensation for services on active duty after 31 December 1941, and for duration of war are exempt. Any unpaid taxes of members of armed forces who die prior to six months after end of hostilities are forgiven. Taxes paid by members of armed forces on military pay received after 31 December 1941 will be refunded upon filing of claim.</td>
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</tbody>
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**Who Must File Returns**

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<thead>
<tr>
<th>State</th>
<th>Persons having net income of:</th>
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</thead>
<tbody>
<tr>
<td>Kansas</td>
<td>$1000 or more if single or married and not living with spouse, $3000 or more if married and living with spouse. Married couple having aggregate net income of $15000 or more.</td>
</tr>
<tr>
<td>Louisiana</td>
<td>$1500 per annum received for active service as a prisoner of war, or $1500 or more if married and living with spouse. Married couple having aggregate gross income of $2500 or more, or aggregate gross income of $5000 or more. (Note: Only if one spouse, of a married couple living together, files a return, the personal exemption is limited to $1250.)</td>
</tr>
<tr>
<td>Maine</td>
<td>None.</td>
</tr>
<tr>
<td>Maryland</td>
<td>More than $1000 if single or married and not living with spouse. Married couple having aggregate gross income of more than $3000, or aggregate gross sales or gross receipts from trade or business in excess of $5000.</td>
</tr>
<tr>
<td>Massachusetts</td>
<td>Legal residents of Massachusetts who have: (a) Gross income from all sources of more than $2000 (whether income is taxable or not), (b) Any annuity income (except from trusts), (c) Any excess of gains over losses from dealings in stocks, bonds or other intangible, (d) Any interest or dividends, (e) Income from spousal estates or a trust or purchase by State, or subdivision thereof, of real property held for less than a year.</td>
</tr>
</tbody>
</table>

