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FRONT COVER: Halfway point in demobilization was reached with the discharge of Eugene L. Smith, FC2c, at the Shoemaker, Calif., separation center. Smith, 1,500,000th man discharged since V-J day, is shown making his adieux.

AT LEFT: Enjoying liberty in Shanghai, a group of men off the cruisers Denver and Cleveland hitched a ride in an ox-drawn cart for a jaunt through the old Chinese port city.

INSIDE BACK COVER: A modern note is injected into a familiar old scene as a Coast Guard helicopter hovers over a lighthouse on the northeast coast.

CREDITS: Front cover and at left, official U. S. Navy photographs; inside back cover, official U. S. Coast Guard photograph. On pp. 40-41: left, photograph from Press Association, Inc.; upper right, official U. S. Navy photograph; lower right, official U. S. Army Signal Corps photograph.
Even in This Fantastic Age of Nuclear Warfare  
Sea Power Remains Nation's First Line of Defense  
For Security Must Reckon with Present Realities

In this age of atomic bombs and other revolutionary weapons, the Navy is still the nation's first line of defense.

Secretary of the Navy James Forrestal and Fleet Admiral Chester W. Nimitz made this point before the Senate Naval Affairs Committee last month in a frank appraisal of the Navy's future role. Squarely facing the issue by bringing up the subject themselves, they made two major points:

- Far-flung naval forces and bases offer the best defense against an atomic warfare assault on the United States.
- Until the day wars are waged without transportation of men or materials, or when such transportation can be accomplished solely by air—and neither of these events lies within the realm of "reasonable expectations"—the Navy will be needed.

In the meantime, for a "transition period" covering "the next few years"—years in which a reasonable prospect of enduring peace will be a goal rather than an accomplished fact—it would be an unwise gamble to maintain anything less than the 500,000-man Navy envisaged in the Navy's postwar program, the Senators were told.

In the process of informing the committee of what the best professional opinion considers to be the minimum naval force requirements in the light of immediately-exisitng world conditions, the Secretary, the CNO, and four other high-ranking representatives of the Navy's top command presented a detailed picture of the proposed postwar Navy.

Major subjects discussed included:

**Bases**—the Navy plans to maintain 53 advanced bases—33 in the Pacific and 20 in the Atlantic. In the Pacific, the essentials are the main naval base at Pearl Harbor, a major operating base in the Guam-Saipan area, secondary bases in the Ryukyus and the Philippines, and the use of Manus when required, Vice Admiral Forrest P. Sherman, DCNO (Operations) told the committee. Plans cover bases at Samoa, Midway, and at Adak, Kodiak, Dutch Harbor and Attu in the Aleutians, with a submarine base at Balboa, at the Pacific end of the Panama canal.

In the Atlantic-Caribbean areas, the main operating base would be at Roosevelt Roads in the Puerto Rico area, with secondary operating bases at Guantanamo, Trinidad, San Juan, Coco Solo, Bermuda, and Argentina in Newfoundland, and a submarine base at St. Thomas, Virgin Islands. A minimum number of the bases in the Atlantic and Pacific will be fully operational, some in a reduced operational status, some in a maintenance category, and others in a caretaker status. Air bases and air strips will be maintained at strategic points.

**Ships**—The Navy plans to maintain 70 to 80 percent of the wartime complements aboard the 319 major combatant ships allocated to the postwar Active Fleet. (See p. 6.) The 73 major combatant ships of the Ready Reserve will have 20 to 30 percent of their normal wartime complements, any one ship of this fleet could join the Active Fleet one to three months after receipt of personnel. The Inactive Fleet of 651 ships would require about nine months for total reactivation, but any one ship could be put in the Active Reserve Fleets in about three months.

We entered the war with seven aircraft carriers. The postwar Navy will
have 13 active, five in reserve and 19 inactive. At the start of the war, we had one escort carrier—a prototype. Eighty were used during the war, and the postwar plan is to have 13 active and 66 inactive. The battleship force grew from 17 to 24 during the war, and postwar there will be four active, six in reserve, and eight inactive. Cruisers went from 37 to 93; 28 will be active, 18 in reserve and 56 inactive. Destroyers went from 172 to 445; 135 will be active, 40 in reserve, and 191 inactive. Destroyer escorts went from none to 363; 56 will be active, four in reserve, 255 inactive.

**Submarines**—The United States entered the war with 112 submarines, built up to 259, plans to have 90 active, and 109 inactive in the postwar Fleet. Admiral Nimitz, discussing the significance of developments in atomic warfare, declared at one point the submarine “may become the most successful vehicle for carrying atomic weapons to within short distances of coastal targets and for ensuring accuracy in the use of guided missiles.”

“The submarine,” Admiral Nimitz said, “may be expected to have continued and increased employment in the future. At sea it is relatively immune to atomic bombing and also to radar detection.”

**Aviation**—Vice Admiral A. W. Radford, DCNO (Air), told the committee carrier aircraft would total 2,130 planes, with 114 others allocated to cruisers and battleships. Fleet air wings will have 471 planes, 297 of them patrol land planes and 174 seaplanes and amphibians. Marine aviation will include 240 escort carrier aircraft and 726 support aircraft.

Plans also call for 181 target aircraft, 117 transports, one squadron of eight blimps with four in reserve, 1,350 primary and intermediate trainers, 1,200 type and operational trainers, 400 special technical trainers and utility aircraft, 450 experimental aircraft, 450 for air base utility, administration and service training, 126 for Marine utility purposes, and 4,002 planes in reserve.

**Marine Corps**—In the Pacific, the Active Fleet will provide lift for a reinforced Marine division plus a brigade; in the Atlantic, for one reinforced division. The inactive ships will include amphibious lift for three and one-half reinforced Marine divisions.

Brig. Gen. Merritt A. Edson, senior staff officer on the CNO staff, said the postwar Fleet Marine Force would require a total of 62,054 officers and men, with 14,414 others assigned to security forces, 2,836 to Marine detachments afloat, 7,917 in training at schools or recruit depots, and 21,992 to other supporting establishments or listed as non-available while on furlough, hospitalized, or in transit between duty assignments.


**Personnel**—Vice Admiral Louis E. Denfeld, DCNO (Personnel), said the Navy planned to have 500,000 enlisted men and 58,000 officers. Of the latter group, 44,000 will be line officers, 12,000 officers of the staff corps, and 6,000 warrant officers. The number of enlisted men serving in unexpired enlistments in the regular Navy at the time Admiral Denfeld appeared before the committee totaled 330,000, and 25,000 Reserve officers had applied for transfer to the regulars.

Admiral Sherman, pointing out that the postwar Navy would have fewer ships but more men than the prewar Navy, declared the 1941 Navy was undermanned; further, that the postwar Navy will have amphibious forces which the prewar Navy did not have, as well as supply ships and auxiliaries to support our naval forces at great distances, plus an adequate system of bases.

Admiral Nimitz said the fleets of Britain, Russia, France and Italy total 794 fighting ships—considerably less than the total available to the United States Navy alone—but added that the Okinawa campaign had proved the necessity of maintaining overwhelming sea forces.

“The Okinawa campaign,” he said, “illustrates the degree to which naval forces...”
Active Fleet and Far-Flung Bases Offer
Best Defense Against Atomic Bomb Attack

forces are required in amphibious operations against which there is no effective naval opposition, and during which the command of the sea is not contested by opposing naval forces. At Okinawa we employed the greatest naval forces ever assembled for a single operation. Off Okinawa our naval forces sustained and withstood an unprecedented amount of damage.

"Yet the Japanese opposition consisted almost entirely of ground and air action. The lesson of Okinawa is most significant in connection with our naval requirements in the years immediately ahead in which the British have the only fleet strong enough to contest seriously our command of the sea in areas vital to us."

Certain requirements for naval forces will continue whether or not potential enemy nations retain battle fleets with which to contest command of the sea, Admiral Nimitz said. They are:

- Amphibious forces with which to transport troops to overseas positions and land them against opposition.
- Carrier air forces which are the only means of providing a highly effective mobile tactical air force at sea or in coastal areas distant from our own prepared air bases—and which can serve as a striking force for the destruction of specific targets.
- Surface fighting ships to support the amphibious forces and carrier forces and to furnish gunfire support for amphibious landings.
- Submarine forces of great power and a high degree of technological development.
- Anti-submarine and naval reconnaissance forces, surface and air, capable of effectively covering the approaches to our coasts and essential supply lines at sea and of covering and supporting our ships.
- Supply ships and auxiliaries for the logistic support of all forces overseas, including the land armies and land air forces.

"Ships are, of course, vulnerable to attack with atomic explosives," Admiral Nimitz said. "So also are shore air bases, military and naval bases, ground armies, cities, and industrial establishments.

"Ships are difficult and unprofitable targets for atomic bombing because of the degree to which they are dispersed in naval tactical dispositions, and the degree to which they are mobile in both the strategic and tactical sense. Their ability to disperse makes them wasteful targets for atomic bombs. Their ability to move makes them almost impossible targets for super rockets.

"The ability of our carrier task forces to prevent penetration by hostile aircraft may make atomic bombing very difficult... A nation which suddenly attacked another with atomic weapons would find it imperative to follow up its initial blow with rapid invasion and occupation, at the very least for the purpose of minimizing retaliation in kind. To prevent retaliation, the invasion would have to be swift and powerful. Such an operation will not be possible against us if we have adequate armed forces in a state of readiness.

"It is possible a nation may again admit defeat and agree to occupation prior to actual invasion of its homeland, as Japan has done, but it by no means follows that it will always do so. Japan was completely defeated strategically by naval and air action before the atomic bombs were used against her.

"Future warfare," Admiral Nimitz continued, "may for us resolve itself largely into a struggle for the possession of air bases—bases from which an enemy might bomb us effectively and from which we might effectively bomb an enemy. The fundamental purpose of naval operations will continue to be the defeat of our enemies at the greatest possible distance from our own shores."

Although as a military professional Admiral Nimitz devoted much of his testimony to plans for meeting the
are urged as offering the best defense against any possible future atomic warfare assault on the United States.

contingencies of a possible future war, he by no means assumed the attitude that such a war was inevitable.

"During these years of transition," he said, "it is my confident hope that world conditions will improve and become stabilized; that the likelihood of wars will decrease; that through effective international organization and through alleviation of the conditions which breed wars, our military requirements may decrease."

Secretary Forrestal also envisioned the day either new weapons or favorable developments in the effectiveness of international organizations might result in a smaller Navy, but to take such a step now would be dangerous, he asserted.

"We realize that we make our presentation of present military requirements at a difficult time, both for you and ourselves," Mr. Forrestal told the committee. "The minds of our people are filled with speculations, some quite fantastic, on the new character of war, and also with hope, which everyone shares, that war itself will not again sweep the world."

"The assertion is made by some that discovery of the principle of atomic energy and the creation of the atomic bomb is of such terrifying significance that the only way for civilization to save itself is to pass a law which outlaws the use of this weapon. But right here it is well to ask: Who passes the law and who will enforce it? The answer, of course, in both cases, is the United Nations Organization. I subscribe to the answer and to the hopes which it embraces, but the fulfillment of those hopes must remain in the realm of uncertainty until the objectives of the UNO begin to be realized in the hard and pragmatic test of action."

"Coupled with these speculations," Mr. Forrestal continued, "is the assertion that some of the discoveries in the field of nuclear physics make all naval power obsolete. Some more extreme speculations go to the extent of asserting that none of the conventional methods of war can stand up against atomic weapons."

"Our national security however cannot accept these speculations."

"We must deal with the present realities as they exist, discarding what we have only when it is clear that it is no longer effective."

Mr. Forrestal stressed that the Navy is well aware of the implications arising from use of atomic power and guided missiles, and pointed out that experiments testing the effectiveness of atomic bomb attacks on a fleet will begin this spring at Bikini Atoll in the Pacific (see p. 8).

These experiments, the Secretary pledged, "will be conducted, not with a view to finding support for anticipated conclusions either for or against the thesis that navies are now obsolete, but rather to learn, as scientifically and objectively as possible and by close observation, the effects of atomic bombs on ships at sea."

In the meantime, he added, the Navy must be maintained on a pattern "cut to the conditions of the world as we see them now."

"If future wars are to be avoided, the means of waging successful war must be in the hands of those who hate war... I cannot help but feel that if this country, in the present state of the world, goes back to bed, we don't deserve to survive."
# NAVY'S POSTWAR FLEETS

The two active fleets of the postwar Navy will consist of 319 major combatant ships, with 176 of them assigned to the Pacific and 143 to the Atlantic, according to present tentative plans outlined in SecNav's annual report to the President. In addition to the aircraft carriers, battleships, cruisers, destroyers, destroyer escorts, and submarines, 134 auxiliary vessels will support the Active fleets.

The Ready Reserve fleets, assigned to training, will be composed of 73 major combatant ships, of which 31 will be in the Pacific and 42 in the Atlantic. Six auxiliaries—mine layers and mine sweepers—also were assigned to the Ready Reserve in the Atlantic.

### U.S. PACIFIC FLEET

**Active**

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<tr>
<th>Carriers (9)</th>
<th>Escorts (10)</th>
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**Battlestris (2)**

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**Cruisers (20)**

| Columbus  | 
| St Paul   | 
| Bremerton | 
| Fall River| 
| Helena    | 
| Toledo    | 
| Los Angeles| 
| Chicago   | 
| Juneau    | 
| Tucson    | 

**Destoyers (81)**

| Everett F. Larson | 
| Goodrich         | 
| Hanson           | 
| Herbert J. Thomas| 
| Vesole           | 
| Leary            | 
| Dyess            | 
| Myles C. Fox     | 
| Hawkins          | 
| Turner           | 
| Charles P. Cecil| 
| Furse            | 
| Newman K. Perry  | 
| Duncan           | 
| Henry W. Tucker  | 
| Rogers           | 
| Perkins          | 

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| Myles C. Fox     |  
| Hawkins          |  
| Turner           |  
| Charles P. Cecil|  
| Furse            |  
| Newman K. Perry  |  
| Duncan           |  
| Henry W. Tucker  |  
| Rogers           |  
| Perkins          |  

The laid-up Reserve, composed of ships which, figuratively speaking, will be put away in mothballs, will total 651 major combatant types. This will include 18 aircraft carriers, 62 escort carriers, 7 battleships, 31 cruisers, 178 destroyers, 254 destroyer escorts and 101 submarines which will be tied up with only caretakers aboard. Ready Reserve ships, on the other hand, will be kept in condition for putting to sea on short notice, with about 30 percent of the required crew on hand at all times, and will alternate on occasion with ships in the Active fleets.

Following are the tentative assignments of individual vessels earmarked for the Active and Ready Reserve fleets:

**Destroyers (81)**

- William C. Lowe
- Lloyd Thomas
- Keppler
- Damore
- Forrest Royal
- Floyd B. Parks
- John R. Craig
- Orlock
- Brinkley Bass
- Stickell
- Fred T. Berry
- Norris
- McCaffery
- Harwood
- Agerholm
- Shellon
- James E. Kyes
- Hollister
- Eversole
- William M. Wood
- Williie
- Theodore E. Chandler
- Bausell

**Submarines (39)**

- Bumper
- Carp
- Capitaline
- Carbonero
- Barrfish
- Redfish
- Bonnul
- Scabbardfish
- Segundo
- Sea Cat
- Sea Devil
- Sea Dog
- Sea Fox
- Trumpetfish

**AMC (Underwater Locator) (3)**

- AMC(U) 7
- AMC(U) 9

**High Speed Transports (6)**

- Goten
- Dzibdenko
- Herace A. Bass

**Landing Ships, Dock (3)**

- Casa Grande
- Borimore

**Mine Layer (1)**

- Terror

**Light Mine Layers (4)**

- Adams
- Tolman

**High Speed Mine Sweepers (12)**

- Mervine
- Quick
- Devison
- Thompson
- Cowie
- Knight

**Attack Transports (16)**

- Geo. Clymer
- Bollinger
- Rockbridge
- Cavalier
- Rockingham
- Battline
- Rockwall
- Bronx
- Saint Croix
- Bexar
- Bayfield
- Henrico
- San Saba
- Dane
- Savier

**Ambitious Force Flagships (8)**

- Appaloosa
- Blue Ridge
- Mount McKinley
- Mount Olympus

**AMC (Underwater Locator) (3)**

- AMC(U) 7
- AMC(U) 9
### Attack Cargo Ships (9)
- Detroit
- Washburn
- Skagit
- Union
- Rankin

### Mine Sweepers (12)
- Gladiator
- Spear
- Vigilance
- Champion
- Chief
- Competent
- Washburn
- Rolette
- Skagit
- Union
- Rankin
- Mine

### Ready Reserve (Pacific)
#### Carriers (2)
- Lake Champlain
- Shangri-La

#### Battleships (3)
- Indiana
- Massachusetts
- Oklahoma City

#### Cruisers (8)
- Vicksburg
- Baltimore
- Miami
- Okalahoma City
- Amsterdam
- Quincy

#### Destroyers (18)
- Harry E. Hubbard
- Alfred A. Cunningham
- John R. Prior
- Frank E. Evans
- John A. Bole

### U. S. ATLANTIC FLEET
#### Active
##### Carriers (4)
- F. D. Roosevelt
- Midway
- Philippine

##### Escort Carriers (4)
- Palau
- Salerno Bay
- Mindoro
- Sicily

##### Battleships (2)
- Missouri
- Wisconsin

##### Cruisers (8)
- Providence
- Little Rock
- Farge
- Worcester

##### Destroyers (54)
- Putnam
- Willard Keith
- Zellars
- Douglas H. Fox
- Gearing
- Gayett
- William R. Rush
- Steinaker

### Ready Reserve (Atlantic)
#### Carriers (3)
- Franklin
- Saipan

#### Battleships (3)
- Washington
- North Carolina

#### Cruisers (10)
- Oregon City
- Rochester
- Des Moines
- Cleveland
- Denver

#### Destroyers (22)

### Destroyer Escorts (4)

### Light Mine Layers (2)

### Mine Sweepers (4)
- Peregrine
- Cruize
CROSSROADS

In the lagoon of a remote Pacific atoll, sea power faces its greatest test . . . In Operation Crossroads one hundred veteran ships will try the effect of man's most terrible weapon, a test to decide future of naval tactics and design
ATOMIC BOMB TESTS:

BIG BOOM AT BIKINI

Experiment Will Determine Future Of the Navy's Weapons and Tactics

OUT IN NEW MEXICO: the specially selected crew of a Superfortress as well as those of four "stand-in" B-29s daily rehearse for the all-important role in "Crossroads," a joint Army-Navy Atomic Age melodrama in three acts which seems destined to be "the greatest show on earth."

Elsewhere in the United States and the Pacific a star-studded (literally) production staff of 20,000 methodically assembles the supporting cast and the "props," and sets the vast stage for Act I of the atomic bomb which will take place 15 May at the isolated Bikini Atoll "theater" in the Marshall Islands.

By comparison, the magnitude of the production makes all Hollywood efforts—and the superlatives used to describe them—inadequate. Only the incalculable over-all importance of the test itself overshadows the gigantic task of setting the stage, directing the production—the enviable job that has fallen to Vice Admiral W. H. F. Blandy, Deputy Chief of Naval Operations for Special Weapons and former Chief of the Bureau of Ordnance. Of Admiral Blandy as commander of Joint Task Force 1 (the designation given Army, Navy and civilian units assigned to the tests) it has been said: "He is not only the man of the year, but also the man of the hour. His is the awful responsibility of awful power."

To help carry the "awful responsibility" of the atomic bomb test, some of the most responsible and intelligent technicians of the Army, Navy and civilian life have been selected for Admiral Blandy's "production staff."

There's Maj. Gen. W. E. Kepner, the deputy for aviation and former commander of the 12th Tactical Air Command in the European Theater. Rear Admiral W. S. Parsons, former associate director of the Manhattan District atom bomb project, will be Admiral Blandy's deputy for technical direction. Named ground forces adviser for Task Force 1 is Maj. Gen. A. C. McAuliffe, famed commander of the 101st Airborne Division. Technical director for the task force is Dr. R. A. Sawyer of the Manhattan District project.

Then there's Capt. J. A. Snackenberg, the task force chief of staff, who was Navy representative on the War Department Munitions Assignment Board. Capt. Robert Brodie, Jr., the assistant chief of staff for personnel, who commanded units in our North African, Mediterranean and Okinawa operations. Assistant chief of staff for intelligence is Brig. Gen. T. J. Betts, former intelligence officer on Gen. Eisenhower's staff. Capt. C. H. Lymann III, assistant chief of staff for operations, during the latter part of the war served as gunnery observer on Admiral Nimitz' Pacific Fleet staff. Brig. Gen. H. H. Blakecock, former executive assistant for the chief of staff for logistics on the Joint Army-Navy Staff in the Pacific, will be Admiral Blandy's chief of staff for logistics.

But even with this array of competence, the decisions still are difficult as new plans are drawn up, revised, discarded, finally adopted. For instance:

Once it was determined to stage the test, the cast had to be selected. For the stellar role it was decided to use an atomic bomb of approximately the same potential as that used on Nagasaki which, it will be remembered, was larger than the one dropped earlier on Hiroshima and
AWESOME FLOWERING of an atomic bomb is shown in this series of photographs of the pioneer New Mexico tests. The which destroyed 10 square miles of the city.

The choice for the all-important role of carrying the star onto the stage was easy. Most of the crews and the B-29s of the 509th Composite Air Group which carried the atomic bombs to Hiroshima and Nagasaki were shot in the Army. They got the Bikini job and resumed training at Roswell Field, N. M. Among the crews assigned to the Bikini tests are Capt. Kermit Beahan, atomic bombardier of Nagasaki, and Maj. Thomas Ferebee, the Hiroshima bombardier.

Selection of the supporting cast—the guinea pigs—had to be made so as to represent adequately the present physical strength of a modern fleet. Selection of the target fleet was correspondingly simple for, with the war over, the Navy has a surplus of all types of ships—old ones and new. Four battleships, 2 aircraft carriers, 16 cruisers, 6 destroyers, 8 submarines, 22 APAs, 2 AKs, 6 LSTs, 6 LCIIs, and 25 LCTs were chosen. In order to test foreign ship vulnerability, three captured enemy warships—a Jap battleship, a Jap light cruiser and a German heavy cruiser were added to the “doomed” fleet of which Rear Admiral F. G. Fahlberg has been named commander.

Consulting the “program notes,” it will be seen that there’s many a heroic veteran included in the supporting cast. There’s the battleship New York which the State of New York wishes to (and may still get to if it survives the atomic blast) enshrine. There’s the Arkansas, oldest battleship in the Navy and a veteran of two world wars. The battleship Nevada was the first of the great oil-burning “pndrana” — the handmaids of the U. S. Navy and was the only capital ship to get underway (this despite bomb and torpedo hits) at Pearl Harbor when the Japs attacked. The peacetime fleet flagship, the battleship Pensylvania, which participated in 13 successive amphibious landings, is among the target ships.

There’s the heavy cruiser Salt Lake City which sank or helped to sink 15 enemy ships, damaged 10 others and destroyed or helped to destroy 12 planes in World War II. The heavy cruiser Pensacola which fought her way from Australia early in the war back through the Pacific to Tokyo will be one of the targets.

Then, of course, there’s “Sara” the oldest carrier afloat. The Saratoga fought her way from Australia early in the war back through the Pacific to Tokyo will be one of the targets.

Among the destroyers in the supporting cast are the Ralph Talbot with 14 operational and engagement stars to her credit; the Mayford which shot down or helped to destroy three Pearl Harbor attackers; the Helm which was in World War II all but two months; the Stack, survivor of many attacks and participant in major Pacific campaigns; the Trippe which twice acted as escort for ships carrying President Roosevelt; the Mayrant, better known as the “Mighty May”; the Rhind, veteran of rugged North Atlantic patrols; the Plunger, member of the USS Lexington task force which tried to intercept the Jap attackers of Pearl Harbor.

There’s the Wainswright which once served as flagship of an anti-submarine killer group; the Smith, proud holder of a Presidential Unit Citation; the Laramie which fought from Pearl Harbor to Leyte before suffering any crippling damage.

Then there’s the Bagley which won eight engagement stars, downed 11 Jap planes and rescued 465 survivors of the First Battle of Savo Island; the Hughes, participant in 25 occupations or raids in less than three years; the Anderson which wound up her war career with five anti-shipping sweeps in Japan’s Okhotak Sea before the war was over; the Comyngham which like the Mayford helped shoot down four Jap planes attacking Pearl Harbor, and the Mustin which fought from the Aleutians to New Guinea during World War II.

As for the submarines, there’s the Parche which sank and damaged 108-220 tons of Jap shipping in six patrols; the Dentuda which is one of the newest type subs; the Skipjack which sank four Jap ships on her third war patrol; the Storaven which rescued 32 Australian aviators early in the war, and the Tuna, Pilotfish, Skate, Apoyon.

The 25 APAs and AKs are the Arctemo, Athene, Gilliam, Alexing, Banner, Barrow, Bladen, Bracke, Briscoe, Brule, Burleson, Britte, Carlisle, Carter, Catron, Cleburne, Coitland, Crittenden, Dawson, Falcon, Fergus, Fisk, Frisco, Gasconde, Geneva and Niagara.

Among the foreign element in the cast, the German heavy cruiser Prinz Eugen is the best known, mostly for its running engagement with the British battlecruiser Hood, which it is reported by the Nazis to have sunk in 1941. The Prinz Eugen also made


ALL HANDS
initial burst is seen as a black dot in the first picture, growing with terrific force and speed to huge mushroom at right.

headlines when it made a spectacular dash through the English Channel to Norway in the company of the German battleships Scharnhorst and Gneisenau.

As for the Japanese warships, the cruiser Sakaawa was never operational and the battleship Nagato is best known as the former flagship of Admiral Yamamoto.

Ships won't be the only "guinea pigs" in the Bikini tests. Taking advantage of the opportunity offered by the test the Joint Chiefs of Staff ordered a wide variety of Army equipment—presumably planes, tanks, guns, etc.—be placed aboard the target fleet as well as on the atom itself. Too, it was decided to leave ammunition in limited quantities aboard the ships so as to determine the effect of atomic power on a warship's magazine.

So important is the atomic bomb test that attention has been focused on steel ships in staging it. It is only natural each new announcement of details has created a stir—and some criticisms—among the world.

For example, "arm-chair admirals" were critical because they felt the ships selected did not adequately represent latest construction features. But, the Navy pointed out, although the battleships and one of the carriers are old or middle-aged, the subs, destroyers, noncombatants and one of the carriers are youngsters as ships go. The Navy was satisfied the vessels selected represent the basic construction and compartmentation features of the Fleet today.

Still other volunteer "advisers" felt the atom tests should be extended to ground targets to ascertain how deep make would be able to dig to survive in the Atomic Age. Studies of the sites of the first three atomic explosions—all ground areas—will partially answer such commands. In addition, some of the landing craft and Army equipment will be beached within the atoll to test ground equipment.

From another source came criticism to the effect the atomic explosions will not be tested on live targets. Of course, no human beings will be left aboard the target fleet but it is probable that live "test" animals will be placed aboard. This probability brought forth criticism from still another source—the animal friends. However, the task force command has assured them perhaps goats but none of the smaller, usual pet types—will be used in the tests. Other animal lovers were even more concerned over the possibility that great numbers of fish and birds will be killed by the blast. Admiral Blandy was ready for such criticisms, Before public announcement of the test was made, the Department of Interior had been consulted with the result that the task force commander was able to tell such critics Bikini apparently is not spawning grounds for Pacific fish nor is it on the known seasonal track of whales. And at worst, it was pointed out, the cost in animal life would be small in comparison with the probable future saving in human life as a result of the tests.