<table>
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<tr>
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<th>Due Date for Returns and Payments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iowa</td>
<td>Return due 1 April. Payment due with return if tax is $10 or less, otherwise in two installments by 1 April and October. Special Provisions: There is excluded from gross income and exempted from tax the first $2000 per annum received as compensation by any armed forces of the United States performed during the period from 1 January 1941 to 6 months after the termination of the war. No return need be filed or tax paid on behalf of any member of armed forces who dies while so serving if the return was required or tax paid on his behalf before 1 June 1945. For year 1944 and thereafter compensation up to $500 per annum received as compensation by armed forces of the United States Maritime Service or Merchant Marine, is excluded from gross income, as are military or pay and veterans benefits or compensation under the Servicemen's Readjustment Act of 1944.</td>
</tr>
<tr>
<td>Kansas</td>
<td>Return due 15 April. Payment due with return or in two installments by 15 April and October. Commissioner of Revenue may, upon taxpayer's request, extend time for filing return, or extension of not over 3 months of time to pay the tax or any installment thereof. The date for filing the income tax return of a person in the armed forces of any of the United Nations for any tax year beginning after 31 December 1941 and before the termination of the present war has been extended, without application, until not later than (1) one year from the date of discharge, or (2) one year from the termination of the war, whichever shall first occur. A reasonable extension of such time may be granted. Payment is due with the return or in two annual installments, one-half with the return and one-half on or before the 15th day of the 6th month thereafter.</td>
</tr>
<tr>
<td>Kentucky</td>
<td>Return due 15 April. Payment with return or in three installments by 15 April, July and October. Upon request to Department of Revenue, filing of any return or payment of any tax which would otherwise become due during period of military service will be postponed without interest or penalties until 12 months after the end of taxpayer's military service or 12 months after end of war whichever is the earlier.</td>
</tr>
<tr>
<td>Louisiana</td>
<td>Return due 15 May. Payment with return or in three installments by 15 May, August, and November. Supervisor may, upon taxpayer's request, extend time for filing return or paying tax. If member of armed forces is a prisoner of war, is hospitalized or hospitalized by the enemy, or is serving on sea duty or outside continental United States, no return or payment of any tax which would otherwise become due during period of military service will be postponed without interest or penalties until 12 months after end of taxpayer's military service or 12 months after end of war whichever is the earlier.</td>
</tr>
<tr>
<td>Maine</td>
<td>None, except as stated in Column 3.</td>
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No return need be filed nor tax paid on behalf of any member of armed forces who dies while so serving even though such return was required or tax should have been paid prior to 1 June 1945. For year 1944 and thereafter compensation up to $500 per annum received as compensation by armed forces of the United States Maritime Service or Merchant Marine, is excluded from gross income, as are military or pay and veterans benefits or compensation under the Servicemen's Readjustment Act of 1944. |
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<tr>
<td>Michigan</td>
<td>None.</td>
<td>Return due 15 March. Payment with return or in quarters on 15 March, June, September, and December except that if tax is less than $30 it must be paid in not more than two installments on 15 March and September. Commissioner of Taxation may extend time for filing of return or payment for cause shown. Time for filing return and paying tax is extended for the period a member of the armed forces is serving outside the U.S. continuously for 60 days or more, and for six months after his return. No interest or penalties charged during such extension except that interest will be charged for any portion of the period of postponement during which taxpayer is not a member of the armed forces. Time for filing return and paying tax is extended for any member of armed forces where ability to pay the tax or file the return is materially impaired by military service. Commissioner may require proof that ability is actually impaired. No interest assessed. Payment in full is due on or before 1 June.</td>
</tr>
<tr>
<td>Minnesota</td>
<td>Persons having gross income of $5000 or more, or net income in excess of exemptions and credits, as follows: If single or not living with spouse—$1000, plus $400 for each dependent. If married and living with spouse, or if head of family—$2500, plus $400 for each dependent also credit of $100 for medical expense and $100 for insurance if single and $150 for medical expense and $150 for insurance if married or head of household, whether or not expended or incurred. Married couple having aggregate net income of more than $2500.</td>
<td>Returns due 15 March with extension up to 3 months for cause shown. Payment is due with return or quarterly on 15 March, June, September, and December. Extension for filing return extends time to pay first installment; time for other installments may be extended, on specific request, for cause.</td>
</tr>
<tr>
<td>Mississippi</td>
<td>Persons having net income of: $1000 if single, $2000 if married and living with spouse or if head of a family. Married couple having aggregate net income of more than $2000.</td>
<td>Returns due 15 March and must be accompanied with copy of Federal return. Payment in full is due on or before 2 June. Section 11355.1 of Missouri Rev. Stat., is interpreted by Atty. Gen. (14 Sept 1943), as extending time to file and pay, for all members of the armed forces, wherever stationed, until the earliest of (1) the 15th day of the 3rd month after the month in which he ceases to be a prisoner of war, or ceases to be serving on sea duty or outside the U.S., (2) the 15th day of the 2nd month after the month in which the war ends, or (3) the 15th day of the 2nd month after the month in which the personal representative of his estate is appointed.</td>
</tr>
<tr>
<td>Missouri</td>
<td>Persons having net income of: $1500 or more if single or not living with spouse. $2500 or more if married and living with spouse or if head of a family. Persons having a gross income of $2500 or more.</td>
<td>Returns due 15 April, with reasonable extension for cause shown. Payment is due with return or in two installments on 15 April and October. Payment by members of armed forces is deferred, without penalty and interest, for a period extending not more than six months after termination of his military service if such person's ability to pay has been materially impaired by such service.</td>
</tr>
<tr>
<td>Montana</td>
<td>None.</td>
<td>Returns due 15 April with extension for cause shown. Payment is due with return or in two installments on 15 April and October.</td>
</tr>
<tr>
<td>Nebraska</td>
<td>None.</td>
<td>Returns due 15 April with extension for cause shown. Payment is due with return or in two installments on 15 April and October.</td>
</tr>
<tr>
<td>New Hampshire</td>
<td>None.</td>
<td>Returns due 15 March with extension allowable for cause shown. Payment in full is due 1 October.</td>
</tr>
<tr>
<td>New Jersey</td>
<td>None.</td>
<td>Returns due 15 March, with extension allowable for cause shown. Payment in full is due 1 October.</td>
</tr>
<tr>
<td>New Mexico</td>
<td>Residents having a gross income of: $1500 or more if single or not living with spouse, $2500 or more if married and living with spouse. Non-resident having a gross income of $500 or more from property located in New Mexico.</td>
<td>Returns due 15 April with extension allowable for cause shown. Payment is due with return or in two installments on 15 April and October.</td>
</tr>
<tr>
<td>New York</td>
<td>Persons having combined net income and net capital gain of: $1500 or more if single or not living with spouse, $2500 or more if married and living with spouse or if head of family. (Note: Net income is computed without deduction of capital losses). Persons having a combined gross income and capital gain, of $5000 or more. Married couple having aggregate gross income and capital gain of $5000 or more or aggregate net income and net capital gain of $2500 or over.</td>
<td>Returns due 15 April with extension allowable for military personnel, on request, without interest or penalty, to a date not more than 180 days after (1) the termination of the war or (2) discharge from military service, whichever is earlier. Payment is due with the return, or in quarterly installments, only the last of which may be less than $5, on 15 April, July, October and January.</td>
</tr>
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<td></td>
<td></td>
<td>All compensation for active service in the armed forces of the U. S., for tax years beginning on or after 1 January 1942, received prior to 1 July 1946, is excluded from gross income. Members of the armed forces of the United States not domiciled in the State of New York are not &quot;residents&quot; of New York for income tax purposes, and the term &quot;gross income&quot; for New York income tax purposes does not include compensation paid to such persons for their services in the armed forces. (Effective for returns for years beginning on or after 1 January 1942 and in force until 1 July 1946.)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Tax is shelled as to any member of the armed forces of the United States, who dies in active service on or after 7 December 1941, with respect to the year of his death. If such tax has been collected, it shall be refunded, with any interest, or penalties, to his widow or the legal representative of his estate.</td>
</tr>
</tbody>
</table>

First $2000 of compensation received as a member of armed forces of any of the United Nations is excluded from gross income for the year 1942 and all following years up until two years after the war. In case of death while in active military service, on or after 7 December 1941, and prior to termination of hostilities, no income tax is due for year of death, income taxes due and unpaid for prior years are abated, and tax paid for any year decedent was in active service shall be refunded if claim therefor is filed within seven years after termination of hostilities. Military-out pay is excluded from gross income for taxable years beginning after 31 December 1943.
<table>
<thead>
<tr>
<th>State</th>
<th>Who Must File Returns</th>
<th>Due Date for Returns and Payments</th>
<th>Special Provisions</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Carolina</td>
<td>Persons having net income of more than:</td>
<td>Returns due 15 March, with extension allowable for cause shown. Payment is due with the return or quarterly on 15 March, June, September and December. Interest on second, third, and fourth installments at 4% per annum from 15 March until paid.</td>
<td>During continuance of the war compensation for services in the armed forces of the United States is excluded from gross income. Enlistments or extensions of enlistment received from any of the allied nations on account of injuries received in active service in the armed forces of any of the allied nations between 7 December 1941 and the termination of the present war is exempt from North Carolina income tax.</td>
</tr>
<tr>
<td>North Dakota</td>
<td>$1000 if single, or not living with spouse, or if a married woman, whether or not living with her husband, $2000 if a married man living with his wife, if head of a household, or if a widow or widower having a minor child or children. Persons having a gross income of more than $5000; from a business, agency, or profession, if a resident of the State, from a business, agency, or profession, within the State, if a non-resident.</td>
<td></td>
<td>For tax years beginning on and after 1 January 1944, all exemption and exclusions for active duty in the armed forces is exempt from tax for a period ending on the 15th day of the 6th month after: (1) the cessation of hostilities, (2) discharge from active service, or (3) appointment of a personal representative for his estate, in case of death while in such active service, whichever of the three periods shall end first.</td>
</tr>
<tr>
<td>Ohio</td>
<td>None.</td>
<td></td>
<td>A special additional deduction of $5000 per annum from net income is allowed, with respect to all tax years beginning after 31 December 1941, for members of the armed forces during the period they are in the armed forces.</td>
</tr>
<tr>
<td>Oklahoma</td>
<td>Persons having gross income or gross receipts of:</td>
<td>Returns due 15 March, but no return is required of military personnel until 6 months after the war or 6 months after return to the U.S. after the war, whichever is later. Whenever the filling of a return by a member of the armed forces or merchant marine is impractical or impossible because of such service, the time for filing a return and paying the tax is extended without interest or penalties to the 15th day of the 3rd month following the month in which (1) such person is discharged from the armed forces or merchant marine, or (2) an executor or administrator is appointed. Payment is due with return. If tax exceeds $25 it may be paid in quarterly installments. On 15 March, June, September and December.</td>
<td>This tax applies, so far as military personnel is concerned only to persons resident in Philadelphia when they entered service in the armed forces.</td>
</tr>
<tr>
<td>Oregon</td>
<td>Persons having gross income or gross receipts of:</td>
<td>Returns due 15 April, with extension for cause shown. By administrative ruling (17 March 1942), penalty for late filing of person in armed forces, because of absence from the U.S. will be remitted if such person files and pays as soon as reasonably possible. Payment, if $10 or less, is due with return; if over $10, may be paid quarterly on 15 April, July, October and January. Special form is provided for requesting deferment of payment under Soldiers and Sailors Relief Act.</td>
<td>You are excluded from gross income of persons in active service in the armed forces and merchant marine of the United States $1500 of salary or compensation for such service &quot;or from any other source&quot; during the present war for any taxable year since 7 December 1941. Return claims may be filed where tax has been paid on such income. Persons in armed forces who have failed to file returns since 7 December 1941 are exempted from any interest or penalty if they file within 6 months after the war or within 6 months after return to the U.S. after the war.</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>No State income tax, but see Philadelphia.</td>
<td>Returns due 15 March. Payment is due with the return or quarterly on 15 March, June, September and December. There are no statutory provisions for extensions.</td>
<td>There is no personal exemption.</td>
</tr>
<tr>
<td>Philadelphia (Pa.)—wage tax</td>
<td>Residents of Philadelphia (Not including military personnel resident in Philadelphia solely in compliance with military orders) having income from wages or gross income from business or profession carried on in Philadelphia.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Puerto Rico</td>
<td>The possession of Puerto Rico has a personal income tax but adequate information concerning this tax was not available at the time this summary was prepared.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rhode Island</td>
<td>None.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>South Carolina</td>
<td>Persons having net income of:</td>
<td>Returns due 15 March, with extension allowable for cause shown. Payment is due with return or quarterly on 15 March, June, September and December.</td>
<td>By House Bill 688, enacted 7 May, 1945, the South Carolina tax law was amended to provide that: &quot;No regulations are available as yet to indicate the scope which will be given this provision or whether it will be applied to any tax year prior to 1945. Probably the $1500 exclusion will be allowed, and also the extension for filing returns and paying tax in the case of sea duty or foreign service.</td>
</tr>
<tr>
<td>South Dakota</td>
<td>None since 1942. (In 1943 the section of the tax law imposing the rates of tax was repealed. This is effect, repealed the entire tax effective 23 December 1943. The 1942 tax, which was payable in 1943, was not affected.)</td>
<td></td>
<td>This law, as amended, takes effect with respect to any tax year beginning after 31 December 1941. By virtue of Title III, State Capital, Pierre, South Dakota, Special regulations regarding income taxes of service personnel have been suspended but were not available at the time this summary was prepared.</td>
</tr>
</tbody>
</table>