Speaking of costs, dollar-and-cents considerations in the forthcoming tests brought forth concern in several quarters, especially on Capitol Hill in Washington where the House Naval Affairs Committee set out to ascertain the full cost of the tests. Setting the cost of the tests presents a difficult task. In the first place, the cost of the target ships must be discounted because they were destined for the scrap heap or other disposal anyway. As for manpower, nearly all military personnel engaged in the tests would be engaged in some military activity anyway. No matter what the "full cost" is set at (and it has been esti-
The Marshall Islands. Captured from the Japanese during World War II, the atoll is roughly 21 1/4 miles long by 10 wide, lying in an east-west direction. The atoll forms a nearly perfect oval of barely submerged coral dotted with more than 20 islands rising a few feet above the ocean's surface at varying intervals along the atoll's 65-mile long rim.

Enclosed within the 46-mile perimeter of the atoll is a sandy-bottomed lagoon of approximately 250 square miles over which the target fleet will be arrayed for the first two tests. Average depth of the lagoon is 100 feet, permitting easy salvage of any vessels sunk by the explosions. As for the third test, the site is still uncertain butprobably will be just off the atoll where deep water is available.

Bikini atoll lies about 170 miles northwest of Kwajalein and 190 east of Eniwetok, atolls invaded by American forces a little more than two years ago. Nearest atolls to Bikini are Ailinginae and Rongelap, but only the latter is inhabited.

From studies of prevailing winds and ocean currents, it has been decided that only Eniwetok and Ujelang, its neighbor to the southwest, and Rongelap are in indirect danger from the atomic bomb explosions. Therefore, arrangements are being made to evacuate temporarily those atolls during the tests. Inhabitants of Bikini lagoon probably will be taken to neighboring Rongerik, 50 miles to the east. Residents of Eniwetok and Ujelang probably will be taken to sea aboard American ships where they will remain until danger to their atolls is passed.

Historically, Bikini as well as the rest of the Marshall Islands group was mandated to the Japanese after World War I. Previously, the Marshalls had been held by the Germans, who annexed them in 1886. The Marshalls were taken from the Japanese by American landing forces early in 1944.

Setting the vast stage for "the greatest show on earth" presents problems in proportion. Deployment of Task Force 1 had to be arranged so as most accurately to gauge the effect of the atom bomb. To achieve this, it was decided to deploy the target fleet "in a manner calculated to give effects varying from probable destruction to negligible damage among the various ships of each type."

A major part of the stage setting job will be the multi-detailed preparation for scientific, mechanical measurement of the atomic explosions. According to Admiral Blandy, "Use will be made of all modern scientific techniques and equipment to observe, measure and record the effects of the bomb."

For example, elaborate plans are being made to photograph every conceivable phase of the tests. Batteries of special cameras atop 100-foot steel towers, arranged in a ring around the atoll, will be set up prior to the test. Automatic and operated by remote control, the cameras will be housed in small boxes and shielded against X-rays and other radioactive hazards. Inside the shielding (which will be of lead) will be artwork, waterproof boxes and within them the cameras.

Another phase of the elaborate plan to photograph and measure the explosions will be the sending of "drones," radio-controlled planes, over the explosion area during the tests. Both Army and Navy drones will be used.

Eight F6F Hellcats controlled by a similar number of piloted Hellcats flying at a safe distance away (10-20 miles) have been selected for the Navy's drone chore.

Navy drones will be catapulted from the Shangri-La and will land on Roi Island. The Army's drone B-17s will take off from and return to Eniwetok.

Other photographic and measuring equipment as well as civilian and military scientists and technicians will be carried by a seaplane squadron and in B-29s and C-47s assigned to Army air groups operating from Kwajalein under the command of Brig. Gen. Roger Ramey. Among the air groups will be an Army Transport Command outfit. In all 41 Army planes, including C146s for transport duty, will participate in the tests.

The Navy will have two-man helicopters for scientific research and communication liaison between vessels and photo planes.

 still more equipment and observers will be embarked on units of the supporting fleet of Task Force 1. The 50 ships of the supporting fleet (which will be grouped 15-20 miles away from the explosion center) will include Admiral Blandy's flagship, the AGC Mount McKinley. Other ships in the supporting fleet will be the transports: George, Rockbridge, Rockingham, Rockwall, Saint Cruxe, Rolette, Ottawa, Revot, the LSTs 817 and 913. The AGC Appalachia will be the "press box", carrying newsmen observing the explosions. Other observers—scientific and military—will be aboard the AGCs Blue Ridge and Panamint.

Patrol duty for the Bikini tests will be handled by Destroyer Divisions 111 and 112. The Compton, Gainard, Soley, Harlan R. Dickinson and Hugh Purvis are included in the former; the Homan, Purdy, Beatty and Bristol in the latter. Repair and service unit assignments have been given the Ajax, Dixie, Avery Island, Cebu, Siphon, Phaon, Stargazer, Telemen, Pullen, Chicago, Moctobi, Munsee, Calamus, Severn, Enoree, Polux, Quartz and the YFs 735, 736, 733, 726, 755, 753, 754 and 795.

Salvage units are the Preserver, Shackle, Current, Deliver, Clamp, Reclainer, Palmyra, Chickasaw, Achomawi, Widgeon, Cowbell, the ATAs 186, 185, 182, the ECG's 581, 746.

(Continued on Page 53)
BOOTS WHO PLAN to make the Navy a career will find they have to know more in the postwar organization. Advancing up the promotion ladder, more skill will be expected of them than in the quickly-expanded wartime Navy.

LOOKING AHEAD ON RATES

Scientific Personnel Study Now Underway
Would Reorganize Navy's Rating Structure

THE PETTY OFFICER RATING structure is in for overhaul.
The "overhaul is a scientific study by BuPers to determine what kind of petty officers and how many of each will be needed in the regular peace-time naval establishment. The results of the study, scheduled to be ready in September, are expected to involve changes in the names of some ratings and to mean a more accurate, specific indication of skills possessed by each man.

Just what our old friend W. T. Door, Sic, will have to know and be able to do in order to wear a crow in the postwar Navy is being determined right now by the BuPers research activity with the help of information flooding in from the Fleet and from shore stations.

Previous, changes in the rating structure—for instance the mushroom growth for war purposes—were made on the basis of opinion only, generally speaking, rather than scientifically collected and analyzed data on jobs to be done, and the right men to do them.

Every "job" that has to be done ashore or afloat is being investigated and minutely described. Almost all the "jobs" that have a close relation to one another probably will be lumped together, and skill in all the particular jobs designated as part of a rating will entitle a man to wear the crow of that branch.

Each seaman or fireman striking for a 3c rating is, under tentative plans, on the first rung of a ladder that will lead, with diligence, skill, and service, to a warrant stripe. The crow will indicate a man is embarked on an occupational career as, say, an electrician, rather than just being a man who has a wire-fixing job.

At the present such warrant problems present themselves as whether radar men should go up the promotion ladder along with radiomen or whether there should be a new radar warrant—because one thing is sure: radar is here to stay. Similar problems in other ratings are cropping up in the policy conferences now being held in the Navy's Washington personnel headquarters.

Among the group of experts working in Bureau headquarters is a ship's clerk, an experienced ex-chief yeoman with long carrier force flag duty, who is specially assigned to seeing that each rating in the new set-up will channel into a warrant stripe as the peak of a professional naval career, that is, provided a man has not been commissioned in the meanwhile.

The ratings reorganization will call for the absorption of some rates by others, evolution of new ratings, and the modification of still others. In the interim demobilization period certain ratings have already tentatively been realigned, but the Bureau does not consider it feasible to make permanent changes in the rating picture until demobilization is complete.

Three reasons govern this decision:

• Such changes would upset the demobilization plan to which the Navy is already committed.
• Involve a complete revision of allowances for distribution, advancements in ratings, and postwar planning.
• Disrupt the personnel accounting system at a critical time, as well as demand extensive changes in record keeping and other clerical processes.

A table of tentative realignments of certain ratings, prepared by BuPers policy planners has been created on the basis of initial studies, and gives an insight into the way ratings may be handled in the postwar permanent-establishment era. It is serving now as a guide for planning and training in the demobilization period.

In issuing Circ. Ltr. 22-46, which concerns itself with the tentative rating structure, BuPers makes a point of stating that no authority is granted by the letter to effect changes of rating from present rating to proposed ratings. Authority is not granted to make advancements in rating except as may be authorized for existing ratings within the activity concerned.

The rate structure table, it is specifically noted, does not imply the transfer of personnel in the ratings affected to the permanent rating, but means that the functions of several wartime ratings—what jobs are actually done—may be combined into one general permanent-organization rating. Thus a torpedoman's mate in the
reorganized rating structure may be called upon to exercise the abilities and skills demanded of a TM, TME, and TMV in wartime Navy.

To take another example, one new rating envisaged in the postwar Navy and specifically mentioned in policy-making is that of fire control technician. Men in this rating will be responsible for the now extremely complicated major repair and overhaul of fire control equipment, including electronic equipment (except fire control radar). More detailed explanation of duties will be promulgated by the Bureau later.

A new handbook put out by the Bureau ties in very closely with the entire rate structure study and development. It is the BuPers Navy Job Classification Manual. In this book personnel experts have investigated and tabulated every single job that can be done in the Navy, and have given each one a code number. This first edition will be augmented as investigations progress.

Now let's imagine there's a job aboard ship that isn't being done because there's nobody aboard qualified or equipped to do it. The skipper of the ship looks into the new Job Classification Manual and finds out what number that job has in the manual. He then asks for a man with "job classification number 056700". A specialist (I), the man who runs the punched card machine in charge of cards for his machine. Presto—in a couple of minutes out pop the cards of the men who are qualified to perform Navy job number 056700. One is selected and ordered out to the ship.

At first glance there seems to be a conflict between broadening out the "functions", as BuPers calls the tasks given each one a code number. This first edition will be augmented as investigations progress.

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TENTATIVE RE-ASSIGNMENT OF ENLISTED RATINGS
(Partial list as of 31 January 1946; functions only, does not imply necessarily a combination of personnel in the ratings affected.)

<table>
<thead>
<tr>
<th>RATING TITLE</th>
<th>PROPOSED POST-WAR RATING</th>
<th>SIGNIFICANCE OF RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. Aircraft Artificer.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Aviation Ordnanceman.</td>
<td>Ordnance and fire control equipment repair and maintenance.</td>
<td></td>
</tr>
<tr>
<td>5. Aviation Electrician's Mate.</td>
<td>Electrical and instrument repair and maintenance.</td>
<td></td>
</tr>
<tr>
<td>6. Aviation Boatswain's Mate.</td>
<td>Flight deck operations, gasoline systems, catapults, plane handling.</td>
<td></td>
</tr>
<tr>
<td>7. Torpedoman's Mate.</td>
<td>Torpedo repair and maintenance.</td>
<td></td>
</tr>
<tr>
<td>9. Lithographer.</td>
<td>Photo-lithographic camera and plate making, offset press operation, etc.</td>
<td></td>
</tr>
<tr>
<td>10. Aircraft Controller's Mate.</td>
<td>Control tower operator and flight operations duties, aloft and ashore.</td>
<td></td>
</tr>
<tr>
<td>11. Fire Controlman.</td>
<td>Operates and performs shipboard maintenance of all fire control equipment.</td>
<td></td>
</tr>
<tr>
<td>13. Communication Technician.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(Q) (IN) radio intelligence, and (Y) control tower operators, are sure-fire postwar classifications.

The functions of a second group of specialists ratings will be integrated with the other general service rates (see accompanying box).

In order to assure specialists in these ratings benefit from the extension of family allowances, these men will be allowed to enlist in the regular organization for two, three, four, or six years, with the understanding they are subject to termination of such a hitch for the "convenience of the government" on 1 Sept 1948 or appropriate reclassification, including reduction in rating, unless they shift to a general service rating before that time.

The third group of specialists are those whose talents are so very specialized there can be no place for them in the regular establishment. In some cases, for instance V-mail experts, their duties have already terminated. Specialists (X), from crystal grinders, through pigeon trainers, down to air stations operations desk (time shack) are out. Bureau policy drafters believe such functions as these men performed in wartime can be absorbed in the peacetime Navy by general ser vemen, or by civilian employees of the Department and men presently in these petty officer brackets should shift to a general service rating for regular Navy duty.

The question of what to do with ship's service men, to take one case, still has to be puzzled out. Will a ship's barber be able to work his way up to warrant barber, or a shoe repairman work up to warrant cobbler? Should a deck man tend fountain on a major vessel having a soda fountain, and lose that much time learning to be a component seaman or can the Navy afford to have a fountain rating? A possibility at this stage of planning might be, size of the Navy permitting, that all ship's servicemen may head for the same warrant classification, such as ship's service warrant officer, by broadening their managerial and supervisory abilities, be the man initially barber, cobbler, or laundryman.

In the final analysis, of course, the solution of the problems lies in the hands of the American people. Will Congress support a large peacetime naval establishment, or will it require a smaller streamlined Navy composed mainly of men trained to run the fighting fleets on the sea and in the air? If the latter is the case, the Navy will have to concentrate on ratings of a different nature. If a larger establishment is granted the Navy can afford to train men in a larger number of varied ratings.

And talking about ratings again, what about old Seabag Sam, that well-seasoned boot in whose veins runs the salt water of Great Lakes Naval Training Station? He's been grizzling about sitting around forever in paygrade six. Don't worry, he's getting a break under a new Navact. SecNav has authorized commanding officers to boost Sam up where the view is better. Let's say he's a S2c or F2c. To encourage advancement, put him in a position where he can stand for a rating, and to give him another equitable distribution of men between paygrade six and five, Seabag Sam can be moved up to S1e or F1e, which is paygrade five, when he is fully qualified, without regard to vacancies in the allowance. The proviso is that he has served three months in the lower paygrade. As rates fill up time requirements in grade six will be upped.

MARCH 1946

SPECIALISTS (X), pigeon trainers, are among the ratings doomed to the axe under postwar rating revision.
CIVILIANS SAW the job through from beginning to end.
Here a naval architect examines blueprints for a ship.

SMALL JOBS, too, were handled by civilians. A worker
stencils a test cartridge case with a die and hammer.

THE NAVY'S CIVILIANS

'Three Front Sailors' Helped Build Ships,
Guns and Planes That Made Victory Possible

THey WEAR NO campaign ribbons, there are no brass bands to
herald their return, no cheering throngs to welcome them. But, they
also served. They were the "sailors"
of the home front—the Navy's ci-
vilians.

They were the people who built the
ships. passed the ammunition, typed
the miles of red tape, helped keep 'em
flying, supplied the materials—did a
thousand necessary chores for the
Navy and in so doing relieved thou-
 sands of sailors for the equally im-
portant job of fighting the enemy.

Just before V-J Day, the Navy's
civilian force numbered 758,246—and
the majority of them weren't in office
billet. Nor were they all on stateside
duty. Nearly half the total were work-
ing in the Navy's shipyards; only
19,487 were assigned to Washington
departmental activities. And outside
the U. S. there were 59,765 Navy
civilians at work—47,224 in territories
and possessions and 12,571 in foreign
countries.

As the admirals and generals have
pointed out, victory wouldn't have been
possible without the thousands of ci-
villian workers. The jobs the Navy
civilians did HAD to be done. Without
ships, the Navy isn't a Navy. Without
guns, the ships aren't weapons. With-
out planes, the all-important aerial
striking power and defense are lost.

And without a few miles of red tape,
it wouldn't be possible for an organi-
zation of over three million to operate,
ready the offensive, launch the attack.

To get a man and a ship into fight-
ing trim, to get them out where the
fighting takes place requires a lot of
stateside doing. The great number
of stateside jobs couldn't be handed
to entirely to military personnel—al-
though many, especially supervisory
and specialist tasks, were. There just
weren't enough sailors and Waves to
handle both the fighting and the "man-
behind-the-man-behind-the-gun" jobs.

So the Navy had to rely on civilians
—and the job wasn't easy. Its own
military needs, as well as those of the
Army, were cutting into the manpower
supply, forcing the Navy to rely more
and more on civilian groups not elig-
ible for military service. Few draft
eligibles stayed very long on the
Navy's civilian rolls. Thus women,
men physically unfit for military ser-
vice and older men, became the main
source of manpower for the Navy's
shore establishment. Boys and girls

Veterans, too, answered the Navy's
call for help. Shortly after V-J Day
more than 100,000 war veterans
(many of them from World War II),
wives of veterans or wives of dis-
abled veterans were working for the
Navy.

Working for the Navy was not easy
for many. They had to leave homes
long established, move to overcrowded
cities where shortages of housing,
food, transportation, cigarettes and a
host of other things made living con-
ditions even more unpleasant. Three-
fourths of the Navy's civilians were
concentrated in 17 major (and very
crowded) seaboard areas including
Boston, New York, Philadelphia,
Washington, Los Angeles, San Fran-
cisco, Seattle, Portsmouth, Pensacola,
Corpus Christi.
A SIXTEEN INCH rifle barrel receives its final polish by civilian workers at New York Navy Yard before installation in the USS Iowa main battery.

What were these jobs the civilians did for the Navy during World War II? The story is best told in the record of Navy growth and production. Shortly after the war broke out, the Navy had 399,479 civilian workers, 2,789 ships and 5,560 planes. A year and a half later, there were more than twice as many civilians—653,145—and ships—6,512—and more than three times as many planes—6,661. A year later—a spectacular production year, the Navy had nine times as many ships—46,032—and twice as many planes—34,871—but had only increased the civilian worker roll 50,000, about 12 percent.

It was the thousands of civilian workers at Navy yards and naval drydocks, both in and outside the U. S., who sent hundreds of ships to sea to fight the enemy; it was the thousands of civilians that made many of these same vessels ready to fight again after they had limped home torn and burned in battle. These are the men and women who made the Boise, the Blackham, the San Francisco, the Shaw, the California and others able to fight again.

The record of the Navy yards and drydocks is largely the result of civilian effort for station forces at those installations seldom were more than 6 percent military. On 31 October 1944, only 17.4 percent of the 566,723 people at Navy yards and drydocks were military personnel.

A similar record is to be found at Navy supply depots where military personnel seldom comprised more than 8 percent of the total depot force. Of 36,506 working at the depots on 31 December 1944, only 7.2 percent were military people.

At naval air stations, the percentage of military and civilian personnel was about even. On 31 December 1944 the 106,977 people working at air stations were 50.9 percent civilian. These were the people who converted and repaired the planes of the Fleet, who worked against time to rid the Navy of aerial obsolescence by fitting the planes with the latest equipment, who maintained and serviced the planes that patrolled our coasts.

And the story is repeated at training stations, clothing depots, ammunition depots, ordnance plants, torpedo stations and all the rest of the naval shore establishment.

When evaluating the contribution of Navy civilians during World War II, no small amount of attention can be given the very important beneficial suggestions program which saved the Navy millions of dollars both in labor and materials. Of course, the authors of the suggestions were paid cash awards but the saving made the cost worthwhile. In 1944 alone, $30,000,000 was saved through adoption of 3,418 beneficial suggestions for which $290,000 was paid in awards.

With the war over, the number of Navy civilians is dropping rapidly, especially among the women, many of whom are quitting to make homes for returning veterans. From 719,458 on 31 August 1945 the Navy’s civilian population dropped to 388,645 on 31 December 1945, a decrease of nearly 22 percent. Most of the reduction in personnel occurred at Navy yards where 29 percent of the civilian force left Navy employment between war’s end and the end of 1945. During the same period, naval air stations cut back civilian totals 23 percent. To a lesser degree such cutbacks have been made in many other installations.

What the Navy thinks of its civilian employees was best summed up by Secretary of the Navy Forrestal in a victory Alnavsta dated 15 Aug, 1945:

"The shore establishment of the Navy has completed a magnificent task. In a very real sense they have been part of the fighting Navy and their contribution to the total Navy effort has been immeasurable. The faithful discharge of essential duties by the personnel of these stations and their zeal for the task resulted in meeting every demand of our operating forces. On the behalf of the Navy and the Nation I extend to all employees sincere thanks and a deserved ‘Well done!’"
THE WOMEN

POWDER AND PAINT took a back seat for workers like this New York Navy Yard welder.

MANY WORKERS such as this file clerk filed and tabulated the thousands of documents necessary to naval operations that won the victory.

CIVILIAN WOMEN PLAY VITAL ROLE

When war came, America found itself faced with the dilemma of needing its manpower both for fighting jobs and production jobs. There could be no faltering in filling the former but what about the latter? As the Army and Navy dipped deeper and deeper into the dwindling manpower supply it became evident that a new manpower source was necessary. It was then America’s womanpower joined the war effort, taking over where the men left off to go into service.

The extent of the Navy’s dependence on womanpower is clearly indicated in the fact that the ratio of women among civilian workers jumped from one in 12 when war began to three in 12 in December 1943, and remained at that ratio throughout the war. Translated into totals, the number of women working for the Navy jumped from about 25,000 at the beginning of the war to nearly 190,000 at war’s end.

While most women were in clerical jobs, more than four out of 10 Navy industrial workers were women serving as crane operators, canvas workers, chauffeurs, machine operators, welders, mechanic learners, classified laborers. And among those included in the clerical job majority, in addition to stenographers and typists, there were women in accounting, public information, statistics, procurement, supply work with professional and nonprofessional civil service ratings.

CHECKING AND HANDLING ammunition became routine work for civilians such as this girl unloading a lighter at NAD, Iona Island, N. Y.

WOMEN such as this gun factory worker (above) proved adept at precision work. The woman (below) stitches a parachute as part of her job.
STARS ARE PLACED on a union jack at the New York Navy Yard for use on one of the ships of the fleet.

HIGH SCHOOL students repair a hatch on a navy patrol plane at the Assembly and Repair shop at NAS, Seattle.

WOMEN PASS the ammunition as twin-mount 40-mm. gun is tested at Naval Proving Grounds in Virginia.
'BUILD YE...'

NATIVES and American servicemen kneel side by side (above) during divine services at Navy chapel in Admiralties.

BUILD YE the sanctuary of the Lord God!

LIKE THEIR ANCESTORS, the traders, craftsmen and professional men who worked side by side to build their churches, the men of various Pacific bases have united to build their own places of worship. Men of all rates, from yeoman to carpenters, have contributed their time and talents to build chapels to suitably worship their God. Theirs was truly a labor of love with no compensation other than the satisfaction of having a permanent place of worship.

Immediately after invasions, chapels were non-existent. The men worshiped wherever the chaplain parked his jeep and put up his pulpit. One Sunday the services would be held under the wing of a giant bomber, the next on the bed of a dried up creek or under swaying tropical palms. It was often a matter of guesswork where the services would be held and word was often passed via the scuttlebutt circuit.

After the fighting had moved on or the island had been secured and the pressure of military construction eased, the fighters began to seek more adequate places of worship. Often units would seek to outdo one another in the building of beautiful chapels.

With a CB unit on nearly every major island, there was a good supply of talent to aid and guide the equally eager though often less talented volunteers. Often men would come for miles to work on a chapel in their "free" time after working 12 hours on necessary military installations.

With nearly all government materials on the various bases limited to military uses and lacking government funds, the men nevertheless provided themselves with adequate and often beautiful places of worship.

Much of the materials for chapels was gathered from materials native to the island, navy scrap piles and surveyed materials. No possible source was overlooked.

Described as one of the most unique and modern chapels in the Pacific, the Chapel by the Lagoon at Ulithi in the Western Carolines has many features...
not found even in base chapels in the States. This chapel, dedicated by the then Chief of Navy Chaplains, Robert D. Workman, (ChC) USN, is believed to have the only revolving altar in the Pacific theatre.

This is triangular in shape and has three altars; one for Catholics, one for Protestants and a third for Jews. The main section of the chapel seats 400 men and the altar can be revolved so that each faith may conduct services in the main section on its own altar.

This chapel is in the form of a Cross and there are two smaller sections grouped about the altar. They may be used by Bible study classes and other small groups. As each of these rooms also faces the altar, three services may be conducted simultaneously by the various faiths without interfering with each other. The chapel is complete with spacious vestry, sacristy and confessional box.

The Chapel by the Lagoon is set among palm trees in the middle of Asor, main island of the group. The CB unit did the planning and heavy construction work with its modern equipment while natives squatted on the ground and wove palm fronds into mats for decorative purposes. The walls inside and out are covered with these mats as well as various decorations throughout the chapel.

The outside of the chapel has a large wooden Cross with the Star of David underneath, symbolizing the religious freedom for which so many men fought and died.

Little difficulty was experienced enlisting the aid of the natives, as in many of the islands they had been converted to Christianity by the early missionaries. Their work was one of love and they were eager to replace their native churches, destroyed under Jap occupation. They also felt that their work was a means of expressing gratitude to the Americans for their liberation.

At many of the services, these dark skinned, scantily clad natives worshipped side by side with the white servicemen. In many instances they proved to be well versed in the Liturgy and many had a working knowledge of Old World Latin.

In the Admiralty Islands, there are fifteen chapels ranging from completely modern ones with indirect lighting and comfortable pews to those built entirely of materials found on the islands. They were all built by volunteer labor—yeoman and storekeepers worked alongside carpenters and metalsmiths.

Some of the chapels built with native materials would have a prohibitive cost in the States and would be worthy of cathedrals. Some have solid teakwood altars and mahogany and oak furnishings.

On Tarawa, the fighting men could
'A CHAPEL BY CHRISTMAS' was the chaplain's battle cry to speed the completion of this chapel in the Marianas.

NATIVES OF SAVO ISLAND hand wove the mats and altar decorations for this chapel serving 34th Seabees.

not be spared, so natives, grateful for their liberation, accomplished the work under the watchful eye of the chaplain. Two unused native huts were floated across the bay and set up on a nearby airstrip. The two huts were joined together and the adjoining walls were knocked down to give free access. The weak parts were strengthened and the entire structure made water and windproof—all despite the fact not a nail or screw had been used in the entire construction.

When services were held, it was discovered that a squadron of bombers took off on a bombing mission at the same time each Sunday. The nine bombers would roar down the strip in single file and make it impossible for the chaplain to be heard. Considering that a service was impossible under the circumstances, the chaplain decided the only alternative would be to change the time. The word had hardly gone the rounds when he received a call from the commander of the Army bombers. The fliers would appreciate it, he explained, if the services would be held "as usual." The sight of their comrades gathered together in the chapel, worshipping God, gave the fliers a sense of security as they took off on their missions.

Despite the unusual nature of the request, it was granted and the chaplain soon learned to time his prayers with the take-off of the bombers. Each plane as it roared overhead seemed to echo a loud amen to his prayers.

In the majority of the chapels, the three faiths hold their services in the same building, yet there is at least one instance where each is separately located. One Marine Corps chapel at an advanced base has three quonset huts side by side, providing identical places of worship for the Protestants, Catholics and Jews. It is believed that this is the first of its kind erected in the Pacific.

The "Chapel of the Island," at Jinamoc in the Philippines, is a modern quonset hut. In their effort to provide a religious atmosphere, the Navy men stationed there have provided five plexiglass windows, hand-painted to simulate stained glass. The chapel also has a concrete floor of simulated flagstones, indirect lighting and one of the rarities of island chapels, comfortable pews. The men stationed on the island are certain that theirs is the most beautiful chapel in the Pacific.

It all proves that the veterans of invasions and foxholes did not forget the spiritual lessons learned in combat and that they were willing to spend freely of their time and ingenuity in the building of suitable places for the expression of their own religion and that of their mates.

ON GUADALCANAL, members of the 34th CB's constructed a native style chapel for Army, Navy personnel.

ON JINAMOC in the Philippines, the chapel is of modern design and boasts indirect lighting and concrete floors.
Even in peace, the "expendables" are still expendable.

It wasn't that the Navy wanted to expend those fast, hard-hitting little PT boats now. On the contrary, when the first plan for the postwar fleet was drawn up, the motor torpedo boat squadrons had a definite place in the Fleet. Forty-eight of them were to be kept on active duty, four were to be assigned for experimental use, four of the PT's mother ships, the AGPs, were to be kept on active duty and five in an inactive status.

But economy dictated otherwise. Sent to all affected commands recently, a message from the Chief of Naval Operations announced that all PTs but four which are to be used for experimental purposes and all AGPs are to be disposed of.