Note: If there is any question of liability for South Dakota income tax for tax years prior to 1943, write to Division of Taxation, State Capital, Pierre, South Dakota.
Instructions Issued
On Navy Cooperation
With Clothing Drive

Believing many men and women of the Navy will find the UNRRA clothing drive 7-31 January a worthy manner of disposing of old and surplus articles of uniform, BuPers has issued Circ. Ltr. 349-45 (NDB, 30 November) directing COs to advise personnel of the drive and to establish facilities for collecting and handling contributions.

A special effort will be made to acquaint personnel reporting for separation of the campaign, which will provide clothing to be distributed by the United Nations Relief and Rehabilitation Administration to needy persons all over the world.

All articles of officers' uniforms, and enlisted men's uniform items except dress blue and dress white jumpers, blue trousers and blue caps, are considered nondistinctive and may be dispensed of after removal of Navy buttons and insignia. Dress jumpers may be converted to undress jumpers by removing cuffs and stars and stripes from the collar and may then be worn.

The other distinctive articles may be utilized by reweaving the yarn into new clothing or cutting other clothing from the separated pieces of cloth. COs of receiving ships and naval stations will provide for storage of donated clothing and will furnish facilities for removing any remaining distinctive markings before delivering it to UNRRA representatives.

BuPers Instructs Waves
On Wearing Decorations

The manner in which Wave officers and enlisted personnel shall wear the decorations, medals and badges and their respective ribbons which they are entitled to wear, and authorization for wearing aviation insignia by properly designated Wave personnel are stated with SecNav approval in BuPers Circ. Ltr. 349-45 (NDB, 30 November).

Ribbons are to be worn on blue, gray and white jackets with one or two rows of three each centered on the left pocket flap, and succeeding rows above the pocket flap. On dresses, ribbons should be centered immediately above the pocket of the jacket. On shirts, they are to be centered midway on the left side between the outer edge of the collar and the sleeve seam, on a line with the collar tip.

All incomes from the United States for services as a member of the armed forces of the U. S. received during the years 1941-1944 inclusive, annual income of the armed forces of the United States or its Allies, are excluded from gross income and exempt from tax.

None.

Compensation received as service pay during the present war or in the subsequent years up to one year after the termination of the present war, for active service during such war, by (1) a member of the armed forces of the United States, (2) a member of the merchant marine of the United States serving outside the limits of the United States, or (3) a citizen or resident of the United States serving in the armed forces of any of the United Nations during such war, is excluded from gross income and exempt from tax.
More Transferring Officers May Qualify For PG Courses Under New Requirements

Reflecting Navy policy of giving educational opportunities for all officers who will serve in the postwar Navy, BuPers has removed the 27 year age ceiling on several postgraduate courses that were closed in 1946 and announced additional courses of instruction.