Colorful Record

Navy spokesmen gave assurance that the PTs weren't considered obsolete or even excess. It was just that the personnel of the gallant little craft which have the credit for striking the first offensive blow for America in World War II were needed elsewhere—in and out of the Navy. Too, maintenance of a PT force in peacetime would be a costly project because of the relatively short life of the little boats, requiring almost continuous new construction to maintain the squadrons. Besides, should war ever break out again, production of the boats could be begun rapidly. The PTs just had to go.

As the doughty motor torpedo boats take their honorable discharge many hands will want to recall their spectacular record. Even the carefully couched communiques and the formal citations accompanying the awards and decorations that came later were unable to cover up the daring of the little craft. And even if they had, the Navy would have got the stories elsewhere, mainly from the thousands of words written by hundreds of correspondents and other writers who found in the PT boats one of the most colorful subjects of the war.

Bataan! Corregidor! Out of these tragic last days of the Philippines came the first of the amazing stories of the wartime deeds of the PTs. It was there that Comdr. John D. Bulkley, then a lieutenant, led his famed MTBRon 3 in successful forays against the Japanese, all the while maintaining courier service between American forces, escorting merchant ships in and out of Manila Bay, rescuing ship survivors, strafing enemy shore installations, ferrying wounded and destroying war material that would have fallen into the enemy's hands.

The six boats of MTBRon 3 cost the Japs a lot, far more than is shown in the scoreboard of four months of action between 10 Dec 1941, when the Japs first felt the sting of the Navy's "mosquitoes" during a raid on Cavite Navy Yard, and 8 April, when two of the squadron's PTs attacked a Jap cruiser and four destroyers in the Mindanao Sea off Cebu. Still the scoreboard, based on Comdr. Bulkley's 1942 report, is impressive:

- One cruiser damaged and beached;
- Two cruisers damaged (one almost certainly sunk) by torpedo hits;
- One 5,000-ton ship, believed to be an aircraft tender, sunk;
- One 5,000-ton ship, type unidentified, sunk;
- One tanker set afire by torpedoes;
- Two landing barges bearing troops sunk, and
- Three divebombers and one seaplane destroyed.

It was on 19 January that the first Jap cruiser became a PT target—at the request of the Army whose units were being blasted by two enemy ships lying in Subic Bay off Bataan. Two PTs were to carry out the attack, separating at the entrance of the bay and rendezvousing at Port Pinanga at the inner end. One PT didn't make it; Bulkley's did and his description, as recounted in the book, "They Were Expendable," gives a vivid picture of the attack.

Jap Reception Committee

"It was darker than hell," relates Bulkley, "and the shore was lined with Jap field guns. We had got in a little way when a Jap searchlight spotted us and blinked out a dot-dash challenge. We changed course. A field piece opened up, but none of their shells fell near us.

"By this time, the Japs on Grande Island realized something funny was going on. They broke out .50-caliber machine gunfire at us—we could see the tracer bullets. Then the fun started—lights and big shore batteries rambling all over the bay, firing for us. We could hear the shells whistle over our heads. The lights and flashes really helped us because they enabled us to pick out the shore line and tell where we were.

"By 1 o'clock we were where we planned to meet [the other boat] and go in together for the attack. [It] didn't show up and there was nothing to do but go in alone. To make the sneak, we rounded Binanga Point at

Caribbean coastal waters were protected against marauding Nazi subs by hard hitting PT boats such as this one.
IN THE PHILIPPINES a study in mixed emotions is presented by the crew members of this PT boat on patrol.

NEW GUINEA crews discuss the previous night's raid during this "Monday morning re-hash" at their base.

MTBRon3 is probably most famed for sneaking General Douglas MacArthur, his wife and son and 20 members of his staff off Corregidor past Jap shore batteries and on to a rendezvous with a bomber which took the general to Australia. Later MTBRon3 spirited Philippine President Manuel Quezon, his wife, two daughters, cabinet members and presidential staff off the island to safety.

For their heroism in the Philippines, men of MTBRon3 were awarded 30 War Department decorations and four decorations of the Philippine Commonwealth, as well as many Navy awards. Comdr. Bulkley was awarded the Congressional Medal of Honor carrying with it a citation which declared: "The remarkable achievement of Lt. Bulkley's Command... is believed to be without precedent in this type of warfare."

"Without precedent" is a phrase that often describes the action of all PTs. Although they date back to 1875 when the British Navy introduced a small torpedo-carrying boat which was later discarded because countermeasures reduced its effectiveness, the modern PT didn't really come into its own until World War II.

During the early days of the Pacific war the motor torpedo boats occupied a far more important place in the overall strategy than their weight and size seemed to merit. This probably was the result of the need for saving larger naval units for defensive operations during those hard-pressed days when America was preparing her comeback. During the latter part of the war, when great American task forces and fleets roamed the Pacific, striking at will, little attention was given the little boats but, nevertheless, they continued to carry out important and spectacular assignments in areas where the big units seldom operated.

It was at Guadalcanal that PTs proved their worth in island warfare. Arriving at Tulagi just across from Guadalcanal in October 1942, the PTs went to action immediately, surprising a Jap task force shelling Henderson Field and Marine positions. For several months thereafter the PTs were the only U.S. surface ships stationed at Guadalcanal.

The citations told how MTBRon13 and -17, "dually exchanging gunfire with heavily armored gunboats and barges, airplanes and shore emplacements," diverted hostile artillery fire to themselves in protection of Allied land forces. The citations went on to say that the PTs "have steadily destroyed the enemy's ships carrying..."
A PHILIPPINE squadron speeds back to its base after participating in army landings above Ormoc, Leyte, P. I., side a seaplane tender which acts as their 'mother ship.'

troops, food and combat supplies; they captured Japanese personnel, landed in hostile territory and effected air and sea rescue missions.

Probably the most daring air-sea rescue of the war was effected by two PTs operating under the command of Lt. Murray Preston, Washington, D. C., who was awarded the Navy Cross for leading the PTs to the rescue of a flier downed in Wasili Bay of Halmahera Island back in September 1944.

When it was learned that a flier was downed in the tiny bay which is part of Kaoe Bay, Lt. Preston volunteered to lead the PTs through the narrow, heavily mined straits leading into the bay, past the numerous Jap shore batteries which lined both the bay and the straits. The flier, who was bobbing around in a liferaft, had maneuvered close enough to hold on to the anchor chain of a small, abandoned Jap ship in Wasili Bay. Jap attempts to capture him were being beaten off by American carrier planes who were flying continuous protective “cover” for their fellow flier.

Zigzagging through the American and Japanese minefield under heavy and concentrated fire from the Jap shore batteries, the two PTs dashed into the bay, rescued the flier and safely escaped. To effect the rescue, the PTs underwent Jap shelling for two and one-half hours.

One of the “hottest” jobs handled by the PTs was that of setting up an operating base and incidentally providing protection for our landings at Mindoro in the Philippines back in mid-December of 1944. Patrolling off the beaches after the landings, the squadrons were without air cover or the support of other surface units for three days during which Japanese planes attacked almost continuously — and with determination.

In those three days the PTs shot down (20 of them) or damaged every Jap plane that came within their vision.

For the PTs’ heroic work at Mindoro, MTBRons 19 and -16 and PTs 227 and 230 were commended by the Secretary of Navy for serving as the only naval force present following the retirement of the invasion convoys and thus the major obstruction to enemy counterlandings from near-by Luzon, Panay and Palawan.

In the Battle of Surigao Straits, the PTs won high praise for helping to rout a great Jap task force made up of battleships, cruisers and destroyers. The PTs — 39 of them spread out over a large area in groups of three — made the first contact with the Jap force and through their torpedo attacks knocked the Jap force off balance. The enemy ships were forced to resort to star shells, searchlights,AA and secondary battery fire in beating off the PTs, thus exposing their position to larger U. S. Fleet units deployed for battle farther up the strait.

The tactics of the PTs are those of the guerrillas — dash in, hit and run, to launch their Sunday punches, they often had to get within almost...
CAMOUFLAGED for protection against Jap aircraft, a motor torpedo boat blends with its jungle surroundings.

"Spitting" distance of their targets. PT 125 bore down to within 100 yards of a small Jap freighter to attack and sink the enemy ship off Cebu during the Philippine campaign. One of the PT's officers, in describing the attack, says:

"Due to torrential rains we had to close to within 100 yards but still couldn't identify the target. Suddenly machine gunfire poured toward us so we opened fire in return, starting a small fire on the freighter." The fire silhouetted the freighter, enabling the gun crew on the PT to identify their target on the boat's second run. The coup de grace was delivered and the ship was last seen buckling amidships and settling in the water.

In the Mediterranean two PTs took on two German destroyers, luring them away from the convoy they were supposed to be protecting. When the Nazi force was contacted, the two PTs moved in close, let go their torpedoes at the destroyers and turned away. The destroyers gave chase, but the little plywood boats hid in their own smoke screen, dashing in and out to fire at the destroyers which were believed hit by the torpedoes. One of the PTs escaped without a scratch, the other was hit, wounding two of the crew. Meanwhile, the Nazi convoy had been wiped out by other Allied craft including another American PT.

The MTBRons received a lot of praise for their patrol successes during the Normandy landings. During the invasion, heavy seas swamped the PTs, but the PTs opened up with such a heavy barrage that the E-boats turned and fled, repulsed almost without firing a shot.

What manner of vessel are these mighty midgets that can take on several hundred times their weight in enemy warships? Well, they're sleek looking jobs, much like the speedboats and cabin cruisers seen around U. S. resorts. Capable of 40 knots or more (enough speed to outrun any war vessel afloat) from three 1,350-horse-power engines, the PTs are about 80 feet long, about 20 feet amidships and displace approximately 75 to 80 tons.

It's surprising how much of an arsenal is crammed aboard the little plywood craft. There are four torpedoes — two forward and two aft — all pointing forward.

In addition to the torpedoes, the typical motor torpedo boat mounts two twin .50-caliber machine gun mounts, a 20-mm., one .37-mm. and one .40-mm. gun and carry several automatic rifles and submachine guns as well as depth charges.

With an enviable war record — they sank and damaged hundreds of times their own weight in enemy shipping as well as carried out many less colorful missions for the Fleet — there's no doubt that MTBRons will rejoin the Navy when the need arises.
"B-29's flew (left) from Saipan and Tinian because the Fleet beat back the Jap navy... Gen. MacArthur and Gen. Kenney maneuvered their forces to and through the Philippines (right) because the Fleet took them there."

**KEY TO OUR SECURITY**

**Navy's War Record Proves Its Strength Necessary to Preserve Postwar Peace**

Naval power "is the key to our security and to our ability to reach out anywhere in the world to help stop aggression," Secretary of the Navy James Forrestal declared in his annual report to the President of the United States.

The report, covering the fiscal year 1 July 1944 to 30 June 1945, presented the Navy's war record aside from combat operations embraced by Fleet Admiral Ernest J. King's three annual reports, and outlined the mission of the postwar Navy.

Whatever the outcome of current discussions of proposals for unification of the nation's armed forces, Mr. Forrestal said, the record of World War II proved "we must preserve our naval power." The Secretary made these points:

- "Gen. Eisenhower and Gen. Spaatz were able to build up their land and air forces in England because the Allied navies, destroying 600 Nazi submarines, stopped the heavy losses en route.
- "Gen. Eisenhower and Gen. Patch reached the continent of Europe across a bridge of naval craft and under naval guns.
- "Gen. MacArthur and Gen. Kenney maneuvered their land and air forces to and through the Philippines because the Fleet took them there, because naval planes covered their landings and because the Fleet broke the Jap navy.
- "Gen. LeMay's B-29's flew from Saipan and Tinian because the Fleet beat back the Jap navy while ground troops destroyed the Jap garrison.
- "Gen. MacArthur could start the final pincer on Japan because his amphibious advance to the Philippines coincided with a 6,000-mile March of Navy sea-air power from Midway to Okinawa.
- "Today our occupation force in Japan would be as helpless as the garrison of Bataan in 1942 except for one fact: our seapower, having destroyed the Jap fleet and merchant marine, now controls the Pacific."

Neither seapower, air power, nor the ground forces alone won the war, Mr. Forrestal told President Truman in his report.

"The war was won and the peace is being preserved through the combined striking power of all three, each force being utilized in accord with strategic demands," he continued. "Because the same combination will be needed to meet or to stamp out any future threat of war, we must preserve all the components in that combination," he added.

For this reason, Mr. Forrestal said, the fleet which the Navy plans to have in active duty status at the completion of demobilization are designed to supply the seapower necessary to discharge the postwar mission of the nation's armed forces—a mission which includes:

- Enforcing the terms of peace on our enemies.
- Fulfilling our military commitments under the United Nations Organization.
- Collaborating in preserving the integrity of the Western Hemisphere.
- Providing for the security of the United States.

"While the Navy's long-term planning must cover the potentialities of new weapons," the Secretary reported,
MANPOWER of the Navy multiplied.

MARCH 1946

'The nation, therefore, will be able, if it is willing to do so, to keep its naval strength in realistic relation to its international commitments'... SecNav Forrestal.

"the composition of the active fleets now must be such as to meet the problems of the immediate next two or three years with the instruments now available."

The Secretary emphasized present plans were tentative, not necessarily going any further than the end of the calendar year 1947, and may be altered by changing world conditions.

But, he said, "the United States for the first time in its history finds itself in the fortunate position of being able to vary its naval strength from time to time as world conditions may require," because of the existence of large ready and laid-up reserves.

"The nation, therefore, will be able, if it is willing to do so, to keep its naval strength in realistic relation to its international commitments," Mr. Forrestal asserted.

A statistical record of the Navy's war program, forming Part III of the report, told graphically of the Navy's growth during the war period.Highlights included:

**Finance.** Congress appropriated $110,800,000,000 for the Navy War Program, including Marine Corps and Coast Guard, in the five-year period beginning 1 July 1940. In the same period, the Navy actually spent $90,300,000,000, although commitments in the form of contracts, orders, project orders, requisitions, signed and unsigned letters of intent, bureau allotments and other obligations reached a total of $110,500,000,000.

**Personnel.** Navy personnel on 30 June 1945 totaled 2,200,000 more than it did the day the Naval Expansion Act of 1940 became law. Personnel procurement in 1943-44 reached a rate of 25,000 weekly—enough to man a Navy of 1940 strength every seven weeks. Navy, Marine Corps and Coast Guard personnel reached a total exceeding 4,000,000.

**Ships.** On the fifth anniversary of the 1940 Naval Expansion Act, the United States had a fleet of 50,759 vessels displacing 13,500,000 tons, exceeding 4,000,000. Naval planes were deployed in the Pacific in mid-1945, naval aviation personnel including Marines, had grown to 750,000, combat losses were consistently smaller than anticipated, with 65 percent of all pilots forced down being rescued or finding their way to safety.

**Air Power** zoomed in war period.

'REACHED Europe across a bridge of naval craft and under naval guns.'

**Aeronautics.** Navy accepted 80,300 planes in the five-year period, turning over 7,500 to Lend-Lease and more than 800 to the Army Air Forces. Navy and Marine aircraft destroyed more than 17,000 Japanese planes, with losses of about 2,700, through June 1945. This was a combat ratio of less than one to six. About 11,000 naval planes were deployed in the Pacific in mid-1945, naval aviation personnel including Marines, had grown to 750,000, combat losses were consistently smaller than anticipated, with 65 percent of all pilots forced down being rescued or finding their way to safety.

**Ordnance.** The "one-ocean Navy" of mid-1940 had a total firepower of 411 tons of projectiles in 15 seconds. Five years later, Navy firepower aggregated 4,500 tons per 15-second period—95 percent on Navy combatant ships, 37 percent on other Navy vessels, 28 percent on merchant ships.

**Medicine and Surgery.** Naval hospital bed capacity increased from 6,000 to 130,000, the latter figure including 30,000 beds overseas. Instead of one hospital ship, there were 12 by mid-1945. Personnel grew correspondingly.

**Yards and Docks.** BuDocks spent $8,100,000,000 in the five years, with advance base expenditures rising steadily after 1942 as continental construction expenditures declined. Item: BuDocks procured enough generators to light a city like Washington, D. C.

**Seabees.** This was the one major new ground organization produced by World War II. It grew from nothing in January 1942, when recruiting began, to 259,000 by 30 June 1945, of which 214,000 or 85 percent were overseas. The Seabees took part in every major amphibious operation American forces launched in the Asiatic and European theaters.

**Miscellany.** The Navy had 753,000 civilian employees on 30 June 1945, had made commitments for $11,193,600,000 worth of industrial and non-industrial facilities, was disposing of surplus materials at a steadily-increasing rate, had lend-leased $7,312,100,000 worth of material to other nations up to 31 Aug 1945, and in June 1945 was operating 408 transport planes (NATS) which flew nearly 86,000,000 ton-miles a month.

HERE'S HOW Navy spent billions.

**Ships.**

**Personnel.**

**Finance.**

**Aeronautics.**

**Air Power.**

**Ordnance.**

**Medicine and Surgery.**

**Yards and Docks.**

**Seabees.**

**Miscellany.**
SPARE-TIME HOBBY

Navy's Expanded Recreational Program Emphasizes Handcraft, Boosts Morale

"Time on my hands..."

WHEN WAR ENDED and with it the urgency of military service, the Navy moved fast to forestall any such complaint from personnel waiting for their discharge points to accumulate, waiting for "lifts" home from staging areas, waiting for release in separation centers. The result: a greatly expanded (and still expanding) recreation program with emphasis on handcraft.

Shortly after Japan surrendered, Secretary of the Navy James Forrestal messaged all commands that the Navy wanted the recreation program enlarged, emphasized more than ever. Hobby shops, a wartime success wherever they were established, thus became the answer to a recreation director's prayer. So much so that the BuPers Special Services Division has made arrangements to help set up handcraft shops on every ship and station that wants them. Under the new program, every detail of planning—the specifications, the instructions, the plans, the lists of materials, tools, and supplies for 30 hobbies as well as on-the-spot organizing—a hobby shop—will be available to any Navy establishment that requests it. Funds for the ships will come from the ship or station welfare funds or, in case financial help is needed, from the Navy's general welfare fund.

Typical of the response to SecNav's message asking expansion of the recreation program was the "96-day wonder" at NAS, Alameda, Calif. Ninety days after the station's project officer and 75 enthusiastic enlisted men started to work, the air station had a hobby shop. And what a hobby shop! Believed to be the largest one in the world, the shop is housed in a two-story structure and two quonset huts. With tools and materials for 30 hobbies on hand, the shop can accommodate 700 hobbyists at a time. It has been estimated an outlay of $100,000 would be necessary to duplicate the "hobby-lobby" commercially.

Here hobbyists build model planes, trains and cars—even engines for them. Radio fans design and construct complete receivers. Looms are available for weaving. There's a dark room for amateur cameramen. Purses, billfolds, belts and other leather items are turned out. There are facilities for printing, wood carving, glass-blowing and linoleum blocking. Some of the most impressive work comes from the welding and forging shops and the ceramics setup which includes a high-temperature kiln.

Successful? The project director thinks so. "I believe this is the best..."
investment for building morale the Navy has ever made.

Summed up another way by the station recreation officer: "This is such a big success I am sure if we had Hedy Lamarr dance in seven veils at the station theater the men still would stay in the shop."

That may be a little rash but the fact remains a steady stream of high-priced handicraft pours from the hobby shops.

The hobby shop is not a new project but its importance is greater than ever. During the war the hobby shops followed naval forces around the Pacific, landing almost as soon as new territory was secured. Now that naval forces are pulling out of the Pacific in the "roll up" program, so are the hobby shops—after great success.

Typical of Pacific hobby shops was the one operated until recently at the Ship Repair Unit, Lombrum Point, in the Admiralty Islands. Although smaller than its Alameda counterpart, the Lombrum Point shop was just as successful.

Set up in a quonset hut, the Lombrum Point shop was divided into two sections, one for wood, leather and plastic, the other for metalwork. Engine lathes, milling machines, power saws, drill presses, buffers, grinding wheels, wood lathes, stitching machine, table saw, band saw, sanding machine and a large assortment of portable tools comprised the shop's equipment. Most of the equipment came from repair shops which had been shut down with the end of the war. On the other hand, other hobby shops in the Pacific got much of their equipment from BuPERS.

Overseas hobby shops, and to some extent those in the U.S., turn to the salvage heap for raw materials. Too, the hobbyists have even raided the galley for bone and tin cans. Old inertubes have been used. However, hobbyists often are able to refine their work with special materials supplied by BuPERS. From these raw materials, enthusiastic handcrafters have turned out candlestick holders, picture frames, elaborate knives, ashtrays, vases, watch bands, bracelets, rings, bowls, chests, flower pots, wooden shoes, clock stands, etc.

But all the products of the hobby shops aren't individual "souvenir" items. Many things needed in other recreational activities have been turned out by the men in their spare time. Game boards and tables including ping pong paddles and tables, checkers and chessmen and boards have been made for the "rec" halls. Murals have been painted for libraries, mess halls, recreational centers, even the hobby shops. Curtains, drapes, bulletin boards, lampshades from the hobby shops are to be seen everywhere.

Besides combating boredom and monotony among active personnel, the hobby shops serve another very useful purpose—that of helping convalescent personnel recover. BuMed is now expanding its occupational therapy program through the BuPERS facilities.

HOBBY SHOP at NavPersSepCen, Lido Beach, L. I. (above) has proved popular with separatees. An Alameda hobbyist (below) checks his model plane.

HOBBYISTS print their own favorite pinup pictures in the shop's darkroom.
Still Essential?
Once upon a time there was a hard-working storekeeper—so hard-working, in fact, his division officer was delighted when he learned storekeepers, among others, weren't going to get out of the Navy as fast as seamen first class.

The storekeeper, took the news in a somewhat more spectacular fashion. He dropped dead, or so the story goes. Just at that moment the exec came along. He gazed sorrowfully at the corpse and suggested with a regretful sigh that the body be sent back to the states.

The division officer, however, reacted differently.
“No, dammit, No,” he yelled. “He's only got 36 points!”

Civil Readjustment?
It happened at a separation center. Well, it could have. Anyhow, a yeoman was interviewing a seaman dischargee, and was getting a lot of information which seemed to the yeoman to be unnecessary.

“We were married in 1940,” the seaman said.
“Yes, we've already given you ten points for dependency,” the yeoman said.
“We have two children,” the seaman continued.
“That doesn't make any difference under the Navy point system,” the yeoman replied.
“Everything was okay until she heard about that chick in Dago,” the seaman added.
“Your prowess with the babes has nothing to do with your point score,” the yeoman answered.
“Say,” the seaman inquired, “what's all this stuff about point scores?”
“Now, look,” the yeoman declared testily, “just keep quiet and you'll be out of the Navy by tomorrow afternoon.”

“But, golly,” the seaman cried in bewilderment, “I don't want to get out of the Navy. I came here to get a divorce. Is this a separation center or isn't it?”

Salt Pork
Lieut. Carl H Smith, Florida Group Staff personnel officer, was quietly going mad during a holiday leave period as telegram after telegram requested leave extensions. Every reason under the sun was given—delayed trains, missed connections, a train wreck, auto accidents, snow storms, scarlet fever, measles, and marriage.

The prize, however, came from a seaman from a bluejacket with a rural background. Seems he had returned to the farm and discovered pappy was ready to butcher the hogs if the sailor could help. Trouble was, the weather was too warm—so the sailor asked whether he could have an extension until a cold snap came along.

Just Inter-Lopez
It seems that there was quite a little excitement recently at PerSepCen, Terminal Island, Calif., when word got around that seven sailors named Lopez, all of them sons of the same Senor and Senora Lopez, had arrived for discharge. A checkup revealed that there were, indeed, seven Lopezes aboard, mellifluous named Mellen-
with his own eyes saw the maker of the rings slay by the Maha's sword.

The only thing that was the purchase price of a silver-coated handmade dagger purchased by a Marine from a starving Chinese in Singapore. Vividly the Marine explained that the Chinese had slain 16 Jap invaders with this weapon which bore the inscription TOBEM. The Marine didn't know what the inscription meant but "there's one born every minute" probably would hit the mark.

Raleigh and the Queen

From Oakland to San Francisco by the Key System train isn't too great a distance, but to the tired unshaven sailor sprawled out on the leather seat it must have seemed a long way.

Under his head he had placed his peacoat to use as a cushion against the car's rough jolts.

As the train neared the halfway point across the bridge, the sailor's eyes fell upon a little blonde-haired girl directly across the aisle. The 5-year-old was trying her best to get comfortable, but the leather seat was too hard and she changed positions every few minutes.

The sailor removed the peacoat from beneath his head and offered it to the little miss. She shyly lowered her eyes then raised them slowly. She looked at his unshaven face and the deep lines under his eyes and shook her head.

"No, thank you, sir," she said, "I think you need it more'n me."

Hard-Boiled

Three Marine Corps paymaster sergeants discovered how to keep clean in Tientsin, China—not, however, without certain risks.

Their "bathtub" was early Chinese, presumably of the Ming dynasty. To be frank about it, it looked like a barrel. Chang Foo Hsi, the sergeant's Number One Boy, would fill it with water, then build a fire in a funnel-shaped gismo at the bottom to heat the water.

Here was the catch. If Sarge stood up in the barrel he burned his feet. If he sat down he also got burned—guess where. The resourceful sergeants solved the problem. They wore rubber slippers to protect their feet and remained standing to protect their—ah—dignity.

Fun Is Fun, But—

Six aviation marines who crashed behind the Chinese Communist lines near Ho-Chen recently were captured twice by Communist soldiers and twice by bandits, but escaped every time and made their way back to base 38 days after the landing. They reported that while bandits had robbed them, they hadn't been too badly treated.

About the only thing they could complain about, the marines reported, was the way the Communists kept exercising them. Seems that the Communists are very fond of basketball, and every time they felt like a game, the Americans had to take on—and with only one substitute available at that.

'Cast Your Bread...'

Some of the bread baked on field equipment for the Marines in North China recently was made of flour "liberated" from the Japanese Army. The Japs had "liberated" the flour from Australian warehouses earlier in the war. The Australians, it was believed, originally purchased the flour from Uncle Sugar. We won't say a word about its being a small world; not a word.

Who Threw That?

Ens. Samuel Hardman, a bomb disposal officer from the uss Vincennes (CL 64), followed three rules for handling grenades during the clearing of a burned-over munitions dump on Banika in the Russells. They were: (1) Don't be afraid of them; (2) be ready to throw them fast and far; and (3) hold your thumb over the primer so the striker comes down, it hits the thumb and not the primer.

One day, however, one of the men of the Ninth Marine Ammunition Company, a specially-trained Negro unit engaged in the ticklish job of clearing the lethal debris left by the fire, violated rule three, and the striker came down on the primer. Naturally enough, he decided it was time to forget rule one, but rule two was clearly called for by the situation. He threw it fast and he threw it far, but—oops! sorry!—right at Ensign Hardman.

Fortunately for Mr. Hardman, he had heard the striker hit the primer and saw the grenade in the air. He promptly performed a dry dive in the opposite direction, and the explosion went over him.

English Is Write

The crew of uss Cebu (ARG-6), making liberty in the Japanese village of Wakanoura, was somewhat startled by the signs in store windows which greeted them, in English, in this fashion:

"Welcome Allied Forces, Kimonos for Beauties, Souvenirs for Sweeties, I Write commemoration gratis service."

Pain(t)ful

Ray Kehoss, SIC, and Jim Hosey, SIC, were very happy when they were transferred from the deck to the black gang of LST 597. "Now," they congratulated each other, "we won't have to do any more painting."

Yep, you guessed it, mate. Hosey's first job as an engineer was to paint the starboard escape trunk from the auxiliary engine room. Kehoss's first task was to paint the forward bilge control room. Don't worry, boys. Maybe they'll start making ships of stainless steel one of these days.
AMONG THE MANY personal chronicles of action to come out of the present war, there are several being circulated to ships and stations with popular interest for naval personnel. One of these published recently is "The Jesse James Of The Java Sea" by Carl Carmer, the story of the submarine USS Sturgeon, on 7 December 1941 (8 December, Manila time) the Sturgeon, along with several other submarines, was at Manila, and the sneak attack on Pearl Harbor sent them stalking Japanese sea lanes for enemy prey. Told largely in the words of the crew, the book records the life on board a submarine during long routine patrols broken suddenly by outbreaks of fierce action when the enemy was sighted.