In response to recommendations made recently by the Holloway Board (ALL HANDS, December 1945, p. 50), BuPers also has announced that all regular and transferred officers of the rank of lieutenant commander and below will be required to attend the postgraduate general line course. Officers will be ordered to this instruction as they become eligible and available. Alnavs 407-45 (NDV, 30 November) announced that the first class will convene in July 1946.

The only age requirement for non-Academy graduates applying for postgraduate instruction is that they have dates of precedence that conform to those of Naval Academy classes specified in original announcements. Alnavs 178, 182, 185, 365 (all of 1941) and that part of BuPers Circ. Ltr. 210-45 which sets an age limit of 27 years by convening date of class have been modified accordingly by Alnav 414-45 (NDV, 10 December).

The requirement that all Reserve officers who complete postgraduate classes must stay in the Reserve for a minimum of 10 years—contained in BuPers Cir. Ltr. 76-45—is also cancelled by Alnav 414-45. Instead, Reserve and temporary officers whose request for permanent status in regular Navy is not yet approved must be acceptable for transfer in accordance with BuPers Cir. Ltr. 288-45 and must submit a signed statement not to resign during the curriculum and to serve three years after completion if selected. These statements must accompany applications and reach BuPers not later than 1 Apr 1946 for Alnavs 365-45 (NDV, 31 October) and 1 Mar 1946 for other Alnavs. BuPers also stated that Reserve officers who are not contemplating transfer to the regular Navy are not eligible for postgraduate courses.

In other actions in the field of postgraduate education BuPers has issued calls for applications for:

- A one-year postgraduate course in mathematics (applied) (Alnav 401-45, NDV, 30 November).
- A two-year postgraduate course in aerodynamical engineering (NavAct 14-45), NDV, 30 November.
- A one-postgraduate course in naval engineering (design) (Nav Act 13-45, NDV, 30 November).
- Senior and junior courses (11 months) at Naval War College (Alnav 402-45, NDV, 30 November).
- A one-year course in naval intelligence (Alnav 365-45, NDV, 15 November).

Classes for all courses start in July 1946 and for most courses are 1 year of sea duty is required. Applicants must also meet the physical requirements of a general line officer of the regular Navy.

Complete details on procedure for applying may be found in the original announcements. Length of each course is indicated after the title in the following summaries:

**General Line Course, 1 year.** Commanders may be ordered to the first class which convenes at Quonset Point, R. I. on 1 July 1946, if application is submitted via official channels to reach BuPers prior to 1 Apr 1946. Lower ranks need not apply as they will be ordered to the school when they become eligible and available. Alnav 178-45, (NDV, 31 October) and part of BuPers Circ. Ltr. 210-45 which sets an age limit of 27 years by convening date of class has been modified accordingly by Alnav 414-45 (NDV, 10 December).

**Communications (applied), 1 year. Eligible:** Officers of regular classes 1941 to 1944 inclusive; non-Academy graduates of corresponding dates of precedence; Reserve and temporary officers who request permanent status in the regular Navy and who are acceptable for transfer in accordance with BuPers Cir. Ltr. 288-45. Reserve and temporary transferees should have had at least one year sea duty as of 1 Feb 1946, and should have had communication training or intelligence duty in the Navy. Applications should be submitted via official channels to reach BuPers prior to 1 Apr 1946.

**Aerodynamical Engineering, 2 years. Eligible:** Officers of regular classes 1940 to 1944 inclusive; non-Academy graduates of corresponding dates of precedence; Reserve or temporary officers who request permanent status in regular Navy and who are acceptable for transfer in accordance with BuPers Cir. Ltr. 288-45. Reserve and temporary transferees should have had at least one year sea duty as of 1 Feb 1946, and should have had adequate training for undersea duty in addition to that required for a B.S. degree in mechanical, civil or electrical engineering or in applied physics. Applications should be submitted via official channels to reach BuPers prior to 1 Apr 1946.

**Add Blue Wool Muffler To Enlisted Uniform**

A blue wool muffler, commercial size, has been added to the uniform of enlisted men other than CPOs, cooks and stewards in a change of 1941 Navy uniform regulations directed by BuPers Cir. Ltr. 353-45 (NDV, 3 Jan 1946). Officers of the Navy are authorized to wear the muffler when weather conditions require. The blue muffler may be worn at sea by CPOs, cooks and stewards instead of the prescribed white muffler.

Voting Information

**Vermont**

Annual town meetings will be held in each town and city in Vermont on 5 Mar 1946. Local officials are to be elected and two questions relative to the sale of intoxicating beverages are to be voted upon. Absentee ballots are furnished in all towns and cities using the Australian ballot system. Application should be made to the local officials in advance so that he desires ballots for the annual town meeting. Members of the merchant marine and "certain attached civilians" may vote on the same basis as civilians.

**Wisconsin**

A spring primary election will be held in Wisconsin on 5 Feb 1946. It applies principally to Milwaukee and cities having the commission form of government. Members of the merchant marine and "certain attached civilians" (when outside the United States and attached to the armed forces) may vote in this election by absentee ballot on the same basis as civilians. The postcard application for ballots will be accepted at any time prior to election.

**Louisiana**

A primary election for municipal and parochial officers will be held for the City of New Orleans on 28 Jan 1946. A second primary, if necessary, will be held on 26 Feb 1946, and the general election will be held 13 Apr 1946. Executive ballots must be returned by the day of election in order to be counted.
ALNAVS, NAVACTS IN BRIEF

No. 382—Announces by name appointment for temporary service to rank of commander certain members of Supply Corps, USN and USNR.

No. 383—Announces by name appointment for temporary service to rank of commander certain members of Hospital Corps, USN and USNR.

No. 384—Modifies Alnav 260-45 (NDB, 16 Sept) dealing with handling of publications by vessels and shore stations being placed out of commission, out of commission in reserve or out of service in reserve.

No. 385—Supplements Alnav 284-45 (NDB, 30 Sept) dealing with issuing of clothing to enlisted personnel on return to States.

No. 386—Contains administrative announcement on repairing of ships.

No. 387—Contains announcement on demobilization policy for certain personnel in flight training.

No. 388—Contains details on new income tax law. See p. 88.

No. 389—Contains changes in point system chart. F.A.A., February 3, 1945. For latest information see p. 62 this issue.

No. 390—Contains administrative details on payment of muster-out pay.

No. 391—Amends General Order 229 on reorganization of Navy Yards and establishment of Navy Bases.

No. 392—Contains details on administrative action to be taken by ships carrying personnel eligible for discharge upon debarkation in States.

No. 393—Announces by name appointment for temporary service to rank of captain certain members of Medical Corps, USN and USNR.

No. 394—Announces by name appointment for temporary service to rank of captain certain members of Staff Corps, USN and USNR.

No. 395—Contains restatement of current demobilization policy. See p. 62.

No. 396—Announces reestablishment of rule permitting early discharges. See p. 67.

No. 397—Deals with administrative handling of pay records for Navy and Coast Guard personnel being demobilized.

No. 398—Contains administrative policy on transfer of supplies to Army under nonreimbursement policy outside continental limits of U. S. as of 1 July 1945.

No. 399—Deals with MQ for enlisted personnel.

No. 400—Establishes rules on ship's stores aboard vessels in inactive fleet.

No. 401—Calls for applications for courses in communications. See p. 76.

No. 402—Invites officers of Navy line and staff corps officers who are commanders or above for Senior Course and lieutenant commanders for Junior Course at Naval War College, Newport, R. I., starting 1 July 1946. See p. 76.

No. 403—Modifies Alnav 276-45 (NDB, 30 September) to identify officers remaining on duty beyond date of eligibility for release as: (Ind)—requiring indefinite postponement of release; (MN)—retained on grounds of military necessity; or (EMN)—retained on grounds of extreme military necessity.

No. 404—Provides for reduction of non unpleasant personnel serving under flight orders to number meeting actual requirements of aviation activities. See p. 69.

No. 405—Orders deletion of Bremerston, Wash., from list of receiving ships and stations performing intake function for enlisted personnel and Port Huemene, Calif., from list of male officer intake stations in demobilization organization, and addition of Acorn assembly and Training detachment, Port Huemene, Calif., to both lists.

No. 406—Transfers authority for disposal of surplus property, including captured enemy property, in foreign areas from area commanders to State Department representatives.

No. 407— Cancels Alnav 175-45 (NDB, 31 July) requesting applications for postgraduate general course from USNR. Announces that officers in postwar Navy will be ordered to a one-year course at Quonset Point, R. I.; as facilities become available. See p. 78.

No. 408—Removes age limits prescribed in BuPers Circ. Ltr. 288-45 (NDB, 15 November) for USNR and
mobilization plans and procedures—revision one, dated 24 Sept 1945, to provide for demobilization of eligible Armed Guard enlisted personnel through Port Directors of continental ports.

No. 413—Clarifies eligibility of regular Navy, Marine Corps and Coast Guard personnel who voluntarily extended enlistments for reenlistment benefits outlined in Alnav 360-45 (NDB, 31 October). See p. 63.