Gerold Frank and James D. Horan, authors of "USS Seawolf," claim their book began with a chance meeting on a train with Joseph Melvin Eckberg, chief radioman of the Seawolf's crew. It is Eckberg's story put down by Frank and Horan. He tells of the submarine from her building in 1940 at Portsmouth, N. H., to the day late in 1942 when she came back to San Francisco after a series of record-breaking combat patrols in the Pacific.

Since the beginning of the war in the Pacific, the aircraft carrier has had its share of fame in book form with such books as "Queen Of The Flat-tops" by Stanley Johnson, "And Then There Were Three" by Jack London, and "Carrier War" by Oliver Jensen. One of the latest in this category is Morris Markey's "Well Done!," the story of the USS Essex. Markey was a correspondent aboard the Essex and he renders in action the experiences of the ship in battle which included the attack on Saipan and the first strike at Iwo Jima.

Dramatic Sketches

From his description one gets a picture of the marvel of organization and technical perfection that made a modern aircraft carrier such a powerful weapon against the enemy. Brief but dramatic sketches of some of the men of the Essex whom he knew—captain, pilots, mechanics, ship's crew, and others—give an added personal interest to the book.

Some years ago Eric Remarque, who is soon to have his American citizenship and who lived almost overnight a famous international author with the publication of his novel "All Quiet On the Western Front," this was followed by five other stories of which "The Road Back" and "Three Comrades" came nearest to equaling in popularity his first book. Remarque's most recent book, "Arch Of Triumph" (Book of the Month Club selection for February) is not a story of soldiers and war but is, nonetheless, a penetrating analysis of the mental attitude of those living precariously between two wars. The title is ironic on one hand the hero and his companions in exile, who live in the neighborhood of the famous Arc de Triomphe in Paris, lead anything but triumphant lives. It is a bitter, angry story in which Remarque makes a daring protest against human injustice and "man's inhumanity to man."

Complications

The hero is a veteran of World War I and a skilled surgeon who managed to survive and to escape from the horrors of his native Germany. He is not a legitimate resident of Paris for he has no papers. In order to live and eat he performs unlicensed and otherwise unlawful operations for less competent French doctors. He is surviving in this way when he meets a young actress, Joan Madou. From this basing action considerably more complicated, for she is a faithless individual who comes and goes pretty much as she pleases but in her own peculiar way is in love with the hero.

After an entanglement with the police the hero is driven across the Swiss border for a time. Upon his return to Paris he finds his arch enemy there with the drama of his patient stalking and final success in killing the Gestapo chief is one murder scene which the reader can sympathize with. His mistress, Joan, is shot by her jealous lover and in spite of all the hero's skill at saving other people's lives he is unable to save the life of the one person he cares most, even though it is she who had been responsible for his being in Paris. This story is a moving one and, in spite of all its bitterness, has some lighter moments and some amusing characters.

War of 1812

Quite removed in time and place from Remarque's story is the new historical novel by Neil H. Swanson, "The Perilous Fight." The author of "The Judas Three" and "The Silent Drum" this time gives us the story of the two engagements in the War of 1812 concerned with the defense of Baltimore. It is Swanson's contention that it was not the American militia who failed in these engagements but the politicians and the general, and he feels it is time the private soldier is vindicated. His story is based largely on contemporary newspaper accounts and private letters and diaries of the men in the ranks, so that reading "The Perilous Fight" is almost like talking with the participants themselves.

According to Mr. Swanson, the whole story behind the writing of our national anthem has never been accurately told. Such names as Goddy Wood, Whetstone Point and North Point have no meaning for us whatever in connection with The Star Spangled Banner except as they are associated with defeat, futility and cowardice. In this novel, based on fact, there is an attempt made to place the birth of the national anthem in its actual setting of events. Because the truth is concerned with the people who took part in these events, this story is not only relevant but interesting as aspects of the campaign but tells us also what it felt like to live through the summer of 1814.

It was in the summer of 1814 that British troops and ships under Gen. Ross and Admiral Cochrane defeated America's militia at Bladensburg, burned part of Washington, and made an unsuccessful attack upon Baltimore. Mr. Swanson places a share of the disaster at Bladensburg upon Gen. Winder, personally competent but incompetent in handling men—but an almost larger share is placed on the shoulders of the President, his Secretary of State and War, because of their personal interference with the arrangement and distribution of the troops.

In the defense of Baltimore, however, it was a different story which to the insistance of a committee of safety that Gen. Winder be replaced by the hero; a veteran of the revolution, business man and militia general. He succeeds in outfoxing the enemy on all sides.
Navy’s Patrol Planes
Fly into Tempests to
Get Data on Weather

IN YE OLDEN DAYS—say about before World War II—weather was something you waited for, and either cursed or blessed when it arrived.

But when the Okinawa typhoon came roaring down on Task Force 38, the Navy decided to go out and find the weather first, and contrary to Mark Twain’s remark, actually do something about it. Finding, fixing, and following young typhoons in the wide Pacific reaches became the duty of a hard-flying, persistent, all-out group of weather experts on strategic Pacific air bases.

The vicious Okinawa typhoon cracked down just as the Inter-Theater Meteorological conference was sitting in Manila. The conference got things moving, and kept them moving on 345 special weather flights up through 15 Nov 1945.

The weather snoopers set out on a regular schedule, flying their Catalinas, Liberators, and Privateers out into the ocean areas. One flight routine was equal to a trip from Memphis to Omaha, nearly out to Denver, down to Amarillo, and back to Memphis.

The aerologist aboard briefed the crew before setting out, telling them what sort of weather was expected, probable flight path, and reports to be radioed back to the base. The pilot of the plane, however, could determine how close to the center of the storm he could safely take his plane.

When a storm was sighted, details were flashed back to headquarters. The

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ocean-wide network of weather communications immediately spread the word. Convoys were warned, aircraft were notified, and operations which might be affected by the disturbance were delayed, changed, or hurried into execution. At one time 350 ships were involved, and 23 separate orders had to be issued to change course.

The dangerous flights were carried out by experienced pilots and crews regularly engaged in reconnaissance against the enemy, and the “low level technique” was used so that surface conditions could be reported.

Mechanical discrepancies which might not have been of consequence in ordinary flying became of vital importance when the flight was carried on at the fringe of a whirling typhoon. Rain stripped the paint from the leading edges of the wings, and engine temperatures were oftentimes below safe operating levels.

On one occasion control cables stretched, and in two instances the pilots were so fatigued from the long fight with the elements that they could not be sent up again for over a week.

The importance of the weather recon work has been recognized. Two squadrons of 12 planes each, specially equipped and with specially trained crews are now being organized for Pacific weather duty. Another squadron will fly the Atlantic.

Where man cannot fly—the vortex of a typhoon—“ghost” planes will soon roar. The Navy, in collaboration with the Army Air Forces’ weather experts and the U. S. Weather Bureau, will fly pilotless Hellcat planes into the center of violent weather disturbances. Automatic equipment will record the violence of the storm and the reactions of the plane’s controls will be photographed by built-in cameras focused on the instrument panel.

From the edge of the storm a “mother” plane will control the drone Hellcat.

The techniques of storm observation and reporting applied to peacetime surface and aircraft navigation in hurricane areas is considered one of the outstanding wartime contribution of naval aerology.
NEW UNIFORMS try-out by Navy doesn’t mean you can throw away your bell bottoms by tomorrow afternoon. The question—when do we get ‘em?”—raised among enlisted men by the announcement of the tests is answered in SecNav’s annual report made public 7 February.

Here is what Mr. Forrestal said: “In the interest of economy, no change in the uniform will be made until the stocks of existing uniforms have been completely exhausted. Of course, procurement of the present uniforms has ceased and the supply is limited to those already on hand. This supply, we estimate, will be exhausted within about 18 months. This interval during which the last of the old uniforms will be used allows the Navy time to complete design of a new uniform and to procure it.”

The Secretary disclosed officers’ uniforms also were being considered for possible changes, but this work “is not being pushed as aggressively as changes in the uniforms for enlisted men.” It has proceeded far enough, however, “so that we are fairly sure to have them sometime. We intend to have one Navy. Our determination is to assure those reserve and temporary USN officers who transfer to the regular Navy in commissioned rank. There is a reason for it.

The preamble of legislation authorizing transfer of officers to the regular Navy and public statements of SecNav guarantee to transferred officers equality of opportunity. Vice Admiral Louis E. Denfeld, USN, Chief of Naval Personnel, said, “We intend to have one Navy. Our determination is to assure those reserve and temporary USN officers who transfer to the regular Navy absolute equality of treatment in assignments, promotions and in the development of their careers.”

In order to carry out these commitments, SecNav decided transferred officers should be approximately the same age as the present regular officers with the same rank and date of rank. Maximum ages for transfer of Reserve and Temporary USN commissioned officers to the Line were determined by a formula which assures such officers will be, in general, not more than five years older than regular Navy officers of the same rank. In the case of staff officers—supply, civil engineer, medical, dental and chaplain corps—and EDO officers, the formula allows for the average length of education or training required for such specialties, in most cases two years.

No waivers are granted on age requirements. If a waiver were granted to an officer one day or one month over age, an officer two days or two months over age should be entitled to the same treatment, and so on. Regardless of where the age line is drawn some will just miss getting under the wire. The policy of not granting waivers is believed to be necessary to assure all officers equal treatment.

The Navy will undoubtedly lose some excellent officers through adherence to the age tables but this would also be true regardless of where the line is drawn with respect to age. It is believed that all officers should be treated alike in regard to age in order to insure equality of treatment. To carry out this policy it is considered essential that no age waivers be granted. In addition, equality of treatment could not be assured if a greater age differential were allowed because older officers would be competing for assignments and promotions with other officers who are considerably younger. For example, suppose a reserve lieutenant some 10 years older than the regular officer rank and date of rank were permitted to transfer to the regular Navy. It is possible that he would be promoted to lieutenant commander when his promotion became due. However, he would almost certainly fail of promotion to commander even though he and the regular had equally fine records. Why? Simply because the regular is 10 years younger and has that many more years of service to give. This could be called discrimination on account of age and the Navy is pledged to no discrimination of any sort—now, or fifteen years from now.

And why did the Navy give you a commission in the first place if you were already past the age at which you could transfer? That was because the war caused an immediate need for large numbers of specialized billets for which they could be trained in a few months. Some departures from the policy of a homogeneous officer corps was necessary to satisfy these demands. In addition, wartime promotions were relatively easy, there were plenty of good billets and little competition within a group of officers.

Information on regularity of transfer of officers to the regular Navy is contained in revised BuPers Cir 288-46 (NDB, 15 Nov. 1945).

NEED FOR DENTAL WORK will not delay your discharge, but if you want to have your molars remodeled at Navy expense you’d better have the work completed before you start for the discharge center. Once you’re out your right to Navy dental care ceases. The only answer to protests that many tests are booked up solid for weeks ahead is that you can stay in the Navy long enough to have the work finished if you like. If separation from naval service before completion of needed dental care would be detrimental to your health, you will not be discharged immediately but will be transferred to an activity where the work can be performed.

If you desire treatment after discharge, you should submit a claim for disability at the separation center, although the claim may be filed any time after discharge. This claim will be adjudicated by a Veterans’ Administration board, which will determine the extent and type of treatment to which you are entitled from information indicated on your dental chart and your final dental examination.

Of course, you can have the work performed by a private dentist, but this will give hope only to those who have not tried to get private appointments lately.
SERVICE INSURANCE...already about the best and lowest cost protection ever offered, will be an even better deal if legislation now in the mill is enacted.

Two features of National Service Life Insurance which have been the subject of some criticism are being considered for change. One is the provision of benefits in installments, with no option for lump-sum payments. The other is the limitation on types of beneficiaries that may be designated. Both of these features were considered necessary during wartime in the interests of the government, the serviceman, and those dependent upon him. Since V-J day these restrictive features are no longer essential, and identical bills have been introduced in House and Senate to change them.

The proposed legislation would permit payment of proceeds of such insurance in a lump sum and would eliminate restrictions as to beneficiaries. Certain other improvements in the Act would also be made which would, if enacted, provide complete life insurance coverage to servicemen. The legislation has the endorsement of both services and the Veterans' Administration.

Reminder: National Service Life Insurance will be available to every man and woman on active duty in the postwar Navy.

POSTWAR POLICY on promotion and retirement of regular officers of the Navy and Marine Corps is being formulated by a 22-man board headed by Rear Admiral Francis S. Low, USN. The board also will report to the Chief of Naval Personnel a plan for adjustment of the lineal positions of regular officers of the two services. Since the vast majority of officers now serving in the Navy hold present rank under temporary appointment, the plan would be effective on the termination of all temporary appointments.

Of the 22 members on the board, 14 are regular Navy officers, three are regular Marine Corps officers and five are Naval Reserve officers. The report of the board is expected to be made by 1 April.

VETERANS DISCHARGED for purposes of reenlistment in the regular Navy have asked if they are now eligible to obtain various benefits under GI legislation, without waiting for expiration of their enlistment. For example: “Can I get a government-guaranteed GI loan to buy a home now, or must I wait until my hitch is up?” General rules are difficult to apply to these cases. First requirement for GI rights is that the veteran be discharged under conditions other than dishonorable. The fact that a veteran receives the service does not bar him from obtaining benefits for which he is otherwise eligible. The Navy takes the position that any veteran who believes he may be eligible for GI benefits should be encouraged to file his claim with the Veterans' Administration—the only agency that can make final determination as to eligibility. Each case will be decided on its merits.

“BEST OPPORTUNITY” for rapid advancement of any rating in the Navy.

That’s what many Navy men will tell you about the rating of ETM—electronics mate. That mouthful of syllables covers the old rating of radio technician, the man who, responsible for maintenance and repair of almost every type of electronic gear used in the Navy—and that means almost every type used anywhere. It includes radio, radar, lorcan, direction finders, aircraft homing devices, amplifiers, and other types of gear, much of it secret and exclusive property of the Navy.

The shortage of ETM’s and AETM’s is one of the more pressing problems of the Navy during demobilization and it will continue for some time. In round figures, about 95 per cent of the men trained for the work during the war were reservists, many of whom were enlisted for this specific purpose. Since the vast majority of reservists, many of whom have received warrants and commissions. The result is that the Navy now has approximately 10 per cent of the regular Navy’s needs. Before the war it needed to man the postwar fleet. Some general service ratings have become somewhat top-heavy during the war as experienced regulars moved upward into the higher ratings. Not so with ETM’s. In this specialty there is plenty of room at the top. Navy trained electronic technicians are really in a class by themselves.

USN men of any class in the following ratings are now eligible for assignment to ETM training: AEM, EM, ARM, RM, SoM, and RdM. In addition, any rated man who has previously passed the ETM selection test and who has a GCT or MKE score of 56 or better may be assigned provided he has two years of obligated service from the time he enters school. Three hundred men a month are being assigned to ETM school from recruit training, and 150 men a month from among rated personnel.

Civilians desiring to enlist in the regular Navy for ETM training and duties may take the ETM selection test—designed to measure aptitude for work in electronics—and if they pass they may be assigned in the school upon completion of recruit training.

Preparation for the ETM or AETM rating involves about a year of schooling which covers the entire field of electronic theory and application, with a few of special Navy equipment. In the field of radar, for example, they are taught the latest developments in radio, including frequency modulation, television, and radar teletypewriters. It takes the student into the insides of the various types of radar; into the brand-new field of lorcan, which promises to revolutionize navigation of ships and aircraft; and into all types of radio gear, both voice and keyed, from lowest to highest frequencies. The graduate ETM is able to take a schematic drawing of radio or electronics, and identify any piece of equipment operating on the electronic principle and to repair it, even to rebuild it, even though he may have seen the gear a season ago.

Thorough training in fundamentals.

Needless to say, only those of exceptional aptitude can master the intensive school training this specialty requires. That is why standards for entrance in the course are higher than for most ratings. That is why the ETM selection test was a prerequisite in wartime. Trainees are being accepted now even though they have not passed the ETM selection test, but proof of special aptitude for the work is still required.

Once trained and rated, the ETM can progress through the rating levels about as fast as his ability and performance justify. There’s plenty of room at the top and the field is wide open. It hardly needs to be added that the Navy-trained electronic technician has an inside track in a field of unlimited opportunity whenever he goes back into civilian life.

And not only that, but he’ll be mighty handy around the house.
LETTERS TO THE EDITOR

Demobilization
SIR: When I enlisted in the Navy Reserve a year ago at the age of 17, I was instructed to place "minority" in the space on the form labeled "Enlistment." Will I have to stay in the Navy until I am 21, or will I be discharged before the point of time set by the 1 Sept 1946 deadline? The Navy has publicized that the Navy is releasing from active duty certain officers and enlisted men in the Reserve, I inquired at 1st Naval District headquarters onlv to learn that I was not eligible because I was not on the roll of the Naval Reserve. I was discharged from the Navy last October, no plans had been set forth for the Desert War Naval Reserve. I am interested in finding out if I qualify for V-1 status. The Navy's goal is to release from active duty as many personnel as possible through voluntary discharge, and the Navy's goal is to reduce the length of time (4) others who have stated their desire to remain on active duty, beyond the time does not count toward the three years necessary for a fogy. I figure my longevity is due this date. I have been instructed to place "minority" in the space in the form. To make certain the right man gets the picture.-ED.

Discharge of Strikers
SIR: Having graduated from a Class A storekeeper's school, I am now classified as SIC(3).K). Does this bind me, as an ex-storekeeper, to the higher point rate of discharge now in effect for storekeepers, yeomen, etc.? B. W. K., SIC, USN.

SIR: The work of Alnav 6-16 (NDB, 18 January) was published in order to clarify the position of strikers. All personnel of the ship are to be discharged as "general enlisted personnel" or strikers or not. Such personnel may be retained up to 90 days in the ship after the indefinite demobilization stand-up. (1) Unless you're in one of those four categories, you're due to get out on points.-Ed.

About Free Shoes
SIR: About Free Shoes in the Navy. The Navy is only free shoes in the Navy are those issued as special clothing from allowance authorized for units whose personnel are performing special duties under conditions which require protection (reinforced toes) or excessive wear, such as Seabees, gunners' mates, and other shipboard handlers. These units may be either afloat or on shore.-E. H. U., CTR, USN.

No Credit for V-1
SIR: I was in Class-V-1 Reserve (hold payroll) before I joined I in the Navy Reserve (hold payroll) before being transferred to V-12. I understand that I got point credit toward dis- charge for active duty V-12, but whether I got any discharge credit for the V-1 status? (1) What is the status of my discharge V-1 time does not count; V-12 time counts from 1 Sept 1939 if orders read "for active duty". (2) V-12 time prior to V-1 and V-12 count toward longevity.-Ed.

Ready Reserve
SIR: When I was discharged from the Navy last October, no plans had been set forth for the postwar Navy Reserve. After reading the article in the November issue of ALL HANDS (p. 17) on the establish- ment of a Reserve, I inquired at 1st Naval District headquarters, only to learn no enlistments were being accepted at that time. A month later I visited the recruiting office in Boston. We were informed that one must enlist within 90 days of discharge in order to retain his rating. I would like to join the Ready Reserve, providing I could do so at my old rating, but am unable to do so under existing circumstances through no fault of my own. Is there any provision being made for cases like mine?-R. S. B., EX-CY, USN.

The 99-day limitation has been removed.-See p. 68.-Ed.

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Requests for Duty

Sir: Do requests submitted to BuPers by officers and enlisted personnel that a change in command become part of their permanent record? My own case involves a change in command that was notified not considered "in the best interests of the Navy service during the demobilization period." (2) Is it possible my request will be acted upon?

C. F. S., Lt. (Ap), USN.

(1) Copies of all requests and resulting actions handled through BuPers channels or placed in the permanent file "jackets" of officers and enlisted personnel are available by their command for other administrative purposes unless reactivated by personnel affected or personnel are made available by their command for other actions handled through BuPers channels or placed in the permanent file "jackets" of officers and enlisted personnel are placed in the permanent file "jackets" of officers and enlisted personnel and are available by their command for other administrative purposes unless reactivated by personnel affected or personnel are made available by their command for other actions handled through BuPers channels or placed in the permanent file "jackets" of officers and enlisted personnel.

(2) Requests for change in command must be in writing and submitted to BuPers. The request should be sent to BuPers at the following address:

Takanis Bay (CVE89)

Address Commanding Officer, via Takanis Bay (CVE89), O/ComTeamGroup, 19th Fleet, P.O. Box 3177, Tacoma 3, Wash.

Five dollars per copy with order, to be distributed postpaid in two months.

Family Allowances

Sir: Will family allowances continue after 1 July 1946 for men whose present enlistments extend past that date?

C. F. S., Lt. (Ap), USN.

(1) (The Voluntary Retirement Act of 1945 authorizes Navy men they will receive family allowances (or 1st three pay grades may elect MFA instead) for duration of command become part of their permanent record. My own case involves a change in command that was notified not considered "in the best interests of the Navy service during the demobilization period." (2) Is it possible my request will be acted upon?

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Five dollars per copy with order, to be distributed postpaid in two months.

Picture Books

Sir: Where are the Navy picture books Air Forces and was then discharged on July

Bayonne, N. J., or Oakland, Calif., where they are stocked.-ED.

Air Forces and was then discharged on July

American Theater ribbon and the Victory points. During my Army career I was awarded the Distinguished Flying Cross, but this CO said he was going to discharge me again. I didn't write to complain-I want the facts. Now I'm catching up with demand, however, and after Navy contact is complete & probably in April-the books of the Army time count toward a Navy hash-

Navy time counts toward a Navy hash-

tate of Slcza1 channels.

W. H. M., Slc, USN.

ButSandA reports demand at SepCenS.

SIR:

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NAVY DEMOBILIZATION HALF WAY COMPLETED, AHEAD OF SCHEDULE

PERIOD 21 JANUARY THROUGH 20 FEBRUARY

1,500,000th Dischargee
The Navy’s 1,500,000th dischargee since V-J day, lanky, 20-year-old Eugene L. Smith, FC2c, USNR, Watervile, Calif. (serve). was honored 24 January in special ceremonies which featured a nationwide radio address by Vice Admiral Louis E. Denfeld, USN, Chief of Naval Personnel.

Smith, who enlisted 14 Dec 1942, received his discharge at the Separation center at Shoemaker, Calif. While in service he was rangefinder operator on the main batteries of the USS New Jersey from 23 May 1943 to 1 Jan 1946. He wears three ribbons with 12 stars—the Asiatic-Pacific Theater with 10 combat stars, the Philippine Liberation with two stars, the American Theater, the Victory and Good Conduct medals.

Admiral Denfeld congratulated Smith: “I know your family is proud of you and will be happy to have you back. And I want you to know that the Navy is proud of you, for you are a symbol and representative of more than 5,000,000 citizen sailors of America who did the grandest job with the greatest fleet in the most terrible war in the history of the world.”

“Your Navy is proud of that figure 1,500,000 too. It means we have kept our word, and even bettered it a little. It represents a rate of demobilization that many people thought we couldn’t attain. In less than five months we have returned almost half of our Reserves to their homes.”

Battle Royal
A battle royal surrounding a Senate committee hearing on the nomination of Edwin W. Pauley for Under Secretary of Navy (ALL HANDS, February 1946, p. 43) reached a sharp climax last month with the resigna-
tion of Harold L. Ickes as Secretary of the Interior.

President Truman has requested approval by the Senate Naval Affairs Committee of Mr. Pauley, California oil man and former treasurer of the Democratic National Committee. Senator Charles W. Tobey (R., N.H.) is leader of the opposition against Mr. Pauley’s confirmation.

Resignation of Mr. Ickes from the President’s Cabinet followed his testimony before the Senate committee that Mr. Pauley tried to head off a government suit to establish Federal title to tidewater oil lands with promises of political campaign contributions from oil men. Mr. Pauley’s contention, as recounted by Mr. Ickes, was that such a Federal suit would cost the Democratic Party $800,000 in campaign contributions.

Mr. Pauley denied this, saying “Mr. Ickes is mistaken—he got the wrong impression of any conversations we had about raising money.”

The National Citizen’s Political Action Committee, through Dr. Frank Kingdon, chairman of its steering committee, urged President Truman to withdraw his nomination of Mr. Pauley. The President later reaffirmed his confidence in Mr. Pauley and urged nomination approval.

With tempers rising in the committee, Senator Tobey accused Mr. Pauley repeatedly of “contradictions” in his testimony and, at one point, declared his entire testimony was “a tangle of deceit.” During the hearing, Mr. Pauley assured the committee that if the Supreme Court upheld Federal title to tidewater oil lands, he would support any Navy move to include them in Navy oil reserves.

A suit for Federal title to submerged coastal oil lands was filed in 1945. A bill now is pending in Congress to confirm title to such lands in the respective states affected.

LAST APRIL

APRIL 1946

U.S. forces were knocking on the Mikado’s door as they landed on Okinawa after 10 days of fleet bombardment and carrier planes sank last large Nip battleship, 2 light cruisers, 3 destroyers off Kyushu, while other aircraft went after plane plants in Japan.
Conflicting Evidence

Hearings before the joint Congressional Committee investigating Pearl Harbor revealed that the committee started siftin through a mountain of controversial testimony in preparation of a report to Congress.

Congress extended the time for the committee to report to June. Hearings may be resumed at any time until June but the drafting of the report will be the major work of the committee during the extension period. Highlight of the testimony was conflicting evidence concerning the value of a "winds execute" message reportedly received by the U.S., which indicated a fixed Japanese intention to attack the U.S. bases.

Capt. L. F. Safford, USN, former chief of the intelligence branch, testified that a "winds execute" message was received that described the pre-war weather condition at the U.S. bases, and that it was broken on the request of Admiral W. F. Halsey, USN. The memorandum was prepared following a request originated by Rear Admiral Husband E. Kimmel, USN, who was CINC Pacific when the Japanese struck.

Capt. Kramer testified.

Other high points:

- Admiral R. E. Ingersoll, assistant CNO in 1941, testified that a Japanese order to diplomatic and consular officials to open their codes was a tipoff on war. The Navy Department sent this information to all fleet commanders, including Admiral Kimmel, he said.
- Vice Admiral P. N. L. Bellinger, USN, Commander Naval Defense, Air Force at Pearl Harbor in 1941, testified he had no knowledge of any "war warnings" from the Navy and War Departments immediately preceding the Japanese attack.
- Admiral Beale, in charge of the Navy intelligence branch, denied Capt. Kramer that a secret memorandum had been prepared in 1944 on the request of Admiral W. F. Halsey, USN. The memorandum was prepared following a request originated by Rear Admiral Husband E. Kimmel, USN, who was CINC Pacific when the Japanese struck.
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Intelligence Director

Key operating post in the National Intelligence Authority created by President Truman to coordinate and direct all federal intelligence activities overseas was assigned by the President to Rear Admiral Sidney W. Souers, USN, of St. Louis. The admiral's title in his new post is Director of Central Intelligence.

Admiral Souers, designated Fleet Admiral William D. Leahy, USN, as his personal representative on the four-man NIA. This is a policy group, the other three members of which will be the Secretaries of State, War, and Navy.

Admiral Souers, full of new vigor, is less mobile than his former predecessor.
German Experts in U.S.

Thirteen German scientists and engineers have arrived at the Naval Ordnance Laboratory, White Oak, Md., and have begun work assisting in the installation of a supersonic wind tunnel for the Navy. The men are experts in the field of aerodynamics and were associated in the development of Nazi V-weapons in Germany. Their names were not revealed because of possible retaliation against their families. They were admitted to this country as disarmed enemy aliens, not as prisoners of war.

Equipment for the wind tunnel, shipped from Germany, has arrived at the laboratory. Much of the gear, including one of the world’s largest interferometers, which measures air density by optical means, has never been duplicated outside Germany. The wind tunnel is one of several allocated to the United States and her Allies from among scientific equipment found in Germany.