No. 414— Cancels BuPers Circ. Ltr. 76-45 providing postgraduate training for Navy officers; and sets up new age eligibility and service requirement for Reserve and temporary USN officers transferring to the regular Navy who apply for appointment to certain postgraduate training courses. See p. 76.

No. 415—States that enlisted personnel 38 years of age and over with dependents may be released from service upon their own request with certain exceptions. See p. 62.

No. 416—Orders destruction of certain burn treatment and burn and gas protective ointments in excess of requirements for reserves.

No. 417—Concerns applications for membership in the Navy Mutual Aid Association; announces extension of extra hazardous duty rates through 1946. See p. 77.

No. 418—Deals with status of temporary USN officers under the Permanent Promotion Law. See p. 67.

No. 419—In addition to Alnav 384 (see above), further modifies Alnav 260-45 (NDB, 15 September) to provide for disposition of electronic equipment instruction books.

No. 420—Deals with trial by court martial for murder and punishment of death of persons subject to the Articles for the Government of the Navy.

No. 421—Urges recommendation at earliest practicable date of awards both for combat or other meritorious service outside the United States. (This is not to be confused with family allowances and allotments made from service pay for insurance, war savings and other purposes which will be continued.)

No. 422—Announces discontinuance of the Perma-

No. 426—Emphasizes that Marine aviators ordered to U.S. for reassignment are not traveling under orders to separating activity and provisions of Alnav 354-45 (NDB, 15 September) terminating flight status do not apply.

No. 427—Invites applications from qualified Reserve and temporary USN officers for appointment as legal specialist officers in the regular Navy, and changes BuPers Circ. Ltr. 309-45 (NDB, 15 October) to stipulate a degree in law as a qualification for eligibility.

No. 428—Instructs COs to take necessary steps to stop the wearing of the World War II Victory medal, since no authorization has been made for such stars.

No. 429—Directs attention of COs to the importance of immediate compliance with the BuPers letter dated 31 Aug 1945 contained in pamphlet NavPers 15632, "Operation and Engagement Stars," so records of personnel aboard their commands will be complete.

No. 430—Announces discontinuance of the Permanent Promotion Law. See p. 67.

No. 431—Announces approval of Alnav 326-45 (NDB, 15 October) to include Ecuador, Mexico and Norway in the list of countries eligible for miscellaneous issues as cash lend-lease.

No. 432—Announces approval of an act allowing officers to receive active service pay and allowances for term leave and pay as a federal employee concurrently, retroactive to 1 May 1940. See p. 67.

No. 433—Amends Alnav 326-45 (NDB, 15 October) to include Ecuador, Mexico and Norway in the list of countries eligible for miscellaneous issues as cash lend-lease.

No. 434—Modifies Alnav 377-45 (NDB, 30 September) regarding security measures aboard naval activities during public visitation to prohibit display of classified equipment to unauthorized persons.

No. 435—Prohibits transfer of foreign-procured ship's store stock to
shore-based activities in continental U.S. or territories without arrangements for customs treatment.

No. 436—Expresses Fleet Admiral Ernest J. King’s appreciation for whole-hearted efforts, devotion to duty and cooperation of Navy, Marine Corps and Coast Guard personnel and the Army upon being relieved by Fleet Admiral Chester W. Nimitz as CNO.

No. 437—Cancels Alnav 284-45 (NDB, 30 September) and provides that clothing will be issued to men returned to U.S. for separation will be in accordance with Alnav 385-45 (NDB, 30 November).

No. 438—Announces appointment of named officers of the regular Navy to the rank of captain for temporary service in EDO classification.

No. 439—Supplements Alnav 387-45 (NDB, 30 November) in stating that certain personnel in flight training are excluded from provisions of the demobilization program unless and until separated from training.

No. 440—Announces Fleet Admiral Ernest J. King relieved as CNO by Fleet Admiral Chester W. Nimitz at 1100 15 Dec 1945.

NavActs

No. 9—Provides for acceptance, through refund of mustering out payments, or rejection of promotion to lieutenant commander by lieutenants who become eligible for advancement in rank under Alnav 317-45 (NDB, 16 October) while on terminal leave.

No. 10—Encourages USN and USNR officers, particularly those qualified for command, executive and engineering duties, now on duty afloat to volunteer for retention on active duty until demobilization is complete and ships of the reserve and inactive fleet have been properly laid up. See p. 67.

No. 11—Adds “Industrial Relations (Personnel Relations)” to BuAer, BuOrd and BuShips listings and “Aerological Office” to BuAer listing of occupations and specialties in which qualified officers are encouraged to apply for EDO appointments in the regular Navy. See p. 65.

No. 12—Specifies that reasons must be given in cases of cancellation of orders for discharge or release written in accordance with Alnav 292-45 (NDB, 15 September).

No. 13—Invites applications for a 2-year postgraduate course in naval engineering (design), convening July 1946, from regular Navy officers of classes 1942 to 1944 inclusive, non-Academy officers of corresponding dates of precedence and USNR and temporary USN officers qualifying for and requesting transfer to the regular Navy. See p. 76.

No. 14—Invites applications for a 2-year postgraduate course in aerological engineering, convening July 1946, from regular Navy officers of classes 1940 to 1944 inclusive, non-Academy officers of corresponding dates of precedence and USNR and temporary USN officers qualifying for and requesting transfer to the regular Navy.

No. 15—Invites applications for a 4-months course and duty outside the continental U.S. in island administration of officers of the line and staff corps regulars and Reserves including the Medical Corps. (Dispatch applications were due at BuFers by 15 Dec 1945.)

No. 16—Announces appointment to warrant grades for temporary service, to rank from 1 Dec 1945, if still on active duty certain named personnel who agree to remain on active duty until 1 Sept 1946 or end of current enlistment or enlistment extension, whichever is later.

ALL THUMBS

NO LAND–ATOLL!
QUESTION: What have you learned in the Navy that will be useful in civilian life?

Elise L. Elwell, Sp(S)3c, Danbury, Conn.: "So far as earning a living is concerned I've learned nothing. But I have learned to understand people because I've had to live with so many different types. I'm sure I would not have had that experience if I'd been a civilian during the war.

Beverly Snyder, HA1c, Bolton Landing, N.Y.: "My work in dental technology has been interesting and I hope to use it in civilian life. But maybe even more important is that I've acquired self-confidence. Making so many different people has given me a broader outlook on life. I'm not sorry I joined the Waves."

Jane Bechman, Sp(X)3c, Fremont, Ohio: "I learned to operate an IBM machine. Before I joined the Waves I never heard of such a machine. Now I plan to earn my living working that machine. Also I've had a lot of good experience with people and I've made many friendships I hope to carry into civilian life."

Edward J. Wricks, SK1c, New York City, N.Y.: "As far as my duty in the Navy is concerned I haven't learned a thing that will help me when I return to civilian life. I was a furrier when I joined the Navy and will go back to the fur business upon discharge. But I've learned something that will be of value to me forever, and that is the value of life itself. When my ship was sinking, all thoughts had about two hours to live. That everyone was saved didn't alter the fact that out of this experience came the realization that life is sweet. During those hours when death seemed so close I came to appreciate the real meaning of courage, loyalty and faith. This is what the Navy has taught me."

Gloria Fernandez, Sp(S)3c, Gloversville, N.Y.: "I've learned to meet situations quickly and to organize my affairs. I used to be very shy before I came into the Navy. I'm still a little shy, but I'm much better able to mix with people. I can talk to people much more easily now."

Nelson Schweers, GMIc, New York City, N.Y.: "I picked up a limited amount of mechanical knowledge. But I developed character, fortitude, and self-control. Also, when you have to depend on yourself a lot you learn self-assurance and learn plenty about self-control."

Marylin Turner, Stc, Highland Park, Ill.: "I was a draftsman before the war, but my work for the Navy gave me a chance to broaden my knowledge in that field. Another thing I learned that you can't value in terms of money is tolerance and also patience. I might have learned a great deal about drafting by staying home during the war, but I would never have learned the lessons in tolerance and patience."

Francis W. Smith, Jr., Cox, Washington, D.C.: "Guess I learned a lot of things. I spent 14 months with the Air Corps and learned about planes and can use that in case I want to go into aviation. Then when I was detailed to undersea demolition work I learned a lot about explosives and may be able to use that knowledge for a living when I get out."

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, its name is limited in its reporting of official publication of photographs. It therefore cannot always publish record achievements, exciting facts, and important news, 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 of this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NB," used as a reference, indicate the official Navy Department Bulletin; "BNB," that the reference is to the Bureau of Naval Personnel Information Bulletin; and "DB," that they refer to the cumulative edition of 31 Dec. 1943, which superseded all semi-monthly issues through that date. Also, "Jan.-July," or "Aug.-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. 1943-1945) the Bureau directed that adequate steps be taken to assure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy to each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been increased in accordance with the requirements of the Bureau, on the basis of one copy to each ten officers and enlisted personnel. Because intra-activity shipping affects the Bureau's circulation and because organization of some activities may require more copies than normally indicated to effect thorough distribution, the Bureau invites requests for additional copies as necessary to comply with the directives. 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 directly 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.

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