It is generally believed that by bringing this equipment and the men who were responsible for it to this country, the Navy will save several years that would be required to develop the techniques already established by the Germans.

Research in supersonic aerodynamics is a necessary part of development programs in guided missiles. In this connection, Rear Admiral Luis de Flores, tswa, Assistant Chief of the Office of Research and Inventions, said the Navy should have unstinted financial support for its research plans. He said the Russians “are setting up 400 technical schools and staffing them with all the German scientists they can get. The United States, Admiral de Flores said, could take a lesson from Russia by "robbing the brains of Europe," for it would be “extremely valuable to learn the other fellow’s ideas and methods.”

Ensign Shakedown

It’s “sailing . . . sailing . . .” for some 2,500 brand-new V-12 ensigns. Manning their ship stem to stern with all the rates of a regular ship’s company from swabbie to quartermaster, the “boot ensigns” are scheduled for a three-month shakedown cruise to take the place of previous fleet experience or the midshipman schooling required of V-12 students before commissioning during the war.

All V-12 engineers, physics majors and NROTC trainees who are scheduled to complete their V-12 training on or about 1 March but after 15 February and have received no other specific assignment, have been ordered to report for the training cruise in uniform of their new commissions.

However, during the period aboard ship and under instruction, they will revert to trainee status and will be uniformed as apprentice seamen or in the khaki issue of NROTC trainees, according to their status before commissioning. COs have reviewed the records of the men in their commands to determine their qualifications for temporary petty officer ratings during the cruise.

The cruise is scheduled to start approximately 1 April, and will end on or before 30 June. Except for those who are considering transfer to the regular Navy and will ask to be retained on active duty in the Naval Reserve, the “crew” will resume status as ensigns and go on inactive duty when they disembark from their trip to sea.

General of the Army Henry H. Arnold turned over his command as chief of the Army Air Forces to Gen. Carl Spaatz in Washington last month. Gen. Arnold stepped down after being head of the AAF for seven years.

Gen. Spaatz has been named Acting Commanding General of the AAF, pending Congressional approval.

Photograph from Press Association, Inc.

CONGRESSIONAL MEDAL of Honor winner, Sgt. William G. Harrell who lost both arms at two chats with his fiancee before their marriage.

Eight Miles Up

Development of the first two-stage turbo-supercharger in the world for use in Corsairs makes possible efficient operation at altitudes above 40,000 feet, 10,000 feet higher than the normal service ceiling for these Navy fighter planes.

The supercharger used in conjunction with the R-2800-C Pratt & Whitney engine was developed under a BuAer contract by the Turbo Engineering Corp. of Trenton, N. J. It differs from previous models in that it incorporates one engine-driven supercharger in addition to the turbo, this results in the air being subjected to three actual stages of compression, making possible operation in extremely rarified atmosphere.
FROM GIT TO GIP IN 1 EASY LESSON

A bunch of sharpie veterans—but sharp like a meatball—figure they've slipped old Uncle Sugar a hot one. They estimate that from here on out life is strictly for free.

The scene is Greenwich Village, right up in little old N. Y., and the characters are a bunch of would-be longhairs who've got $500 in their pockets for mustering out. After this runs out they plan to prove they are unemployed writers by showing a manuscript that no one will buy.

Robert C. Ruark, a former Navy man, has uncovered these junior Bohemians. One ex-military type is quoted as saying "Under the GI bill, I'm entitled to 52 weeks at $20 a week if I can't get a job. Okay, I can't get a job. Who wants to hire a playwright?"

After this sugar ration pays off, this character will go in for education—four years at $65 rocks a month. "When this runs out I figure I can always buy a cookbook and spend the rest of my life eating in a veterans' hospital."

With prices they are in Greenwich garret these poor man's O. Henry's on existing and enjoying as Ruark chronicles the comment of another of the members of the veterans' sweat and strain corporation: "Personally, I am a poet. That is because it is easier to display a manuscript of a poem than of a play or novel. It doesn't weigh so much, or take so long to write."

USN (Ret.), former CNO and former Ambassador to Russia.

The Veterans' Administration takes a dim view of such hanky-panky, but says that it makes no over-all ruling on unemployment compensations.

"As a rule we follow the decisions of the state unemployment compensation boards," said a VA spokesman, "but the state enforcement of the rules is such that a man has to really prove that he is a full-time writer engaged in the writing profession as a gainful mode of employment.

"Most requests for compensation are legitimate, but every now and then a phonny slips in the works."

Ship Transfer Planned

Legislation authorizing President Truman to transfer surplus U. S. destroyer escorts and other light naval craft to China was approved last month by the House Naval Affairs Committee. At the Navy's request the committee modified a ban against transfer of surplus U. S. destroyers and other light naval craft to China to help defend Far Eastern waters and relieve the U. S. of its troop and material carrying chores.

Democracy in Services

The belief there will be no justification for complaints of a lack of democracy in the armed forces, with competent leadership, better understanding of the problems of life in the services and thorough training for that life, was expressed in a radio address by Admiral William H. Standley.

The scene is Greenwich Village, with its garret houses a new type of a Bohemian—ex-GI.

Greenwich Village garret house

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They Knew It

German leaders knew as early as the fall of 1943 their U-boats had lost the battle of the Atlantic, and that defeat was due to superior technical advances of the U. S. and Great Britain.

This was brought out in a letter from "top secret" German files, made public by Rear Admiral H. G. Bowen, USN, Chief of the Office of Research and Inventions. The letter was written by Nazi Gross Admiral Doenitz, and in part said:

"The enemy has rendered the U-boat war ineffective. The enemy has achieved this object not through superior tactics or strategy, but through his superiority in the field of science. This finds expression in the modern battle weapon, detection. It is essential to victory that we make good our scientific disparity...

"I have therefore ordered the creation of a Naval Scientific Directional Staff with headquarters in Berlin."

As the history of World War II shows, Admiral Doenitz was too late.

Vice Admiral Alan G. Kirk, USN, is the new U. S. Ambassador to Belgium and Minister to Luxembourg. He was nominated 21 January by President Truman and the nomination was confirmed by the Senate 31 January. Admiral Kirk, a member of the Navy General Board, was commander of a task force in the invasion of Normandy in 1944.

Before a crowd of 10,000 at Guam, the Marinas team won six of eight Central Pacific boxing championships. The Marshall-Gilbert team took two.
TESTING THE EUGEN

Under watchful eyes of observers from BuShips and BuOrd, the German heavy cruiser Prinz Eugen was put through firing tests and maneuvers while en route from Boston to Philadelphia after a transatlantic voyage from England.

The sleek 19,553-ton warship, flying the Stars and Stripes, during the transatlantic voyage was under the command of a skeleton crew of eight officers and 85 enlisted men of the Navy who supervised a German crew of 27 officers and 547 men. The Prinz Eugen, one of the “guinea pigs” selected for the atomic tests, will be the subject of additional studies at the U.S. Naval Shipyard, Philadelphia, before being stripped preparatory to her journey to Operation Crossroads off the Bikini Atoll in the Pacific (see p. 8).

According to a recent release of the Nazi’s history of the Prinz Eugen, the cruiser has been credited with sinking the 42,000-ton British battleship Hood midway between Iceland and Greenland in 1941. It had previously been believed that the Bismarck sunk the Hood. “The Prinz Eugen placed a direct hit on the Hood, blowing up her magazines and thus sinking her in one of the major losses of British sea forces,” the German cruiser’s history said.

Photographs from Press Association, Inc.

TWIN EIGHTS of the Prinz Eugen’s forward batteries belch black smoke in BuShips test of ex-Nazi warship.

ONE-TIME PRIDE of German navy is shown, left, at Philadelphia. She is destined for doom in atom tests.

AMERICAN skipper of the Prinz Eugen, Capt. A. H. Graubart, left, walks deck with Capt. Hans Jurgen Reinicke, commander of German crew.

PREPARING for firing tests, German crew members of the Prinz Eugen clean one of the cruiser’s forward eight-inch guns. Guns of the Prinz Eugen are credited with sinking Britain’s BB Hood.

MARCH 1946
SUBMARINES’ GRANDMA RETIRES

The Grandma of America’s World War II submarine, the USS Nautilus, has been retired. At recent decommissioning ceremonies at the Philadelphia Navy Yard the ancient lady, oldest submarine in U. S. service and a veteran of 14 patrols, had her commissioning pennant, jack, and Presidential Unit Citation burgee hauled down.

Other U. S. submarines have had gallant and adventurous service (see ALL HANDS, February 1946) but few had the luck of scoring the “firsts” the Nautilus did, or served on the varied types of patrols.

Perhaps the high point of the Nautilus’ 15-year career was the sinking of the Japanese carrier Soryu, the first enemy carrier to be sent to the bottom by an American submarine, on 4 June 1942. During her patrols, all officially catalogued as “successful”, she sent 89,625 tons of Jap tonnage to the bottom.

The old lady and her crew became specialists in odd assignments, one of which was landing Carlson’s raiders to Makin.

On New Year’s eve 1942, 11 nuns came aboard as refugees as the Nautilus lay off Bougainville. Others in the rescued group were an 81-year-old man and a little girl of two.

Up in the far north, on their fifth war cruise, army troops jammed the compartments. It was the advance scout force being sent onto the Attu beaches at H-hour minus-five.

The 12th war cruise was to the Philippines. Since she had much more space - about four times the cargo capacity of the modern granddaughters - she was the logical choice to carry supplies to Philippine guerrillas.

About 80 miles away from a Jap air and naval base the Nautilus lay offshore, observing and waiting for signals. At dusk a little boat put out and Lt. Col. J. M. Cushing, USA, came aboard. He was followed by 25 outrigger boatloads of guerrillas.

Then came the heartbreak - the Nautilus ran aground on an uncharted shoal. The crew ran from port to starboard in an effort to salve her free but the tide was falling and she seemed firmly aground.

At 0930 in a final effort, the engines were worked up to top speed, and gradually, with a 12-degree keel and only four feet of water under the bow, the Nautilus eased off.

Out in deep water and unprepared in such a light cargo condition to dive, the Nautilus sighted a periscope feather. Orders were to avoid contact with the enemy. So light as they were, down went the Nautilus. And she kept on going down with the sea bottom a mile and a half away. By blowing tanks and reversing to full astern the dive was checked and the ship shot stern first for the surface. Good seamanship saved the day and the Nautilus got away.

THEY WHO SERVED point with pride to the record of the Nautilus’ accomplishments.

Stelle vs. Bradley

Answering an attack by John Stelle, American Legion national commander, on his six months’ direction of the Veterans Administration, Gen. Omar N. Bradley fired volleys of statistics to show that during his short command impressive progress was being made despite a lack of personnel and space.

Stelle launched his attack by requesting a Congressional investigation of what he termed “tragic breakdown” in the Veterans Administration and recommending what was interpreted generally as a call for the removal of Gen. Bradley. “What we need in charge of VA,” Stelle declared, “is a seasoned business man, not a soldier, however good a soldier he may be.” Later Stelle said he was not “asking” the removal of Gen. Bradley as Veterans’ Administrator and pledged the Legion’s support to the VA chief in any move to cut red tape and improve the agency’s efficiency.

Aligning themselves quickly in support of Gen. Bradley were President Truman, Gen. Dwight D. Eisenhower, Chief of Staff of the Army, and leaders of major veterans’ organizations. Presidential Secretary Charles G. Ross said: “Gen. Bradley has the complete and unqualified support of the President. The President does not feel that Stelle speaks for the American Legion. He considers that Gen. Bradley has done a fine job in the administration of veterans’ affairs. In other words he is backing up Gen. Bradley to the hilt.”

Stelle said he had a mandate from the Legion to make charges concerning VA. He added the charges were based on thorough investigation by the Legion’s rehabilitation and legislative and employment committees.

Gen. Bradley’s report of his six months’ administration showed there was a backlog of claims, applications for VA hospitalization in the VA, and letters, but that VA was dealing with the problems of 3,490,000 veterans as compared with 6,638,000 veterans at the time he took office August 1945. “It is estimated that VA’s increase is greater than that expected in the next 15 months during which time the total veteran population is expected to increase to 20,000,000," he said.

Highlights of Gen. Bradley’s report, dated 1 February, in the major divisions of hospitalization, education and training, insurance and disability claims were:

Hospitalization — “When the potential load of veterans hospitals had been no more than 4,000,000 it was impossible to secure the number of doctors needed to operate efficiently. With the potential load increased to 20,000,000, the program had to be changed so that full use could be made of civilian doctors in addition to those secured to make up a full staff for the VA. To this end, we plan to locate our hospitals near centers where civilian aid could be secured. As Army and Navy hospitals are being declared surplus the VA is requesting them at all points where we can staff the hos-
pitals and use the beds to advantage. (The Navy has allotted 9,875 beds to VA use, the Army 2,100 beds and the U. S. Public Health Service, 1,041.) To supplement our own activities, we have appealed to the War Department to retain in service sufficient medical staff to operate 40,000 beds for veterans.

“Our hospitals are not yet able to care for all veterans who need medical attention at the moment they request hospitalization. We are, however, taking care of most service-connected cases without delay. Less than 4 percent of the veterans classified as being on waiting lists had service-connected conditions, as of 1 Jan 1946.

“There is a considerable number of veterans with nonservice-connected conditions awaiting hospitalization. However, the law provides that nonservice-connected conditions may only be hospitalized when there is a bed available. In spite of this provision we have up to date been able in almost every instance to take care of nonservice-connected conditions which are of an emergency nature.” (Later Gen. Bradley in a letter to members of Congress declared an accusation by Stelle that he wants to kick out of VA hospitals those veterans who were disabled after they left the armed services is “absolutely without foundation in truth.”)

Education and Training Under GI Bill of Rights—“Applications for training reached 96,929 last August. On 1 Jan 1946, the number had increased to a little less than 500,000. Of these, 91,176 were in training, 238,781 had been declared eligible for training.

“Payments of subsistence allowance to veterans receiving training were falling behind. I issued instructions to speed up payment of these allowances. . . . Any veteran receiving training should begin getting his subsistence allowance within 30 days after we are notified he has entered training.”

Insurance—“. . . Last August premiums on 15,666,659 National Service Life Insurance policies were being paid by allotment and premiums on 398,888 policies were being paid directly by the insured. . . . We were ten days behind schedule. Premiums are now being paid on 10,357,783 policies by allotment and 1,073,712 policies directly. We are 20 days behind in premium accounts.”

Claims—“Last August we had received 985,000 disability claims from veterans of World War II. Almost 102,000 were pending and 883,000 had been adjudicated. This morning we had received over 2,000,000 disability claims of which 458,000 were pending. Of this number 1,507,000 had been adjudicated, 1,038,000 allowed.

“Last August we had received 154,000 death claims and 27,000 of these were pending. By 1 Feb 1946 we had 218,000 death claims. Of these 22,000 were pending. All others had been adjudicated with only 29,000 disallowed.”

Gen. Bradley disclosed the attack on him came only two days after Stelle in a telephone conversation with him had touched on four points: • VA’s decision to build a 200-bed hospital at Decatur, Ill., on a site opposed by Stelle, one-time acting governor of Illinois. • Bradley’s hesitancy about accepting membership on an American Legion scholarship committee until he could confer with heads of other veterans’ organizations as to the propriety of his acceptance.

• A discussion of VA operations, including remark by Stelle that he was going to write to Congress.

Loans guaranteed by the Veterans’ Administration under the amended GI Bill of Rights have surpassed the $100,000,000 mark with total commitments as of 26 Jan 1946 registering $102,660,249. Home loan guarantees accounted for $96,789,705 or more than 90 percent of the total. Business loan commitments reached $5,075,275, and farm loan guarantees $1,759,258. Loan guarantee applications issued totaled 69,014 of which 56,223 were for homes, 4,296 for businesses and 1,498 for farms.

Flag Promotions

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

To be vice admiral:
Ezra W. Mills, USN, for temporary service.

Patrick N. L. Bellinger, USN, for temporary service.

To be commodores in the U. S. Coast Guard:
John H. Cornell, USCG, for temporary service.
John S. Bayless, USCG, for temporary service.

To be Paymaster General of Marine Corps for four years:
Raymond W. Wright, USMC, for temporary service.

To be rear admiral:
Merlin O’Neill, USN, while serving as Assistant Commandant, Coast Guard, for a period of four years to fill an existing vacancy.

German oil production secrets of synthetic fuels and lubricants which aided the Nazi war machine to overcome its lack of natural petroleum, are being made available by the Navy Department to private industry. The secrets unearthed by the Naval Technical Mission in Europe (ALL HANDS, January 1946, p. 22) are expected to save years of costly research by American scientists and immediately advance the nation’s knowledge of synthetic fuels and lubricants. German developments include synthetic lubricating oils claimed to have a service life three times that of petroleum oils, and a synthetic diesel fuel of high cetane rating.
STREAKING INTO the air, an army jet propelled P-80 starts its record-smashing transcontinental flight from Long Beach, Calif. to New York's La Guardia Field. Time of flight: 4 hours, 13 minutes, 26 seconds from coast to coast.

Facts and Figures

The Germans planned to rocket-bomb New York by this Fall. It took more than a billion rounds of small-arms ammunition to subdue the Germans. The death rate among battle casualties who received hospital treatment in Europe was only 3.9%. Neutral Sweden supplied the Danish underground with arms to fight the Nazis.

These were some of the facts disclosed recently by various sources following the end of the war in Europe.

The firing of improved V-2 “flying telegraph poles” against American cities was entirely possible, reported American ordnance experts who investigated German scientific research in an amazing rocket-assembly plant 800 feet underground near Nordhausen, Germany. The 3,000-mile bombs had reached the blueprint stage and seemed practicable. What delayed their use was the RAF bombing of the Peenemuende experimental plant two years ago. The Germans said it killed 800 of their leading experts and set work back six months.

In addition to the 1,000,000,000 rounds of small-arms fire, American forces in Europe poured 48,322,559 artillery shells, 4,853,888 hand grenades and 1,310,823 bazooka projectiles into the Krauts between D day and V-E day.

Maj. Gen. Paul R. Hawley, U. S. chief surgeon in Europe, reported that 1,975,000 American soldiers and sailors received treatment in 99 general hospitals and five convalescent centers in Great Britain. One fourth of the patients were battle casualties. Death rate for the latter group was 3.8% as compared with 8% in the last war.

With Allied approval, Swedish ships met little Danish fishing boats off the coast of Sweden and gave them cases of automatic pistols and ammunition. The arms, manufactured in Sweden, were packed in cases marked “butter” and “bacon.” In addition the Danes received enough arms from the Allies to outfit 30,000 men. These guns were dropped by plane.

Brooklyn in Mothballs

A switch was closed, the dehumidification machinery started, and the light cruiser USS Brooklyn on 30 January became the first vessel to join the Navy's newly formed Sixteenth Fleet of inactive ships. She was “put in mothballs” at the Philadelphia Navy Yard.

Special crews from the Navy Yard preservation school installed the dehumidification system, sprayed the ship with rust preventive compounds and sealed its guns with plastic stripable film in the process designed to keep her in seaworthy shape for years and permit her to put to sea equipped for action within ten days. (ALL HANDS, November 1945, p. 2.)

VA Drops Rank. There’s a new deal in effect at the Veterans Administration headquarters in Washington whereby former enlisted men no longer have to tell their troubles to an official with a military title tacked in front of his name. Gen. Omar N. Bradley, the administrator, said former officers will be known as “mister.” The general said that the use of military titles, customary at the VA in the past on doors, on name plates and in correspondence “presents practical difficulties.” One loophole is left the ex-officers—they can still use their former titles in conversation.

‘Big Business’

The Navy ashore is "big business" today, with establishments representing an investment of about $12,000,000,000. Before the war, the existing establishment ashore was valued at about $750,000,000.

This was disclosed in SecNav’s annual report for the fiscal year 1945 which outlined the rapid war-time growth of naval shore establishments and listed organizational changes carried through to assure skilled management and efficient operation of Navy yards.

The Navy has a plant account 25 per cent larger than the combined plant account of General Motors, United States Steel and American Telephone and Telegraph. BuShips alone has an investment account almost as large as that of U. S. Steel and BuAer has one substantially larger than that of General Motors.

During the past year the Navy conducted two programs to bring about maximum efficiency in Navy yard operation. First, BuShips, which is responsible for 86 per cent of personnel and 82 per cent of funds used in each Navy yard, was given central administrative responsibility for work and results produced by all departments and divisions of the yards. Secondly, industrial and logistic activities at each yard were integrated into two over-all organizations known as “U. S. Naval Shipyard” and U. S. Naval Base.

These fundamental changes were made effective 1 Dec 1945 and each of the former Navy yards now is designated as follows:

Portsmouth Naval Shipyard, Portsmouth, N. H.

Boston Naval Shipyard, Boston, Mass.

New York Naval Shipyard, Naval Base Station, Brooklyn, N. Y.
Norfolk Naval Shipyard, Portsmouth, Va.
Charleston Naval Shipyard, Navy Yard, S. C.
Puget Sound Naval Shipyard, Bremerton, Wash.
Mare Island Naval Shipyard, Mare Island, Calif.
San Francisco Naval Shipyard, San Francisco, Calif.
Terminal Island Naval Shipyard, San Pedro, Calif.
Pearl Harbor Naval Shipyard, Navy 128, FPO, San Francisco.

First in Merchantmen

Despite losses inflicted by the enemy and because of unprecedented shipbuilding, the United States emerged from World War II with almost four times as many merchant ships and five times as much tonnage as were in its peacetime fleet, the Maritime Commission revealed.

Our merchant fleet of 5,529 ships of 2,400 deadweight tons or more contained more than half the ships and nearly two-thirds the deadweight tonnage among all the non-Axis nations. Total U. S. deadweight tonnage was 56,797,700. Our nation lost 745 vessels of 1,500 or more tons during the war, 624 because of direct enemy action.

The British Empire, which prior to the war had the largest merchant marine fleet, ranked second to the U. S. at the war's close with 2,347 ships of 19,589,000 deadweight tons. The British merchant fleet suffered an aggregate loss of only 545 vessels from the Axis 1939 total of 2,892 in spite of concentrated undersea, air and surface attacks by the Axis. Norway and the Netherlands were third and fourth respectively with Soviet Russia ranking last among the major powers.

Included in the U. S. total are vessels which may or may not have undergone some degree of conversion when acquired by the Army or Navy, and military types originally designed as naval ships and constructed under the Maritime Commission building program.

Vessels of a strictly military type and built by the commission, such as LST's and aircraft carriers, etc., are excluded from the total as are ships on the Great Lakes and inland waterways.

During 1945 an average of three large merchant ships a day were built as compared with four a day in 1944 and almost five a day in 1943, the American Bureau of Shipping reported. Of last year's total of 1,041 large merchant vessels constructed, 853 were of the cargo or combination transport and cargo types, representing 7,517,247 deadweight tons. The other 188 large merchant vessels of 2,782,500 deadweight tons, raising the total tanker production from 1939 through 1945 to 775, totaling more than 12,000,000 deadweight tons. The fleet of tankers, the bureau reported, was twice as large in number and about three times as great in deadweight tonnage as the tanker fleet flying the American flag in 1939.

WIVES OF SERVICEMEN overseas wave goodbye to their stateside friends as they leave aboard the assault transport Hendry to join their husbands.

595 JOIN 'DADDY' OVERSEAS

As of the middle of February, 595 dependent of Navy men has left the U.S. via government transportation to join husbands and fathers overseas.

Navy policy has allowed transportation to dependents of all personnel, but in the lower grades transportation is provided in government ships only, when transportation is available, and when permission is granted by the overseas commanders.

Upon request from overseas personnel, dependents have gone to the following localities where facilities are available: Caribbean, Mexico, South America, New Foundland, Alaska, Aleutians, Hawaii, Samoa and the Marisnas. In all these localities the housing situation has been “tight” and area commanders have not approved requests of personnel until living quarters were available (see Alnav 68-46; NDB, 15 February).

Dependents acquired by military personnel overseas—“war brides” and children—who travel to the U.S. on Navy or Coast Guard vessels will be transported free of charge to this country according to Alnav 46-46 (NDB, 31 January). Upon arrival here, transportation will be furnished from port of debarkation to their husband’s home or duty station.

Third of the modestly described “large” aircraft carriers, the uss Coral Sea (CVB43), was floated in a graving dock 15 February at Newport News, Va. The sister of the Midway and the Franklin D. Roosevelt will be christened 2 April. The Coral Sea is the last of her class now scheduled for completion.

‘Purple Heart’ Project

Chicken raising on a wholesale, nation-wide scale is proposed by the military Order of the Purple Heart as a money-making occupation for wounded veterans.

Assenting that interviews of scores of combat veterans show that deep in the heart of most of them is a desire to “get away from it all” and raise chickens, Frank Haley, national service director of the order, has sought the help of Gen. Omar N. Bradley, Veterans’ Administration, in the purchase of some Army and Navy surplus airfields, cantonments or other military installations where there are good living quarters plus barracks.

Haley said surplus military barracks of the temporary type would be satisfactory buildings in which to raise chickens and that officers’ quarters would be ideal places in which a wounded veteran and his family might live. The proposal to raise thousands of chickens for the metropolitan markets calls for the creation of a giant food cooperative with each veteran receiving shares.

Famed Antarctic explorer Lincoln Ellsworth, who nearly eight years ago announced, as he prepared for his fourth polar exploration, that it would be his last, has changed his mind. When he boarded a liner in New York last month for Kenya Colony, East Africa, where he plans a geological exploration, Ellsworth declared that he planned to return to the Antarcctic next year. “That’s my love—the polar regions,” he said. The 63-year-old explorer, a lieutenant commander, USNR (Ret), added that he planned to undertake the expedition with only a pilot accompanying him.
"Wolf pack" tactics with greater ingenuity and offensive power than those of the Germans were a key factor in the success of the U.S. submarine fleet smashing Japanese convoys with a toll of 1,750 enemy merchant ships of approximately 5,000,000 tons. (See "All Hands," February 1946, p. 22.)

Conceived early but handicapped by lack of submarines and the extent of areas to be patrolled, wolf pack tactics were not developed fully by our Navy until 1944. By that time a large number of submarines was available and the hunting grounds for Japanese shipping were shrinking.

Wolf pack operations called for groups of up to three submarines operating as a unit commanded by a director. Capt. Palmer, of Omaha, Neb., as his director, directed the packs or more often by the skipper of a submarine in the group. The commander deployed the submarines on patrol and devised the plan of attack when a contact was sighted. However, if an individual commander found his submarine in a position to attack a valuable target, he was free to do so.

One result of wolf pack tactics was that it increased the scope of reconnaissance—three submarines could patrol three times the area of a single raider. In this operation the first submarine contacting the convoy attacked, then fell back to furnish data on which the other two submarines could assume flanking positions and continue the attack. Once the flankers were in position, the trailing submarine watched for crippled stragglers or attacked enemy escorts counterattacking the flankers. Another advantage was the exchange of intelligence information between packs when two or more of them operated close together.

Three of the wolf packs which developed blows to enemy shipping were nicknamed the "Double D's," "Blair's Blasters" and the "McCoy Finns." A striking example of wolf pack successes and the value of intelligence exchange was provided by the "Double D's," officially the Darter and the Dace. It was the result of seven months, 2,000,000 pounds of air cargo was saved in this life line to China.

Aircraft accident rate since V-J day is lower than the non-combat rate for any wartime period and now stands at 35 per 100,000 flying hours. Compared with a pre-war rate of 70 per 100,000 flying hours, this is an improvement of 43 percent.

The Navy has greatly reduced its aircraft accident rate since V-J day despite operational and maintenance problems caused by demobilization. The fatality rate since the war ended is lower than the non-combat rate for any wartime period and now stands at 35 per 100,000 flying hours.
But No Sea Pay

About 280 V-12 and NROTC students at the University of Washington were to move out of university dormitories and after 1 March be housed in a seagoing barracks provided by the Navy.

APL 59, a 300-foot barracks ship, was being fitted out in Seattle for this purpose, and was to be towed to moorings on Portage Bay at the Washington campus. She will be connected to the beach for permanent services, such as fresh water, electricity and disposal.

The APL is a type familiar to thousands of men who saw duty in forward areas during the war when these “floating hotels” housed transients and personnel attached to island bases where space on land frequently was at a premium.

The university dormitories will be returned to the use of civilian students, helping to ease the housing shortage during the present educational emergency.

The Navy also has moved about 250 V-12 and NROTC students out of dormitories at the University of Oklahoma, and into former Wave quarters at the Naval Air Station there.

After 1 July when the V-12 program in its present form is terminated, students will have to arrange their own quarters.

Two new types of guns—a line-throwing weapon and an automatic rifle—have been developed by the Coast Guard.

James E. Seig, CGM, Baltimore, Md., designed the new weapons, an automatic rifle that fires 700 rounds per minute at full automatic and a line-throwing gun that flips a nylon line 400 yards.

NAVAL ARMORIES for the pending reserve program will range from modern structures like this unit at Michigan City, Ind., to glorified Quonset huts. However, the instructional programs will be much the same.

Naval Armories

Emphasis will be on realistic, modern training in use of the Navy’s varied and complex equipment. De-emphasized will be the “hup, two, three, four” of close-order drill.

And there will be plenty of chance for social contact with other Navy men and their families.

That’s the program planned by the Navy for a proposed vast system of armories across the nation for use by the Ready Reserve and the Standby Reserve in the postwar years.

Contingent upon arrangements with the states concerned and upon availability of funds for the Reserve program, the armory plan stacks up like this:

About 250 armories will be available, scattered about the U.S. where they will be accessible to as many former Navy men as possible. Plans call for imposing permanent structures (as illustrated) and range from that type all the way to modernized Quonset huts and even use of ships of the Inactive Fleet. Regardless of the outer structure, the general program will be basically the same in all armories.

Plans for the typical armory include a GIC mock-up and attack teachers simulating tactics at sea; machine shops, blacksmith shops, electrical, carpentry and gunnery shops; classrooms and movie halls; a rifle range; a drill hall which may be basketball court or auditorium; galleys, social halls, a wardroom, and even private “retreats” for CPOs.

As one BuPers spokesman put it, speaking of the recreational facilities: “We hope to encourage the ladies to come on social nights. That way, they’ll be more likely to approve their husbands’ attendance on business nights.”

In 81 locations, Inactive Fleet ships are planned for use as armories, including LSTs, DDs, DEs and APDs, with smaller vessels available for actual training afloat.

Plans call for 19 armories at the water’s edge along U.S. coasts and inland waterways, with piers and small vessels, perhaps PCs, LSMs and AMs assigned for training purposes.

Women Leave Ranks

Number of Waves in service was down to 44,000 last month as compared to the peak strength of 86,000 in July 1945. All Waves will be eligible for release by 1 September 1946.

A total of 7,484 Marine women were on active duty 1 February as compared to the peak strength of 19,000. Coast Guard Spars now number 5,357 and all Spars will be released by 30 June 1946, according to plans. Peak strength of the Spars was 11,500.

The Navy Nurse Corps is receiving applications for transfer to the regular Navy but no new enlistments are being accepted until the demobilization program is completed.

Guard’s Record Lauded

Praising the “outstanding record” of the Coast Guard as part of the Navy team during World War II, Secretary Forrestal has extended to Admiral R. R. Waesche, USCG (Ret.), the appreciation of the Navy for the Guard’s wartime operations involving amphibious landings, convoy and patrol duties and the manning of naval transports.

“The Coast Guard earned the lasting respect of the entire Navy for the manner in which it accepted and discharged its assignments as a member of the Navy team,” SecNav wrote Admiral Waesche, who retired 2 January after serving as Coast Guard commandant throughout the war.

The Coast Guard recently was transferred to the Treasury Department to resume its peacetime activities.

MARCH 1946
SOUND MACHINES intended to paralyze the brain and nervous system were part of Hitler’s secret weapons. This is a parabolic sound reflector.

‘Big Guns’

Three giant German artillery weapons, two 281-ton guns and a 123-ton mortar, discovered by an Army ordnance team near Leipzig, Germany, now are being examined by ordnance experts at the Aberdeen Proving Ground, Md.

The guns, measuring 70 ft. 8 in. in length, are an 11.02-in. K-5 E and a 12.2-in. K-5, both of Krupp manufacture. They are “cousins” of “Anzio Annie,” the German super-range railway gun which threw 550-pound perforated projectiles into the Italian beachhead from a distance of 30 to 50 miles. The 11.02-in. gun fires a perforated projectile over 28 miles and a rocket-assisted projectile over 50 miles.

The 21.2-in. mortar known as “Thor” is 96 ft. overall in length, has a 24-ft. barrel and hurls a projectile weighing 3,750 pounds approximately 5,000 yards. It was used in the German assault against the Russians at Sevastopol and Stalingrad.

To house the Navy’s communications offices now scattered in the Navy Department building and the Potomac River Naval Command headquarters, Washington, D. C., an $800,000 building is under construction. The building will cover an area 120 by 303 feet at 3801 Nebraska Ave. N. W., in Washington.

Former Circus Dies

Former Commander in Chief of the Fleet, Admiral Richard Henry Leigh, USN (Ret.), died last month at the Naval Hospital at Long Beach, Calif. Admiral Leigh, 75, was Circus from 1922-1933 and then became chairman of the Navy’s General Board.

Graduated from the Naval Academy in 1881, he rounded out a career of 47 years of service as an officer when he retired in September 1934. The Admiral served as naval adviser to the American delegation attending the Geneva Disarmament Conference in 1933 and the London Conference in 1934. He was a veteran of the Spanish-American War, the Philippines Insurrection, the Boxer Rebellion and World War I.

Admiral Leigh was in charge of all submarine chasers in European waters in 1918. Other posts he held during his career included those of chief of the then Bureau of Navigation and commander of the battleship Tennessee. He became chief of staff to Cominch in 1926. Returning to sea in 1930 as CombatDivs with the rank of vice admiral, he was promoted a year later to admiral, which rank he held when he became Circus.

The submarine Amberjack was christened by Mrs. Walter E. Lang, Jr., Milton, Mass., widow of Lt. Lang, USNR, at commissioning ceremonies 11 February at the Boston Navy Yard. Lt. Lang was attached to the uss Albacore when that submarine was lost in Japanese home waters in November 1944.

‘ANZIO ANNIE’, a German 28 cm. gun capable of hurling a rocket-assisted projectile more than 50 miles, has been brought to the Aberdeen Md., proving grounds for testing. Two GI’s atop barrel of gun give idea of its size.
New Service College

Approximately 100 high ranking men of the Army, Navy and State Department will study joint problems of national defense in a newly created college to open 3 September at the site of the Army War College in Washington, D.C. The new school will be organized under direction of the Joint Chiefs of Staff. These men, carefully chosen from three departments of the Government, will consider and seek solution to “highest level” problems of national security and defense.

A basic factor in resolving these problems will be unity of effort, arrived at through intimate coordination and personal relations. These men will know each other by their first names,” said Vice Admiral Harry W. Hill, USN, commandant of the new college. “In this atmosphere, the toughest problems of the State Department, the Army, Navy, Air Forces and the Marine Corps will be taken apart and their solution sought.”

The new school will be the highest-plane educational institution of the armed forces open to both the Army and Navy War Colleges, and the first established to promote close integration between the highest levels of the armed forces and the State Department. The course will give future admirals and generals insight into how U.S. foreign policy is developed and applied. Future ambassadors and State Department officers will have opportunity to study the military problems that sometimes result when diplomacy fails.

One goal of the course will be to bridge the gap which traditionally has existed between the armed services themselves, and between the State Department—foreign policy-making unit of the Government—and the War and Navy Departments, which must be prepared to support such policy.

Among specific subjects to be studied during the 10-month course will be the atomic bomb and other new weapons and their effect on the trend of war, and developments in scientific research will be taught by military and civilian specialists with an eye to “orienting officers into the future.” Foreign policies of the United States and other major powers will be analyzed, and particular attention will be given to the United Nations Organization and other means of preventing war. The college will be interested not only in defense problems, but also in “how not to make war” and “how to maintain peace,” according to Admiral Hill.

Other topics for study will be joint intelligence, communications, logistics, air operations and amphibious warfare. Research also will be turned on “home front” problems such as industrial production, transportation and mobilization of manpower. Maj. Gen. Alfred M. Gruenther, a deputy commandant of the college, said “psychological” also will be in the curriculum. An analytical study will be made of operations in World War II, particular emphasis to be placed on mistakes and lessons learned in the several theaters.

The student body will include selected key men—probably Army Colonels and Navy captains with 20 years experience, and State Department first secretaries, consuls general, and commercial and economic attaches with 15 years experience. Also chosen will be graduates of high-echelon service schools such as the Naval War College at Newport, R.I., the Army Command and General Staff School at Ft. Leavenworth, Kans., and the Army Air Forces Tactical School at Maxwell Field, Ala. Such graduation, however, is by no means requisite, Gen. Gruenther said. “An Army or Marine Corps division commander, for example,” he said, “or a Fleet division commander, would, by their actual experience in the field, qualify for the course.”

The new college, however, will not affect operation of higher educational service institutions. Admiral Hill said these schools might be considered preparatory for the “high level” college.

Faculty will be drawn chiefly from the armed services and the State Department. Prominent scientists and other civilian specialists will be invited to deliver lectures.

Brig. Gen. T. H. Landon of the Army Air Forces also will be a deputy commandant of the college. State Department participation will be guided by Assistant Secretary Donald Russell, aided by Selden Chapin, director of the Department’s Foreign Service Office.

Problems of production, transportation and raw material procurement are being studied by a group of 90 Navy and Army officers in the Army Industrial College’s first postwar course in industrial mobilization.

CHIEFS of the recently organized college for high ranking officers of the armed forces and the State Department are left to right: Vice Admiral Harry W. Hill, USN; Major General Alfred M. Gruenther, USA; Brigadier General T. H. Landon, USAAF; Selden Chapin, Office of Foreign Service Director.

For the Home Folks

The story of the individual Navy man with the Fleet has been dispatched to the home town press of the Nation nearly at a million and a half times within the past six months by the Navy’s Fleet Home Town News Center in Chicago.

In its first full six months of operation the news center provided daily and weekly newspapers 1,446,140 stories, photographs and maps dealing with the contributions made by naval personnel in the defeat of Japan and in activities of the Fleet subsequent to the Nips’ capitulation.

The story of the Fleet’s participation in the postwar operations overseas, whether patrols, minesweeping or evacuation of personnel eligible for discharge, is continuing to be told in the press as enlisted correspondents with the Navy’s ships provide the Home Town News Center with reports on the personnel manning these vessels. Many of the enlisted correspondents have returned or are returning to the United States for early discharge, but they are being replaced by other qualified enlisted men who face several months of duty before being eligible for demobilization.

Axis prisoners of war—Japanese, German and Italian—who have been confined in the United States will all have been cleared out by April 90, the War Department revealed. Last of the 5,413 Japanese prisoners were shipped out in January. Most of them were not shipped home immediately, but detoured to Hawaii for assignment to labor battalions.

Approximately 330,000 prisoners of all nationalities, but mostly German, were nearly evacuated here on 15 December. This was about 100,000 under the peak total reached in May 1945.
NEW PRESIDENTIAL SEAL, FLAG

A new design for the Presidential coat of arms, seal and flag has been adopted, combining the preferences of three-time Presidents. Today whenever the Chief Executive travels officially, the flag flies (1) from the mast of any ship or boat from the moment the President sets foot on the deck until he disembarks, (2) on the left front fender of the Presidential car when the national ensign is flying on the right fender, (3) on the right front fender of the car when the ensign is not displayed.

Prior to President Wilson's term in office, the Navy and Army had their own separate flags for the Commander in Chief. The Assistant Secretary of the Navy of the Wilson Cabal, Franklin D. Roosevelt, and his aide, Comdr. Bryon McCandless, a student in history of flags, were instructed by President Wilson to design one flag for the use of both services. The flag consisted of the Presidential coat of arms on a blue field with a white star in each corner. It was in use from 1916 until the recent change.

When five stars were awarded Admirals of the Fleet and Generals of the Army it seemed incongruous to have only four stars, and in March 1946 President Roosevelt considered changing the heraldry. Quite naturally, he turned to the officer who had worked with him in 1916—Bryon McCandless, now holding the rank of commodore. Unfortunately, other designs did not arrive until after President Roosevelt's death.

NEW Presidential Flag adopted.

It was not until June that President Truman saw these plans and suggested a circle of 48 stars, collectively representing the states of the union, be put around the coat of arms. This new design was tentatively approved and was then sent to the Navy and War Departments for comments and suggestions. The Heraldic Section of the Quarters General of the Army discovered the eagle faced the wrong way, for which there has never been any apparent explanation. It was changed to face its own right and the oval or dish of peace which it holds in its right talon, the direction of honor. The seal had originated during the administration of President Hayes, apparently an ornamental rendering of the Great Seal of the United States where the eagle faced toward the arrows in its left talon, the arrows—symbolic of war.

The new design exclusively represents the President of the United States and in the ancient language of heraldry is described as:

- **Shield**: "Palyways of thirteen pieces argent and gules, a chief or, and in each parted fess or and azure; upon the breast of an American eagle displayed holding in his dexter talon an olive branch and in his sinister a bundle of thirteen arrows all proper, and upon his head a white scroll inscribed F E L I C I T O S V E R O." According to the House of Representatives, the design was tentative and a wrong way for the eagle.

- **Crest**: "Behind and above the eagle a radiant glory or, on which a band of thirteen puffs proper, and a constellation of thirteen mullets argent." The new design was officially adopted on March 1, 1947.

**Most Vital**

Terminating the U. S. Merchant Marine Cadet Corps and its academy at Kings Point, N. Y., "a most vital adjunct to the maintenance of a strong Merchant Marine and Naval Reserve," a Congressional Board of Visitors recommended further extension of the training facilities, the War Shipping Administration disclosed.

From 1938 to 1 Dec 1945, 7,291 officers were graduated from the Cadet Corps for service with the Navy or attached to merchant vessels.

**More than 1,000,000** officers and men of the Army were trained in specialized warfare by the Navy in its various schools and bases in the United States. Additional thousands were trained in amphibious warfare and related subjects in the various theaters, particularly in the Pacific.

Approximately 640,000 soldiers received a course in amphibious warfare at Navy bases and retraining of Army personnel during the war reduced this figure to nearly 1,250,000. An additional 18,000 soldiers were trained in other specialized schools, including more than 8,000 in firefighting. Five hundred Army ordnance officers were trained in mine warfare, in connection with the laying of mines by B-29's near Japan.

**Still Champions**

Nosing out the Army by one point in the Pacific Intercollegiate Wrestling Association at the 42nd annual meet at Lehigh University, the Navy crowned only one champion but piled up preliminary and place points for a total score of 21. Cornell finished third with 19 points.

**Back to School**

One hundred Navy officers of command rank went back to school last month to study nuclear physics. Fleet Admiral Nimitz, CNO, and other top-ranking officers attended a special lecture in the course.

Classes are held in the Navy Department in Washington, D.C., and the course consists of 20 lectures by Dr. George Gamow, president of physics, George Washington University, and Dr. Lawrence Hafstad, assistant director of the applied physics laboratory, Johns Hopkins University.

The course is considered the first step in the preparation of line officers for possible revolutionary developments in naval warfare.

**Rear Admiral Joseph R. Redman**

USN, retired last month as Chief of Naval Communications to accept a post as vice-president of the Western Union Telegraph Co. A 1914 graduate of the U. S. Naval Academy, Admiral Redman was appointed Chief of Naval Communications in February 1942. He was detached from that post in September 1942 and commanded the USS Phoenix in the Coral Sea operations. He resumed duties as CINC in April 1943.

Admiral Redman during the war was Navy representative on the Joint Communications Board, the Combined Board of War Communications and the State Department's Telecommunications Committee. He received the Distinguished Service Medal for directing the development and expansion of naval communications to a size and degree of efficiency unequaled in the history of naval warfare.

**Balloon 'Bombing'**

Nine thousand bomb-carrying balloons were launched by the Japanese against the United States between mid-1942 and March 1945, the Allied headquarters intelligence section at Tokyo revealed last month.

The Japs estimated that 10 percent of the balloon bombs, about 900, made the trip "effectively," but United States intelligence officers said this was an "optimistic" guess. Latest information confirmed that Navy and Army personnel during the war recovered 279 balloons launched against this country by the Japs. Only 31 of the 279 carried bombs.

The intelligence report said that most of the balloons carried four incendiary bombs, one anti-personnel bomb and a flash bomb to destroy the balloon itself. The Japs originally planned to release the explosive-laden balloons from submarines off the West Coast of the United States, the report said, but were forced to revise their plans because they lacked the sea power to penetrate continental waters.

Most of the balloons which reached this country landed harmless on the Pacific Coast in British Columbia, Washington, Oregon, Montana and California. The only reported casualties occurred at Lakes States, Ohio, where six persons were killed. The bombs exploded when picnicking children picked up the balloon.

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**ALL HANDS**
BATTERED NAGATO, the last battleship in Japan’s once-potent navy, will become a target in the atomic bomb tests.

ATOMIC AGE

Continued from Page 12

1181, 1420 which are being taken from Okinawa to Kwajalein aboard LSDs.

Two ARS(D)s, salvage lifting vessels, now building at Orange, Tex., will be included among the salvage units.

Despatch and boat pool units are the PGMs 23, 24, 25, 26, 28, 30 and 31, the LCOs 977, 1067 and the LSDs Guantam Hall and Sao Marcus. Medical units for the Bikini tests are the Haven and Benevolence. The AGS Bouditch will serve as survey vessel.

As for the audience at “Crossroads,” it will be made up of representatives from the Army and Navy, members of Congress as well as civilian scientific groups. There will be plenty of newsmen in the audience but their selection (from more than 6,000 applications) is still another headache for the “Duck Rogers Division” staff.

The question of inviting representatives of foreign nations and foreign news services is one of the biggest decisions yet to be made.

Secretary of the Secretary of State James F. Byrnes has reported he and President Harry S. Truman have agreed the United Nations Atomic Energy Commission should be invited to see “Crossroads.” On the other hand, members of the House Naval Affairs Committee, however, are considering an amendment to the enabling legislation permitting the test which would prohibit the Secretaries of Navy and War from disclosing any technical data on the results of the tests.

As to what the direct and immediate results of the three tests will be, little is being said—by the Army and Navy. But other sources have come forth with numerous interesting predictions, mainly to the effect that damage to the target ships will not be great in the first two tests.

“Damage to a large fleet spread out is not going to be very impressive, and unless people are warned in advance, the results of the tests will sound like a considerable disappointment,” according to Dr. W. Higinbotham, atomic bomb scientist and chairman of the Federation of American Scientists, who added he believes the target fleet will get a real test of the effect of the bombings only in the third or underwater test.

Howard Blakeslee, a science writer, declared ships have greater resistance than buildings and may withstand the explosions better. He cited the New Mexico bomb test in which a large iron vessel, 9 feet or more tall, shaped roughly like a milk bottle and standing just outside the area where the ground itself was denuded, withstood the first atom bomb blast.

The third test, scheduled for a year from this spring and which is considered most important, presents major technical problems. According to Admiral Blandy:

“If we must have several thousand feet of water (for the underwater test), we'll have to have a special container for the atomic bomb. The container will have to withstand the terrific pressures which will be encountered at a depth of more than a thousand pounds for every square inch of its surface. The container will have to be a special kind of caisson. Perhaps like an oil drum. And of course, we'll have to devise a special and perhaps complex way of exploding the bomb at such depths. Besides this problem, we will also have the difficult job of seamanship among closely grouped, but unmanned ships, in the open sea . . .”

As for the long-range results of the Bikini tests, predictions are even more interesting than those concerning the immediate results. For instance:

The Navy of the future, powered by atomic fuel, will travel 1,000 feet under water as fast as today's surface vessels, Dr. Alvin M. Weinberg, chief of the theoretical physics section of Clinton Laboratories in the Oak Ridge, Tenn., atomic bomb plant, recently declared when he testified before the Senate Committee on Atomic Energy.

Adding credence to his predictions, Dr. Ross Gunn of the Naval Research Laboratory near Washington, hinted, when appearing before the committee, that the Navy is already studying the development of giant cargo submarines driven by atomic power.

As detailed by the atomic bomb scientist chairman of the Bikini tests will prove the Navy and the Army are obsolete. Taking cognizance of these declarations, the Chief of Naval Operations Admiral Chester W. Nimitz, labeled the prediction as “a fantastic theory offered without practical proof.”

Such claims, he added, have been made for every other new weapon, from the smooth bore guns to the armor piercing shell. The submarine and the airplane forced changes in navies and the atomic bomb will force compensating changes in the design and operation of ships.

Indicating changes are expected, the Navy recently disclosed new ship construction is being held up— but not scrapped—until after the Bikini tests. Commandant Frank C. Nash of the Bureau of Ships recently told the House Naval Affairs Committee that completion of the 45,000-ton, Iowa-class battleship Kentucky will be delayed that the military will be the application of lessons learned when atomic bombs are exploded near ships.

To insure complete impartiality both in setting up the test and in assessing the results, President Truman has placed final control in the hands of a civilian board. In this decision, the President considered that the burden of determining issues of such vital effect on the future of the armed forces was too great a responsibility for the military staff, an argument advanced by Senator Brien McMahon, Chairman of the Senate Committee on Atomic Energy. Plans, as detailed by Admiral Blandy’s staff, will be reviewed by this board, which will take into account any objection that a “fair” test is not being made. On completion of the tests, the board will evaluate the reports of the military staff and the civilian scientists.

It was probable that only part of results would be made public, considering the questions of national security involved, for—one way or another—the Bikini tests were to guide America’s defense in an age of new and terrifying perils.
Medal of Honor Awarded Two for Franklin Heroism

The nation's highest award for valor, the Medal of Honor, was presented by President Truman to Comdr. Franklin O'Callahan, (ChC), USN, Cambridge, Mass. and Lt. Donald A. Gary, USN, Oakland, Calif., for their heroism during the USS Franklin disaster 19 Mar 1945.

Comdr. O'Callahan then a lieutenant commander, braved barriers of flame and twisted metal to aid his men and ship, propping his way through smoke-filled passageways to the flight deck and into the midst of violently exploding bombs, shells, rockets and other armament. Although the ship was rocked by intermittent explosions, with debris and fragments raining down and fires raging in increasing fury, the chaplain administered to the wounded and dying, comforting and encouraging men of all faiths.

Comdr. O'Callahan directed the jettsioning of live ammunition and the flooding of the magazine, and remained a human fire hose to cool hot, armed bombs rolling dangerously on the listing deck, continuing his efforts despite searing, suffocating smoke.

Stationed on the third deck of the carrier when the ship was rocked by a series of violent explosions, he set off in his own ready bombs, rockets and ammunition by the attack. Lt. Gary risked his life to assist several hundred men trapped in a smoke-filled mess deck.

As the imperiled men below decks became increasingly panic-stricken because of explosions, he confidently assured them he would effect their release and, groping through the dark and debris-filled passageways and trunks, ultimately discovered a way out. He struggled back to the mess deck traversing times, despite searing flames, flooding water and the threat of additional explosions, on each occasion leading his comrades to the pail of smoke until all had been saved.

Lt. Gary repeatedly organized and led fire-fighting parties into the inferno on the flight deck, and when firerooms 1 and 3 were found to be inoperable, entered the No. 2 fireroom and directed the raising of a steam in one boiler in the face of extreme danger and hazard.

LCS Skipper Given Medal of Honor

Lt. Richard Miles McCool, Jr., USN, Norman, Okla., was presented with the medal of Honor by President Truman recently for "gallantry and intrepidity" while CO of the cutters LCS 122 and 123 during operations in the Ryukyus 10-11 June 1945.

Sharply vigilant during air raids against Allied ships on radar picket duty off Okinawa on 10 June, Lt. McCool ordered all hands to the assistance of survivors, evacuating all survivors from a sinking destroyer which had sustained mortal damage under the devastating attacks. When his own craft was attacked simultaneously by two of the enemy's suicide squadron early in the flight, and several of his own batteries shot down the first and damaged the second before it crashed his station in the conning tower and enveloped the immediate area in flames.

Although suffering from shattered wounds and burns, he rallied his concussion-shocked crew, initiated fire-fighting measures and then proceeded to the rescue of several men trapped in a blazing compartment, carrying one man to safety despite additional severe burns.

Two Navy Men Win Army D.S.C.

Two Navy men recently were awarded the Army Distinguished Service Cross for extraordinary heroism in action in the Philippines.

Lt. Comdr. Charles Parsons, USN, Knoxville, Tenn., received the medal for a hazardous secret mission, for which he volunteered, during the period from 18 Feb to 10 July 1943 in the Southern Philippines. He established a coast-watch post out of a captured Japanese vessel operating on Leyte and Samar and in the Buhidoman Valley. While on this mission he participated in an ambush which destroyed an enemy patrol. Lt. Comdr. Parsons avoided capture and returned with information of great military value.

Charles V. Clayborn, 1Lt., USN, Albuquerque, N. M., received the award for bravery near Sipadan, Mindanao, on 7 Sept 1944. When an enemy ship trans- porting American prisoners was torpedoed, Clayborn established order among the survivors and repeatedly risked his life to aid his companions and was responsible for saving many lives.

Honor’s Extended to Discharged

Personnel on terminal leave, inactive duty or separated may be formally presented any awards approved for them since they left active service, according to Alnav 67-46 (NDB, 15 February).

The Alnav provides that such awards, above the Commendation Ribbon, shall be forwarded to home naval districts of recipients, and district commanders will communicate with individuals concerned to find out whether formal presentation is desired.

The Commendation Ribbon and awards of lesser rank will be mailed direct to recipients.

Board Will Scan Award Oversights

To Insure Justice

A board of review for decorations and medals has been appointed by SecNav to eliminate oversights, injustices and omissions in the presentation of such awards to personnel of the Navy, Marine Corps and Coast Guard. The board, headed by Admiral Frederick J. Horn, USN, is composed of regular and reserve officers of the three services.

Present and former CEs have been directed to submit to the board any recommendations for awards they wish to make which have not been made before (Alnav 23-46; NDB, 15 January). Present CEs will submit to the board all recommendations that have been disapproved and returned to the originator. Records of ships and stations that have been decommissioned will be reviewed at the activity where stored and forwarded by that command (Alnav 43-46; NDB, 31 January). Individuals who believe they merit an award for service during the war are requested to write their former CEs, giving all pertinent details.

Admiral Hryn emphasized the purpose of this general review of all cases that might merit an award is to insure that justice is done. Standards for the various awards have not been lowered in any way, and the type of evidence required to substantiate an award has not been changed.

In submitting recommendations, the originator must state full details of the basis for the suggested award, including dates, names, ships and places, to the best of his knowledge. He should refer to action reports and other supporting evidence if his knowledge is limited. He should submit each name separately, with full evidence, and state whether or not the person named is still on active duty or separated.

In all cases, the individual's commanding officer is to submit action reports and at least one recommendation for awards they wish to make. The board will refer to or act upon the recommendations, as appropriate.

In preparing recommendations, supervisors and those who can verify the individual's knowledge should prepare a reference on all recommendations. This reference should be consulted before presenting any recommendation.

Specifications and instructions for the various awards are fully covered in SecNav letter of 11 Dec 1944 (NDB, cum. 11 Jan 1945). This reference should be consulted if possible before recommendations are made.

NAVY CROSS

Gold star in lieu of third award:


Specifications and instructions for the various awards are fully covered in SecNav letter of 11 Dec 1944 (NDB, cum. 11 Jan 1945). This reference should be consulted if possible before recommendations are made.

Gold star in lieu of second award:

★ BROOKS, Charles S., Lt., USN, Portland, Ore.: As pilot in VT 16, attached to USS Randolph, during action against Japanese shipping at Kure naval base, evening of 24 July 1945. Dispatched to attack powerful fleet units in the Inland Sea. Lt. Brooks piloted his plane over a battleship-carrier assigned as his target and, driving
through a hull of antiaircraft fire, scored a hit on the enemy’s bridge and contributed to the destruction of an important hostile man-of-war.

**First award:**

**Barone, Harry R., Lt., USN, Berryville, Ark. (posthumously):** As pilot attached to TorpRon3 during the invasion of Southern France in Aug 1944, Lt. Barone led ten missions against enemy strong points, motorized concentrations and embarked vehicles, completely disrupting enemy movement and determining and persistent attacks which resulted in the sinking of a ship.

**Davis, Frederick J., Comdr., USN, Washington, D.C. (C):** While CO of uss Laffey off Okinawa 16 Apr 1945 Comdr. Davis led the Laffey for over two hours against the fanatical enemy and blasted eight out of the sky. Despite heavy damage and casualties the ship was in complete control throughout.

**Boren, Howard G. Jr., Lt.(jg), USNR, Hubbard, Ohio (posthumously):** As pilot attached to TorpRon6 on 25 Oct 1944 Lt. Boren skillfully maneuvered a damaged plane within a hostile screen of ships and attacked two destroyers, creating a daring torpedo attack, scoring a direct hit which severely damaged and probably sank one of them.

**Bringle, William F., Lt. Comdr., USN, La Jolla, Calif. (posthumously):** While CO of an ObsFlight during the invasion of Southern France, Lt. Comdr. Bringle led an eight-plane fighter-bomber mission against enemy-occupied concentration near Carcassonne, France. He executed determined and persistent attacks which completely disrupted enemy movement and destroyed four of the targets. In addition, he caused many other vehicles to disintegrate under heavy anti-aircraft fire. Bringle's unit was credited with the destruction of ten enemy tanks.

**Brooker, Charles S., Lt., USN, Portland, Ore. (posthumously):** While pilot in VT16 against Jap shipping at Kure naval base, 24 July 1945. As pilot maneuvered his ship skillfully and disengaged from the enemy only after scoring a direct hit and two near misses with his torpedoes, the 6,000-ton warship was destroyed.

**Darby, Austin K., Capt., USN, Panama, Fla. (posthumously):** CO of uss Hornet, 29 Aug to 30 Oct 1944. During 13-14 Oct 1944, when close to Japan with a heavy weather, he conducted operations to protect his ship from enemy attack while fighting strategic enemy planes. On 25-26 Oct 1944 the full power of the air group was brought to bear against the enemy resulting in the sinking of capital ships of the Jap fleet.

**Dwyer, Carl R., Comdr., USN, Ponca City, Okla. (posthumously):** CO of a cruiser during air attacks 13 Oct 1944, his ship was torpedoed and dead in the water. As CO of his ship, he supervised damage control measures and directed effective fire control. Despite heavy damage, his ship sank slowly with the loss of 75 men.

**Early, Alexander R., Capt., USN, Seattle, Wash. (posthumously):** CO of a cruiser during air attacks 13 Oct 1944, his ship was torpedoed and dead in the water. As CO of his ship, he supervised damage control measures and directing effective fire control. Despite heavy damage, his ship sank slowly with the loss of 75 men.

**Fox, George W., Lt. Comdr. (MC) USNR, Milwaukee, Wis. (posthumously):** Medical officer aboard uss Franklin near Kobe, 19 Mar 1946. When his ship was turned into an inferno by a kamikaze and the resultant violent explosions and raging fires Lt. Comdr. Fox remained in the below-decks sick bay and, despite the penetration of terrific blasts and flames, continued to protect his patients and administer to casualties until he himself succumbed to the dense, suffocating smoke.

**Fuller, Jack C., Ens., USNR, Good Thunder, Minn. (MIA):** As pilot attached to the uss Bennington in action against battleship and nine escorting vessels near Kyushu 7 Apr 1945. He took the lead in a daring bombing attack and plunged through antiaircraft fire to bomb the battleship and contributed greatly to the success of the mission which sank the battleship, two cruisers and three destroyers and damaged two others.

**Holland, Charles W., Ens., USNR, Centralla, Ill. (MIA):** While a fighter bomber pilot during the invasion of Southern France 29 Aug 1944 Ens. Holland led in an armed reconnaissance mission into enemy territory southeast of Montpellier that strafed a convoy of trucks, destroyed four tank trucks, 15 troop carriers loaded with troops and one command car. Subsequently he and two other pilots hit another truck convoy and destroyed 12 to 14 enemy trucks. His plane was hit and he bailed out over enemy territory but later reached Allied authorities.

**Jensen, Hans L., Ens., USNR, Sandy, Utah (posthumously):** Pilot of uss Kadsinah Bay off San Diego 25 Oct 1944. Ens. Jensen spotted and reported forces to attack our escort carriers and was killed by a burst of antiaircraft fire. Observing enemy shelling about to envelop our nearest vessel he plunged through uncharted waters to attack and execute an effective depth-bomb attack on the leading heavy cruiser.

**Kerr, Leo E., Lt., USN, Columbia, Mo. (posthumously):** Commander of a PBY-2 off Southern Chosen 27 May 1945. His plane was lost during a search for two lost destroyers during 90 minutes of furious combat, bombing and strafing eight merchant vessels destroyed a 2,000-ton freighter and three smaller freighters, seriously damaging three others and a large motor schooner. Lt. Kennedy later sighted two destroyers and despite heavy antiaircraft fire scored a direct hit on one of the vessels, sending it to the bottom.

**Kircham, Charles N., Lt.(jg), USNR, Sunnyside, Wash. (MIA):** While pilot attached to the uss Shangri-La led his aircraft off Kyushu area 2 June 1945, Kircham returned to the area in a valiant attempt to rescue five of his men from the burning aircraft, a cripple of the squadron rendezvoused for the return to base. Continuing through foul weather, and risking further enemy action, he circled the area, instructed the pilot on the route back until the damaged plane was forced to land in the sea, and until he was forced to land for lack of fuel.

**Liviat, Melvin G., Ens., USNR, Lewes, Del. (posthumously):** Attached to the uss Essex off Cape Engano 26 Oct 1944. As the Jap fleet swarmed away to cover their Third Fleet and other planes of his team took off after the fleeing task force. Selecting a carrier, Lt. Liviat's plane was hit through a hull of fire to score a direct hit on the vessel.

**Maxwell, William C., Ens., USNR, Boston, Mass. (MIA):** Leader of a section of planes attached to uss Coupere during action against enemy’s four destries in Leyte Gulf, Japan, 25 Jul 1945, Ens. Maguire selected a battleship as his target. Defying anti-aircraft fire he scored two direct hits on the stern with his 000-lb. bombs.

**McKeghey, Harold M., Lt. Comdr., USN, Columbia, Mo. (MIA):** While executive officer and pilot of a control bombard squadron on a reconnaissance patrol between Leyte and Okinawa 29 Jan 1945. Sighting a large number of enemy merchantmen at Tarama Shima, Lt. Comdr. McKeghey destroyed five ships while the gunners, strafing Iterate, barges, personnel and supply dumps, caused many fires and considerable damage. At Miyako more strafing and bombing runs resulted in the sinking of another merchant vessel.

**Mills, John E., Lt. Comdr., USN, Fort Worth, Texas. (posthumously):** Flight leader and a fighter-bomber pilot against Jap forces on Marcus Is. 9 May 1945. Lt. Comdr. Mills was leading a flight of sixteen in an action over one engine was disabled as he entered the target area. He continued on despite terrific opposition. As he entered the target area he was aflame and the plane retired from the area to crash into the sea.

**Millar, reel., Capt., USN, New Bedford, Mass. (MIA):** While CO of uss Hugh W. Hadley off Okinawa 11 May 1945, his ship was attacked by a Jap cruiser during radar picket duty. Accurate and heavy gunfire by the cruiser struck 19 of the three crashed aboard and despite severe flooding and raging fires, the ship was saved.

**Nelson, Robert E., Ensign, USNR, Inglewood, Cali. (MIA):** Pilot in FlightRon51 attached to uss Enterprise in the battle
**Decorations**

**Navy Cross (Cont.)**

for Leyte Gulf, he braved a terrific barrage from Jap guns as he launched a daring attack against an enemy fleet task group and scored a direct hit on a light cruiser.

**Notes:** Roger F., Lt., USS, Webster Groves, Mo. (posthumously): While pilot in P-61 aircraft attached to USS Forrestal in Oct 1944 he led a flight in pursuit of a flying enemy task force. Selecting a carrier as a target, he led his pilots by maneuvering through antiaircraft fire and with fellow pilots plunged furiously upon the carrier, scoring a direct hit on it.

**Oakley, Thomas B. Jr., Lt. Commander, USS, Los Angeles, Calif. (missing in action):** For devotion in his capacity of CO of USS Growler during that part of the war patrol of that vessel in enemy-controlled waters in the vicinity of Luzon and Formosa from 11 Aug to 26 Sep 1944. In a series of actions he directed his vessel in aggressive attacks against two large heavily-armed convoys, inflicting important damage on one convoy shipping and sinking three enemy cruisers. Two of these were sunk while attempting to counter-attack, the attacks being made at close range. (2) Oakley kept his sub on the surface under close gunfire to launch torpedoes point-blank at his pursuer. A large cruiser was destroyed while searching for the Growler at the scene of a previous sinking.

**Lamont, John D., Lt. (Jg.), USS, St. Louis (MIA):** Pilot in Flight R-20 attached to USS Enterprise operating against enemy forces in the battle for Leyte Gulf 24-25 Oct 1944, plunging through intense antiaircraft fire in both instances. A. Peterson, successfully made correct hits on a battleship and a cruiser.

**Rockwell, Dean L., Lt. (Jg.), USS, East Detroit, Mich.:** As group commander of J-44, led a group of six aircraft to attack and destroy a large Jap task force in the Philippine Sea, June 1944. Under very heavy enemy fire, he conducted his mission in such a manner as to land all these tanks at the correct spot and with minimum damage to his ships.

**Brandt, Benedict J., Jr., Commander, USS, Memphis, Tenn.:** While CO of USS Picking off Okinawa, 15 May 1945 he responded to the challenge by powerful task forces. His torpedos were dropped at a right angle on a head engulfed within one mile of the hostile shore and after one unsuccessful attempt to escape under the cover of four enemy gunboats while his ship continued to pound the beach with fire. As soon as his torpedoes hit, the enemy vision disappeared from his cruiser, although under fire, into position to perform herculese operations.

**Shawcross, William H., Lt. (Jg.), USS, Port Washington, N.Y.:** As torpedo plane pilot off Samar on 25 Oct 1944 he piloted his plane on a successful bombing attack against a powerful force of Jap battleships, cruisers and destroyers. In spite of intense antiaircraft fire he scored two direct hits on an enemy heavy cruiser which left smoking.

**Johnson, Raymond L., Lt. (Jg.), USS, Plainfield, N.J. (posthumously):** While pilot in AirGroup 15 off Cape Engano in the Philippines, Oct 1944, Lt. (Jg) Johnson flew over a large Jap task force despite heavy barrage and scored one of eight direct hits. His courage and perseverance in this first attack against this formidable Jap surface group.

**Field, John D., Lt. (Jg.), USS, Brooklyn: Pilot in Bomb R-4 against Jap units at Kure Harbor, Honshu, 19 Mar 1945. Although his plane was damaged by antiaircraft fire, Lt. (Jg) Welsh launched a dive upon an enemy battleship, scoring a direct hit on the battleship.

**Woodruff, Thomas J., Lt. (Jg.), USS, Portland, Ore. (MIA):** As pilot in Flight R-20 in Leyte Gulf 24-25 Oct 1944 Lt. (Jg) Woodruff is credited with scoring a direct rocket hit on a destroyer and a devastating bomb hit on a light cruiser.

**Worthington, Donald D., Lt., USS, Miami (MIA):** While dive bomber pilot and division leader in action against a Jap battleship in the Inland Sea 19 Mar 1945 Lt. Worthington led his group to success despite damage to his plane. The host- age attack resulted in four direct hits and three near misses on the battleship and in damage to one destroyer.

**Worley, Harry W., Lt., USS, Oakland, Calif. (posthumously):** While pilot in Bom R-4, off the East China Sea 7 Apr 1944 he led his division in a low level at- tack on a battleship, cruiser and screening destroyers. In order to divert fire from a torpedo plane, he landed on a destroyer and took the full fury of hostile fire. In flames, Lt. Worley continued to dive at the enemy ship in an attempt to crash her.

**Distinguished Service Medal**

**Gold Star in Lieu of Third Award:**

**Carnett, Robert B., Rear Admiral, USS, Coronado, Calif.:** As aide and chief of staff to ComBattDiv 15 June to 22 Oct 1944 and 27 Oct 1944 to 6 Sept 1945, handling problems of strategic and tactical importance, Admiral Carney rendered invaluable assistance in the conception, coordination and execution of many operations against the Japanese and in carrying out the initial landing on the Jap mainland and subsequent occupation of this territory. He participated in the capture of Palau, strikes against Japanese strongholds in the Central Pacific and Bonin Islands, the Philippine campaign and particularly the decisive and spectacular air strikes against enemy fleet units in the Philippine Sea battles, the actions at Formosa, in the East China Sea and at Iwo Jima, Okinawa and the Japanese homeland from the Ryukyus to Hokkaido.

**Kneitz, Chester W., Lieutenant, USS, Fredericksburg, Tex.:** CinePoo/Paa from June 1944 to Aug 1945 initiating the final phase in the battle for victory in the Pacific, Admiral Nimitz attacked the Marianas, invading Saipan, inflicting a decisive defeat upon the Jap in the first battle of the Philippines and capturing Guam and Tinian. His fleet forces isolated and encircled the enemy in a period of time and effectively neutralized his forces from any further attempt to counteract these operations. The Philippines the challenge by powerful task forces of the Jap Fleet resulted in a historic victory in that phase of the battle for Leyte Gulf. The Admiral's long-range strategy culminated in the successful assaults upon Iwo and Okinawa and finally the representation of Navy forces in the harbor of Tokyo for the formal capitulation of the Japanese Empire.

**Crossing the Line and Award:**

**Purnell, William R., Rear Admiral, USS, Washington, D.C.:** As CNO for Material and as a member of the Military Policy Group, was instrumental in the development of the atomic bomb, 11 Oct 1943 to 21 Aug 1945. Admiral Purnell coordinated and directed the work of the agencies fulfilling the logistics requirements of the Navy so that the operating Navy was maintained and supplied with a degree of success unprecedented in the history of war. In his additional duty in connection with the development of the atomic bomb, Admiral Purnell rendered wise counsel and assistance and made a significant contribution to the successful result of these operations.

**Widener, Frank D., Rear Admiral, USS, Coronado, Calif.:** While ComAirFlt from 1 July 1944 to 22 July 1944 his aircraft inspired the enemy under his command to establish a remarkable record of success and hazardous operations of great importance to the ultimate success of these operations.

**First Award:**

**Bowling, Solman S., Captain, USS, New Orleans, La.:** During carrier operations against Jap forces from Feb 1944 to 25 Aug 1945 Capt. Bowling consistently led and inspired his unit, particularly during joint operations in the Philippine Sea and under extremely difficult conditions in advance against enemy communications with Jap shore facilities and airfields. His forces were excellently deployed in their escort and reconnaissance duties and in a fierce engagement with powerful elements of the Jap fleet on 24 Apr 1945 spearheaded the main attack with a daringly executed torpedo assault.

**O'connor, Edward R., Rear Admiral, USS, Washington, D.C.:** During duty in the Design Division of BuShips 7 Dec 1941 to 2 Nov 1944 and Chief of BuShips 23 Nov 1942 to 31 Aug 1945 Admiral O'Connell achieved distinctive success in his skilled direction of the design and construction of a vast number of vessels, many of new and revolutionary types, during a period of critical urgency. Through his careful planning and direction numerous new and revolutionary types for the operating Navy were developed and produced, many of them on an unprecedented scale, and under extremely difficult conditions in advance against enemy communications with Jap shore facilities and airfields. His forces were excellently deployed in their escort and reconnaissance duties and in a fierce engagement with powerful elements of the Jap fleet on 24 Apr 1945 spearheaded the main attack with a daringly executed torpedo assault.

**Deyo, Morton L., Rear Admiral, USS, Washington, D.C.:** As commander of the submarine service during the amphibious assault and conquest of Okinawa 24 Mar to 5 May 1945, his force delivered effective air bombardment and contributed to successful amphibious landing executed by our troops and subsequently provided support for the land campaign, at the same time fighting fiercely against attacks by aircraft and surface craft. Although his flagship was hit by a kamikaze plane during one action, Admiral Deyo synchronized the units of his force to destroy enemy merchant ships, strongpoints, and disperse troop concentrations.

**Hussey, George P., Jr., Vice Admiral, USS, Brookline, Mass.:** As director of the production division BuOrd 16 June 1942 to 2 Sept 1943, an Assistant Chief of BuOrd 4 Sept to 10 Dec 1943, and as Chief of BuOrd 10 Dec 1943 to 31 Aug 1945, Admiral Hussey directed the design, production and supply of weapons, many of new and revolutionary types for the operating Navy.

**Martin, William L., Commander, USS, San Gabriel, Calif.:** As CO of ComBattDiv 6 attached to USS Enterprise in the Ivo, Okinawa and Japan areas from 15 May 1945 Comdr. Martin's skill in instruments flying and applications of air- borne radar proved invaluable in the conduct of night carrier operations during the final phase of our offen-
NAVY CROSS AWARDED TO 36 HEROES

Lt. Basore
Comdr. Becton
Lt. (ig) Boren
Lt. Comdr. Bringle
Lt. Brookes
Lt. Comdr. Burr

Lt. Collins
Lt. Craig
Comdr. Davis
Capt. Doyle
Comdr. Dwyer
Capt. Early

Lt. Comdr. Fox
Ens. Fuller
Admiral Heyler
Ens. Hulland
Ens. Jensen
Lt. Kennedy

Lt. (ig) Kirkham
Ens. Livesay
Ens. Maguire
Lt. Comdr. McGaughey
Lt. Comdr. Muldrow
Capt. Mullaney

Ens. Nelson
Lt. Noyes
Lt. Comdr. Oakley
Lt. Peterson
Lt. (ig) Rockwell
Comdr. Semmes

Lt. (ig) Shawcross
Lt. (ig) Turner
Lt. (ig) Welsh
Lt. (ig) Woodruff
Lt. Warden
Lt. Worley

MARCH 1946
14 RECEIVE NAVY'S DISTINGUISHED SERVICE MEDAL

Capt. Bowling
Admiral Carney
Admiral Cochrane
Admiral Deyo
Admiral Hussey
Admiral Land
Comdr. Martin

Admiral McIntire
Admiral Mills
Admiral Nimitz
Admiral Purnell
Admiral Redman
Admiral Waesche
Admiral Wagner

Citation for Admiral Land appeared in ALL HANDS January 1946.

**D.S.M. (Cont.)**

...against the Japanese. His squadron, faced and countered treacherous suicide tactics of hostile pilots in the February carrier forces during operations which led to the final defeat of the enemy.

★ McINTIRE, Ross T., Vice Admiral, (MC) USN, Coronado, Calif. : As Chief of BuMed and Navy and Marine Corps on an unprecedented scale.

★ MULLER, Rose T., Vice Admiral, (MC) USN, Coronado, Calif. : As Chief of BuMed and Surgery and Surgeon General of the Navy from 7 Dec 1941 to 31 Aug 1945, he directed the planning and the practical application of the vast program which provided medical care and supply for the Navy and Marine Corps on an unprecedented scale.

★ MILLS, Earle W., Rear Admiral, USN, Little Rock, Ark. : As engineer assistant to the head of the Design Division in the consolidated Bureau of Engineering and Construction and Repair from Sept 1939 to Nov 1942 and as Assistant Chief of BuShips Nov 1942 to Nov 1945, Admiral Mills was responsible for engineering and electrical plans of all major fleet units designed since 1935. He supervised the development of the adapted designs and provided for the fleet electrical and engineering installations which were reliable and highly resistant to enemy damage or excessive operation.

★ REDMAN, Joseph R., Rear Admiral, USN, Westmoreland Hills, Md. : As director of naval communications from 15 Feb to 15 Sept 1943 and from 3 Apr 1943 to 31 Aug 1945, Admiral Redman directed the development and expansion of naval communications to a degree of remarkable efficiency. Under his direction certain methods were developed which are still highly classified and which had a direct and vital part in the successful prosecution of the war.

★ WAESCHE, Russell R., Admiral, USN (Ret), Chevy Chase, Md. : While commanding the destroyers from 7 Dec 1941 to 31 Aug 1945, Admiral Waesche was largely responsible for the consistent development of the U.S. from a peace time organization of approximately 15,000 to a wartime force of more than 170,000 officers and men. Under his supervision the Coast Guard distinguished itself in supporting landing operations of the Army, Navy and Marines, in convoying merchant ships and in other hazardous tasks.

★ DECORATIONS

Gold star in lieu of fourth award:


Gold star in lieu of third award:


Gold star in lieu of second award:


★ SMITH, Marvin T., Lt. Comdr, USS San Diego (posthumously) : CO, Navy PBY over Borneo, 13 Jan 1944.

First award:


★ BLAKE, Marion E., Lt. (jg), USN, Shreveport, La. : Radar and air plot officer, CO, USS Hoel, sunk by enemy, Samar, Philippines, 25 Oct 1944.

★ BROWN, John T. Jr., Capt., USN, Denver : CO, destroyer division and screen commander, Gilberts, Nov 1943.


★ BREWER, Robert N., Lt., USN, Denver (posthumously) : Served on USS Abner Lord, Leyte Gulf, Philippines, 1 Nov 1944.


★ CALLOWELL, William H., Enr., USN, Elmhurst, Ill. : As assistant first lieutenant, USS Oohau, sunk off Okinawa, 6 Apr 1945.


★ DWYER, Carl R., Comdr. (then Lt. Comdr), USN, Ponce City, Okla. : As assistant approach officer, USS Puffer, patrol in Pacific.


★ FREED, Ray V., GM3c, USN, Rutland, Mont. (posthumously) : Attached to PT 235, Sulu Archipelago, 25 Mar 1945.

★ GEERBEARD, Henry A., Lt., USN, Hickingville, N. Y. (posthumously) : Attached to landing team, Fourth Marine Division, Saipan, 15-16 June 1944.

★ GERACE, Joseph, SM3c, USN, Philadelphia (posthumously) : Attached to USS LST 66, New Britain area, 26 Dec 1943.

★ GIBBS, John B., Lt., USN, Annapolis, Mo. : Plotting officer, USS submarine, patrol in Pacific.

★ HAMMER, Henry R., Lt., USN, Lynchburg, Va. : (posthumously) : Gunnery officer, USS
Gold star in lieu of third award:
* DURGIN, Calvin T., Rear Admiral, usn, Pulmey, N. J.: Commander, escort carrier group, Lingayen Gulf, 9 Jan 1945.
* DUNN, William D., Capt., usn, New London, Conn.: CO, uss Naushtis, Gilbert Islands, 16 Sep to 16 Oct 1943.
* WOOLSEY, John P., Jr., Commodore, usn, San Diego: Screen commander, fast carrier task group, 18 Apr to 25 May 1945.

Gold star in lieu of second award:
* AIWORTH, Warden L., Rear Admiral, usn, Norfolk, Va.: Commander, destroyers and cruisers PacF1t, Oct 1944 to July 1945.
* BAYLY, Charles B., Commodore, usn, Rochester, N. Y.: Chief of staff ComServ For, Oct 1944 to Dec 1945.
* DOYLE, Austin K., Capt., usn, Coronado, Calif.: CO, uss Hornet, 25 Nov 1944 to 25 Jan 1945.
* EDGOMAN, Howard F., Vice Admiral (then Rear Admiral), usn, Chevey Chase, Md.: Commander, fire support bombardment group, 14 June to 1 Aug 1944.
* SCOTT, Roger F., Capt., usn, Virden, Ill.: Operations officer, ComAm Groups, 23 Mar to 7 July 1945.
* SOLOMONS, Edward H., Capt., usn, Sumner, Tex.: Chief of staff, ComAm Groups, 23 Mar to 7 July 1945.
* WOOLSEY, John P., Jr., Commodore, usn, San Diego: Commander, fast carrier task group destroyer screen, 10 Feb to 24 Mar 1945.

First award:
* BEATY, Donald B., Rear Admiral, usn, Washington, D. C.: Commander, logistic support group, 4thF1t, Jan to May 1945.
* SCOTT, Roger F., Capt., usn, Virden, Ill.: Operations officer, ComAm Groups, 23 Mar to 7 July 1945.
* WOOLSEY, John P., Jr., Commodore, usn, San Diego: Commander, fast carrier task group destroyer screen, 10 Feb to 24 Mar 1945.

*Durty think they know how they look from behind?*
Legion of Merit (Cont.)

Spotters, cartoon characters in Navy training literature.

☆ OVERBILT, Ferol D., Capt., USNR, New York: Special assistant to Under Secretary, Inspector General of the Department of the Navy,谋求 the Special Review Division of the Office of Procurement and Material, Director of the Western Area of the Special Review Division of the Office of the Assistant Secretary of the Navy, and Secretary to the Requirements Review Board, until 10 April 1945.

☆ PAINT, Richard M., Capt., USN, Rockford, Ill.: Director of the Department Management Engineering, Apr 1942 to Dec 1945.


☆ PILESTON, William D., Capt., USNR, Washington, D.C.: Assistant Chief of Staff for Economic Administration, 14 Jan 1942 to 13 April 1946.

☆ PULSTON, William D., Capt., USNR, Washington, D.C.: Assistant Chief of Staff for Economic Administration, 14 Jan 1942 to 13 April 1946.

☆ PULSTON, William D., Capt., USNR, Washington, D.C.: Assistant Chief of Staff for Economic Administration, 14 Jan 1942 to 13 April 1946.

☆ PULSTON, William D., Capt., USNR, Washington, D.C.: Assistant Chief of Staff for Economic Administration, 14 Jan 1942 to 13 April 1946.

☆ PULSTON, William D., Capt., USNR, Washington, D.C.: Assistant Chief of Staff for Economic Administration, 14 Jan 1942 to 13 April 1946.

☆ PULSTON, William D., Capt., USNR, Washington, D.C.: Assistant Chief of Staff for Economic Administration, 14 Jan 1942 to 13 April 1946.

Rank of Commander:

☆ DE NOBREGA, Sylvio, Vice Admiral, Brazilian Navy: Attache at Brazilian Embassy in Washington, D.C., Apr 1944 to Sept 1945, and member of the Intraborder.

Distinguished Flying Cross

Gold star in lieu of third award:

☆ BALE, Raymond C., Lt. Comdr., USN, Oakland, Calif. (MIA): Patrol plane pilot, Clark Field, Luzon, Philippines, 2 Mar to 1 Apr 1945.

☆ BALE, Raymond C., Lt. Comdr., USN, Oakland, Calif. (MIA): Patrol plane pilot, Clark Field, Luzon, Philippines, 2 Mar to 1 Apr 1945.

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☆ BALE, Raymond C., Lt. Comdr., USN, Oakland, Calif. (MIA): Patrol plane pilot, Clark Field, Luzon, Philippines, 2 Mar to 1 Apr 1945.
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*FORD, Francis M., ARM2c, USNR, Point, Mich. (MIA)  
*HUFFORD, Richard E., AOM2c, USNR, Seattle, Wash. (posthumously)  
*HYDE, John C., Ens., USNR, Valley Falls, Va. (posthumously)  
*HOWARD, David G. Jr., Ens., USNR, Monroe, Ohio (MIA)  
*JOHNSON, Walker C. Jr., Lt.(jg), USNR, Troutdale, Ore. (MIA)  
*LAMB, Walter H., Lt.(jg), USNR, Point, Mich. (MIA)  
*LAMPROUN, Donald Jr., Ens., USNR, USNS Portland, Wash. (MIA)  
*JACOBS, Milton C., Lt., USN, Bremerton, Wash. (MIA)  
*MARTIN, Joseph P., Ens., USNR, Toledo, Ohio: Fighter pilot, USS Bataan, 15 Mar to 8 Apr 1945.  
*MAY, Ronald R., Lt., USNR, Santa Monica, Calif. (MIA)  
*SALE, Don A., Lt., USNR, Pittsburgh, Pa. (MIA)  
*MACAULAY, William T. III, Ens., USNR, Glendale, Calif. (MIA)  
*ELLIS, Mark, Lt., USNR, Bremerton, Wash. (MIA)  
*HOOD, John C., Ens., USNR, Valley Falls, Ky. (MIA)  
*HARRIS, Howard M., Lt., USNR, Bremerton, Wash. (MIA)  
*HASSON, W. P., Lt., USNR, Nettles Island, Fla. (MIA)  
*HOLAHAN, Robert L., Lt., USNR, Grose Point, Mich. (posthumously)  
*HASKEL, Mark, Lt., USNR, Dallas, Tex. (MIA)  
*HEITZ, Donald E., Lt., USNR, Sagamore, Ohio (MIA)  
*HOGAN, John C., Ens., USNR, Boston, Mass. (MIA)  
*HARKER, Robert E., AOM2c, USNR, Yuma, Ariz. (MIA)  
*HERNANDEZ, Edgar A., Lt., USNR, Cleveland, Ohio: Observer pilot, USS Enterprise, 25 Mar to 22 Apr 1944.
First award:

**ALLISON, Edward C., Lt. (then Lt. (jg)), USNR, Goldsendale, Wash. (posthumously): On board LCPL 23, attached to USS Ayleene, Lingayen Gulf, 11 Jan 1945.**

**AUGUSTO, Wayne H., GMD, USN, San Francisco (posthumously): Attached to USS Amer Read, DesRon 45, Leyte Gulf, 1 Nov 1944.**

**BARTCHE, Stephen G., Capt., USN, New London, Connecticut, staff of ComPhibForFL, July to Nov 1944.**

**BACON, Lester B., PhMC, USN, Sycamore, III. (MIA): Attached to USS Warren, Lingayen Gulf, 11 Jan 1945.**

**BARETT, Arthur M., Lt. (MC), USN, Val- lejo, Calif.: Aboard Japan prison ship from 13-15 Dec 1944 when ship was sunk off Olongapo, Luzon.**

**BARKER, Ferdinand V., Lt. (then Lt. (jg)), USN, Chicago: Medical dispensary staff, Cavitte Navy Yard, Philippines, 10 Dec 1941.**

**BICKLEY, Archie M., Lt. (then Lt. (jg)), USN, Encinitas, Calif. (posthumously): Catapult officer, USS Santee, 21 Feb 1945.**

**BROWN, Jack H., Lt., USN, Denver: Aide and flag lieutenant on staff of carrier task group commander, Pacific, 10 Jan to 7 Dec 1944.**

**BROWN, William H., Lt., USN, Elk River, Idaho (posthumously): On board USS Amer Read, DesRon 45, Leyte Gulf, 1 Nov 1944.**

**BUHN, Othello C., Chief Pay Clerk, USN, San Diego (posthumously): With Quartermaster Department, Philippines, March and April 1942.**


**CARPENTER, John D. Lt. (then Lt.), USN, Montgomery, N. J. (MIA): With Quartermaster Department, Philippines, Mar and Apr 1942.**

**CLARK, Charles R., Lt., Comdr., USNR, Waterford, Conn.: Executive officer and navigator, USS Sonnet during patrol.**

**CONNORS, David K. Jr., Lt. Comdr., USN, Annapolis, Md. (MIA): CO, USS Trigger, during patrol off Nansel Shoto, commenced 15 Dec 1944.**

**CRANSTON, Robert, RM2c, USN, Oakland, Calif.: Member landing craft crew, New Guinea area.**


**CROWLEY, Francis J., Lt. (then Lt.), USN, Williamsburg, Mass. (posthumously): Intelligence officer on staff of fast carrier task group commander, Pacific, 19 Feb to 10 Mar 1945.**

**DAVIS, James R. Lt. (then Lt.), USN, Altsdena, Calif.: Intermediary between Japanese and POWs during internment in Japanese Shinshouwa Prison Hospital, 1944.**

**DAVID, Robert W., Rear Admiral (then Capt.), USN, Munde, Ind.: CO, USS Honolulu, Kokeoloua, and New Georgia areas, British Solomon, 7 and 13 May 1943.**

**DINNER, Harvey E., Rear Admiral, USN, Lafayette, Ind.: Chief of staff, 14th ND, and chief of staff of HalseyPron, 2 Mar to 10 Jan 1945.**

**DIXON, Lowel T., Capt., USN, Minneapolis: Commander submarine divisions.**

**DORRANCE, Benjamin M., CSF, USN, FL, Myers, Fla. (posthumously): Attached to USS Franklin, 19 April 1945.**

**Dwyer, Carl R., Comdr. (then Lt. Comdr) USN, Ponce City, Okla.: Torpedo data computer operator, USS Puffer during patrol.**

**EHRRICH, Ekholm A., Comdr. (MC), USNR, Monterey Park, Calif.: Attached to ComSubDiv 221, Liaison offlcer, uss San Diego, 4 Jan 1945.**

**FLISKE, Charles C., Lt. (jg), USN, Long Beach, Calif.: Member of Marine Corps assault landing team, Salam, 15 June 1944.**

**FLEMING, Howard P., Lt., USNR, Joplin, Mo. (MIA): Flight director officer on staff of commander of fast carrier task group Pacific, 11 Feb to 10 Apr 1945.**

**GAMMON, Eugene A., Bostavan, USN, Livermore, Colo. (posthumously): Bomber pilot, uss Catto, 10 Dec 1944.**

**GANTZ, Saxe F., Lt. Comdr., USN, Pendleton, Ore.: CO, Southeast China coastal reconnaissance expedition, usn NavGp, China, Feb and Mar 1945.**

**HAMILTON, Fred C., Lt. (MC), USN, Pratt, Kansas (posthumously): Executive officer, uss shangri-La, Pacific, 25 Apr to 19 June 1945.**

**HAMILTON, Thomas J., Comdr., USN, Columbus, Ohio: Executive officer, uss Enterprise, 10 Aug 1944 to 25 Oct 1944.**

**HANCOCK, Helen C., Lt. Comdr. (then Capt.), USN, Underwater demolition advisor to bombardment and fire support group, commander, Lingayen Gulf, 6-10 Jan 1945.**

**HAWK, Earle C., Capt., USN, Saugerties, N. Y.: ComSubDiv161, Oct 1944 to Sept 1945.**

**HEATLY, Robert W., Rear Admiral, USN, Mineola, Ind.: ComCruDiv12 of Task Force 58, 19 and 29 June.**


**HUFFMAN, John B. Capt., USN, Washington, D. C.: Attached to staff of commander of fast carrier task group, 21 Mar to 10 Apr 1945, Okinawa Shima.**

**HUNDS, Joseph E., BM2c, USN, Creston, Iowa: Attached to uss Minos, Bataan, 9 Apr 1942.**

**HUGHES, Lawrence Jr., Lt. (MC), USN, Chicago: Assistant operations officer, ComSubPac, Feb to Sept 1945.**

**HUGHES, William P. Jr., Lt. Comdr., USN, Woodburn, Ore.: Executive officer, uss Cooper, Leyte Gulf, 2-3 Dec 1944.**

**HOLDREN, Carl F., Rear Admiral (then Capt.), USN, Long Beach, Calif.: CO, ComSubPac flagship, Western Pacific, Philippines and South China Sea, 24 Aug 1944 to 26 Jan 1945.**

**HUFFMAN, Leon J. Capt., USN, Tiffin, Ohio: ComSubRon23 and ComTaskGp13, Nov 1944 to Mar 1945.**

**JENKEN, Milton H., Lt. (MC), USN, Washington, D. C. (posthumously): With Quartermaster Department, Philippines, Mar and Apr 1945.**

**JOACHIN, Ralph L., Lt., USN, Flores, Ill.: Member of landing craft crew, New Guinea area.**

**JONES, Emery Jr. (then Lt.), Lt. (MC), USNR, Mount Hope, Wash. (posthumously): Battery officer, uss Amer Read, Leyte Gulf, 1 Nov 1944.**

**LAWLOR, William M. Jr., Lt. Comdr. (then Lt.), USNR, Annapolis, Md.: Intelligence officer on staff of Commander Fleet Aircraft, SoPaFor, 8 Apr 1943 to 5 Jan 1944.**

**LAWLOR, William M. Jr., Lt. Comdr. (then Lt.), USNR, New York: Flag lieutenant, aide and intelligence officer on staff of Commander Fleet Aircraft, SoPaFor, 8 Apr 1943 to 5 Jan 1944.**

**LAWLOR, William M. Jr., Lt. Comdr. (then Lt.), USNR, Chicago (posthumously): Battery officer, uss Amer Read, Leyte Gulf, 1 Nov 1944.**

**LYNN, John S., Lt., USN, Indianapolis:
Sleek, speedy "Peter Baker" boats, guardians of wartime fleet anchorages, are continuing to play a vital role in peacetime.

Former "Peter Baker" or PB, stands for picket boat. More than 600 of them were used during the war for harbor patrol at naval establishments all over the world.

In the typical harbor patrol unit at Guam, for example, PBs act as pilot boat and traffic control craft. During wartime they provided anti-submarine patrols outside the harbor entrance and even went several miles to sea to bring back rescued airmen picked up by warships.

Forty-five feet long, with twin screws and two 250-horsepower engines capable of a speed of 18 knots, these picket boats are equipped with four depth charges and two .50-caliber machine guns. Another type picket boat, 27 feet long was also in use by the Navy at other bases.

On outer patrol during wartime, the PBs maintained harbor entrance patrol outside the anti-submarine nets. With the war over the PBs on outer patrol now handle such functions as distributing charts to smaller vessels entering the harbor for the first time, keeping the harbor entrance free of debris and checking on all small craft entering or leaving the harbor.

The inner patrol is largely a police function—seeing that harbor regulations and Rules of the Road are observed, that boats are not handled recklessly.
90-Day Limit on Joining Reserve
Following Discharge Is Removed

Removal of the 90-day limitation after discharge for joining the V-6 postwar Naval Reserve for inactive duty without loss of rate was announced in a BuPers dispatch of 12 Feb 1946 to the Navy recruiting service.

The action was taken to correct inequities caused by the fact that procedures and instructions for the new Reserve programs by Reserve organizations have not been available to those who left service more than the previous limit of 90 days.

Critical scores drop 1-4 points

Critical release scores for nearly all officer and enlisted personnel were ordered reduced one to four points effective 15 April and 2 May, according to Alnav 76-46 (NDB, 15 February), thus making eligible for discharge under the Navy's point demobilization system most enlisted men with 28 points, most enlisted women with 10, and male officers with 35 and all female officers with 25.

Heavy cuts were made in scores for "restricted" list personnel whose specialized work has slowed their release from the Navy. Female hospital corpsmen with specialized training (and assigned to continental U. S. hospitals or naval special hospitals) on 2 May will be eligible for discharge at the score for unrestricted female enlisted personnel (19 points).

The score for male yeomen was cut from 36 on 2 April to 34 on 15 April to 32 on 2 May—a four-point slash within a month. The score for

Female yeomen was reduced from 23 on 2 April to 21 on 2 May.

Indication of the increased efficiency of the Navy's demobilization system was announced the SepCens at Nashville, Tenn., which was commissioned early in February, and the SepCens for enlisted personnel at Sampson, N. Y., and Toledo, Ohio, will be closed about 1 April. This reduces the number of centers required to carry the full load. Sixteen SepCens for enlisted personnel will remain in operation.

The Navy schedule calls for demobilization of about 3,000,000 men and women by 1 September.

During the week ending 9 February the Navy demobilized 74,308 of its personnel to bring its grand demobilization total to 1,627,339.

From V-J day to 8 February the MarCorps demobilized 236,697 personnel. Estimated MarCorps strength as of 8 February was 240,376. Rate of MarCorps demobilization is approximately 10,000 a week.
three or more legally dependent children under 18 years to be released from service if they wish, ruling they have a prima facie case of hardship. All other cases of hardship must be referred to BuPers for approval.

Alnav 58 does not apply to retired enlisted personnel, who were released by Pgh. 7 of Alnav 252-45 (NDB, 15 Sept 1945); nor does it apply to Fleet Reservists, whose requests for special discharge must be forwarded to BuPers for approval.

Men who have entered a term of USN enlistment since 28 Sept 1945 and who wish to be discharged under Alnav 208, must refer their cases to BuPers for individual review.

Men hospitalized for medical or dental treatment or in a disciplinary status including probationary periods are not eligible for discharge under any of the above Alnavs until their cases are disposed of.

Once Out of Service Personnel, Families Lose Navy Medical Rights

Personnel who are no longer members of the naval service by reason of resignation, discharge or release to inactive duty are not eligible for naval medical or hospital care for themselves or dependents, according to BuPers. However, through the Emergency Maternity and Infant Care Program, BuMed has made special provision for maternity and infant care for wives and infants of discharged personnel of the four lower pay grades of the Navy, Marine Corps and Coast Guard whose dependents were receiving naval medical or hospital care prior to discharge.

Benefits and insurance officers at SepCens can provide detailed information.

G O O D  W O R K  G E T S  Y E O M E N  M A I L

It isn’t often harassed yeomen get fan mail. But the hard-working scriveners aboard US Solomons (CVE 67) found their efforts rewarded in just that manner by a thoroughly satisfied customer, an ex-radioman whose discharge was speeded by the yeomen’s good work. His letter, which follows, points up the necessity for thorough and accurate processing of records of men ordered to SepCens.

SepCen, Charleston

Dear Fellows,

Just a note of appreciation for the splendid work you did in processing our records and getting them in such good shape.

We want through the RecSta routine in one day while some men from other ships and stations have been delayed due to incomplete records.

All men from the ship, with the exception of the five of us being discharged at Charleston, left the RecSta today for SepCens throughout the country. We will be in civvies status Sunday afternoon having come in the SepCen at noon today (Sat) to report.

I might add that the chief yeoman at the SepCen in charge of records said all records from the Solomons were in better shape than any of the others, so keep up the good work. Every guy really appreciated it. —D. H., RMlc
Empowered to Settle
For Personal Damages

Under new regulations, the Navy is prepared to pay in cash all naval personnel—officer, enlisted and civilian—for "shore losses" suffered in the service. This means if you had personal property which was damaged, lost, destroyed, captured or abandoned in service, you can file a claim for reimbursement with reasonable expectation it will be paid. (Note that expression incident to service. Examples below make it's meaning clear.) Although authority to pay claims for losses incurred in marine disasters or accidents aboard ship has been in effect since 6 Oct 1917, this is the first time the Navy has been empowered to make reimbursement for shore losses, except in very restricted circumstances.

The regulations apply to all hands, commissioned, appointed, enrolled and enlisted personnel of the Navy and Marine Corps, and of the Coast Guard when operating as a part of the Navy, to people of the Coast and Geodetic Survey and Public Health Service when serving with the Navy, and to civilian employees of the Navy; some items:
- Losses must have been incurred on or after 7 Dec 1939.
- The property must be determinable to have been "reasonable, useful, necessary, or proper under the attendant circumstances."
- Losses must not be due to any negligence or wrongful act on the part of the claimant.

A claim must be presented in writing within a year after the incident causing the loss. However, if the incident occurs in time of war, any claim may be presented within one year after peace is established. This means a year after the date the war is declared at an end by Congress or the President.

You might collect for lost property if, at the time of the incident:
- You were saving, or attempting to save, Government property or human life.
- You were engaged in authorized military duties in connection with the incident.
- You were performing military duties in connection with civil disturbance, public disaster, or disorders.

Or if:
- The loss was incurred incident to your service in connection with aircraft.
- The property was furnished, under proper authority or through military necessity, to someone else.
- The loss was incurred through fire, flood, hurricane, or other serious occurrence while property was located in authorized places, such as Government quarters, warehouses, offices, hospitals, baggage dumps.
- The property was lost or damaged when shipping in connection with travel under orders, or with travel in performance of military duty.
- The property was abandoned or destroyed by order of superior authority or by reason of military emergency.
- The property was damaged, destroyed, captured or abandoned in the field incident to combat or movement which is part of a combat mission.
- The property was lost through confiscation, guerrilla activity, or organized brigandage in a foreign country.

Necessarily, some claims are not payable. For example, you cannot collect for:
- Money or currency, unless it was deposited for safekeeping with a supply officer or other authorized holder.
- Worn-out or unserviceable property.
- Souvenirs, ornamental jewelry, and articles acquired to be disposed of as gifts.
- Property lost in quarters within the continental U.S. (excluding Alaska) not assigned by the Government.
- Losses for which an insurer or authorized carrier may be held responsible.

Some points with regard to previous claims should be noted. If you filed a claim under previously applicable regulations, and if that claim was disapproved, you may file a new claim for consideration under the new regulations. But if you have filed a claim which has not been acted upon, you should not submit another claim. Wait until something is done about the old one.

In the event of death of the claimant after the accident or incident causing the loss, the claim may be presented by the decedent's widow or widower, executor, child or other descendant, father, mother, brother, sister, or any ascendant of such brother or sister.

Claims must be submitted in triplicate on form NavGen 50. In the event this form is not available, submit claims on form NavMC 795 and forward them to the Conm. MarCorps for adjudication.

Personnel filing claims are urged to be specific when filling out NavGen 50. Carefully state the quantity of the goods lost, what it cost you, when you bought it, and the value of the property when it was lost or destroyed. If the property was damaged, estimate the amount of damage sustained. If it was repaired, enclose an itemized bill for the repairs. Where possible, get sworn statements corroborating your statements of fact in the claim form.

If the claim is lost while you were saving Government property or human life, or were engaged in military duties in connection with a disaster, the following is required: A statement as to where you were and what you did immediately before, during, and immediately after the disaster. This should contain (with more conclusions) from which it can be determined whether you gave your attention to saving Government property or human life or if you could have saved your property if you had not elected to save Government property or human life or if you did not have to perform duties in connection with the disaster.

Similar statements should be submitted if claim for lost property is asserted under clauses covering civil disturbance, public disaster, marine or aircraft disaster, property furnished to others, property located at quarters or authorized places, transportation losses, enemy action, guerrilla activity, etc.

When your claim is fully prepared, you should submit it to your commanding officer. Upon receipt of the claim he will refer it to an investigating officer. The latter will consider all information and evidence and prepare a written report, including a recommendation as to the disposition of the claim. The commanding officer, or his legal officer, will review this report and by endorsement approve it. The report then is forwarded, with the claim and supporting papers, to the proper adjudicating authority.

Included with the report will be a statement that no replacement in kind was made, or, as the case may be, a list of the items so replaced and the price of each. Officers of the rank of commander or above, who are commanding officers or are in higher
If for whatever reason (separation, for example) you are unable to file your claim directly to your CO, you may present it to the CO of any naval or Marine Corps activity, preferably the one at which you are stationed. Such claims may be filed only by personnel presently in the service.

If you cannot file at your CO, you may present your claim to BuPers, ComNavCincPac, ComNavCincLant, or to the Judge Advocate General of the Navy. Acceptance of the claim for filing, the regulations say, is not within the discretion of the claimant. A claim is considered complete only when accepted by the CO or by a department or agency designated to accept claims to BuPers, ComNavCincPac, ComNavCincLant, or to the Judge Advocate General of the Navy. This is also the point where adequate investigation of the facts can most conveniently be made. If you find even this impracticable, you may submit your claim to BuPers, ComNavCincPac, ComNavCincLant, or to the Judge Advocate General of the Navy. Acceptance of the claim for filing, the regulations say, is not within the discretion of the claimant. A claim is considered complete only when accepted by the CO or by a department or agency designated to accept claims to BuPers, ComNavCincPac, ComNavCincLant, or to the Judge Advocate General of the Navy. This is also the point where adequate investigation of the facts can most conveniently be made.

(Claims for motor vehicles and property lost, damaged, destroyed, or abandoned incident to service, except for transfer of enlisted men to naval establishments, are not within the scope of this regulations but are covered by special regulations governing such matters.)

The regulations say, however, that a claimant may appeal to SecNav for a review of the adjustment or determination of his claim. Such appeal must be made in writing and must be submitted through channels to SecNav (JAG). Claims which have been settled under the terms of a previously existing law are regarded as finally determined and no other right of recovery under new regulations is recognized.

Cancel Choice of Billet After Hospitalization, 18 Months Overseas Duty

Authorization has been cancelled for transfer of enlisted men to naval districts, river commands or naval air training commands of their choice for duty upon being discharged from continental naval hospitals if they had served a minimum of 18 out of the last 21 months at sea or an overseas base prior to hospitalization.

The subject is covered in a BuPers letter dated 1 Feb 1946 to commandants of continental naval districts and river commands and chiefs of naval air training commands.

The provision, made in a BuPers letter dated 27 June 1945 and modified under date of 23 Nov 1945, was cancelled as an act of mercy. Settlement of the basis of the BuPers Shore Duty Eligibility list in BuPers Circ Ltr. 327-45 (NDB, 31 October). This list, from which shore bases to which the future, is made up from requests for duty at localities of their choice from USN men who have a minimum of four years continuous sea duty (or three years in aviation branch) at sea or overseas bases, and have two years of obligated service remaining.

Regulations Explained For Sugar Ration Books

Because sugar is the only item remaining on the ration list, War Ration Book Four is no longer being issued to military personnel by the OPA. Sugar ration books are available instead.

Personnel who qualify under the following conditions may secure either permanent or temporary sugar ration cards:

- Permanent — If resident in the United States for a period of 60 days or more unless subsisted on a general mess or eating 14 or more meals a week at a general mess where sugar is obtained under military contract.
- Temporary — If personnel are on leave for more than seven days and eat at the home of their host; if they are not on leave but eat more than 21 meals a month away from an authorized mess; if they are on temporary duty in the United States for at least seven days but less than 60 and eat at the home of their host or away from a government mess during that period. If the personnel may apply for the temporary sugar ration only if they are not eligible for permanent ration cards.

Most naval activities in the United States have designated ration officers who can handle requests for ration books or they may be obtained through OPA district offices.

Home Address Change Does Not Affect Navy Transportation Allowance

A change in your home address since entering active service does not entitle you to additional travel allowances upon release from service. November 17-46 (NDB, 15 February) rules out that navy officers upon release to inactive duty are entitled to transportation and/or mileage to home of record (official address) recorded with BuPers when they were ordered to active duty. Though a change of address may have been filed with BuPers during period of service, the law allows no more travel allowances than would be involved in travel to the original address.

Transportation for enlisted personnel being discharged is handled as:
- Regular navy personnel receive travel allowance to the place where they were accepted for enlistment, at the rate of five cents a mile.
- Volunteer Reserve personnel who upon enlistment were retained on active duty receive travel allowance of five cents a mile for the place where they were accepted for enlistment, or:
- Volunteer Reserve personnel, if upon enlistment were placed on inactive duty and later called to active duty, receive travel allowance of five cents a mile from SepCen to the place where they were called to active duty. Ordinarily, this is the man's home address and is the mailing address recorded in Navy district headquarters affecting his call to active duty.

Regular personnel are processed through SepCen and receive travel allowance of five cents a mile from the SepCen to the place where they were called to active duty; or the place of acceptance for last enlistment, whichever is applicable.

Personnel inducts are sent to SepCen nearest their homes. From this point they receive travel allowance of five cents a mile to the location of the draft board where they reported for induction.

Travel allowance is payable in authorized cases to enlisted personnel, whether or not travel actually is performed. Officers are entitled to payment of mileage in advance of travel as provided in SecNav ltr. 45-692 (NDB, 30 June 1945).
Marine Corps Has Plans for Large Organized and Volunteer Reserve

Former Marines, both officers and men, may retain association with the Marine Corps under plans for an Organized and Volunteer Reserve announced by MarCorps Commandant Gen. A. A. Vandegrift. The proposal outlines an Organized Reserve of about 2,000 officers and 25,000 men, and a Volunteer Reserve of 400,000 officers and men.

As the plan stands now, personnel may select affiliation with either reserve organization when they are discharged.

The Organized Reserve will provide specialized training to keep personnel in touch with latest Marine developments. Members will be required to perform two hours of drill per week, with pay at one-third of the monthly base pay for each drill session, and will go on active duty for field training at least 15 days per year with full pay and allowances. Men in this reserve may further elect courses in service and correspondence schools. Reserve units will be eligible for volunteers on the same basis and with the same requirements as members of the regular MarCorps.

The Volunteer Reserve will require no drill periods or active duty training, and is designed for men who because of location or civilian occupations cannot attend weekly drills. Members may volunteer for the 15 days per year of active duty training, and may take correspondence courses. The Volunteer Reserve carries the same opportunity for advancement in rank and longevity.

Membership in either reserve does not obligate men to active service without their consent except in event of war or national emergency. Volunteers may be accepted for temporary active duty, however.

Marines Seek 1,000 Men Per Month for Air Arm; Get Technical Training

A campaign by the Marine Corps to enlist 1,000 men per month in its air arm has begun. For the first time, men enlisting or reenlisting in the Corps may ask for and get duty with aviation units.

This temporary policy was made necessary by shortage of technicians due to demobilization. The campaign is directed at men between 17 and 25 who have not seen service, and for Marines who served during the war, either in the line or in aviation, and who wish to reenlist.

Maj. Gen. Field Harris, director of Marine Aviation, pointed out that young men who wish to become pilots stand a good chance of pilot training. Candidates for flight training in the Marine Corps frequently are chosen from enlisted men in aviation duty.

Technical training in aviation duty includes radio, radar, electronic theory and aircraft engine and structures.

Marine Board Appointed To Review Applications For Regular Commissions

A board of Marine Corps regular and reserve officers has been appointed by Secretary of the Navy James Forrestal to recommend temporary and reserve Marine officers for regular commissions and warrants in the corps.

The board expects to review applications soon, possibly in advance of proposed legislation to fix Marine Corp strength at 100,000 men and 8,000 officers. Recommendations on applications will be withheld until such legislation is passed.

Gen. A. A. Vandegrift, USMC commandant, declared "the board will remain in session until the requisite number of applications has been processed."

Procedure for applicants afloat who have already done so to receive interviews and, if necessary, tests, was announced in Alnav 62 (NDB, 16 February). Tests are necessary for applicants who have not attended weekly drills. Members may volunteer for the 15 days per year of active duty training, and may take correspondence courses. The Volunteer Reserve carries the same opportunity for advancement in rank and longevity.

Medical, Theological, Dental V-12 Seniors Get Commission After Release

Medical, dental and theological seniors in Navy V-12 units who do not go on active duty as commissioned officers upon graduation will be transferred to inactive duty as apprentices, Class V-12, USNR. Commissions in the Naval Reserve for such men will be forwarded following their release from active duty as determined by the special officer procurement office nearest their homes.

Former V-12 students who were discharged prior to graduation, completed their training as civilians also are eligible for and invited to apply for Naval Reserve commissions. Such students will not be ordered to active duty upon commissioning without their consent.

These provisions are stated in Navy V-12 Bulletin 350-46 of 8 Feb 1946.
Reserve Officers Sought

For Ship, Shore Duty as Hydrographic Engineers

The Navy desires applications from USNR officers for appointment as hydrographic engineers for the Hydrographic Field Service, according to BuPers Circ. Ltr. 387-45 (NDB, 31 December). Officers selected will alternate periods of active duty as USNR officers aboard survey ships with periods of reserve duty in professional civil service status. Shore duty will be in the Hydrographic Office, Washington, D. C. After 10 years, officers will be eligible for cartographic engineering duties (civil service) and civil service retirement privileges. Navy rank and civil service status will be comparable and determined by experience, education and age, in grades from ensign through lieutenant commander. Duties will include hydrographic surveying and cartographic preparation primarily in foreign waters, particularly in Latin America.

To qualify applicants must have earned a BA degree in engineering, forestry, architecture or geology with courses in land and topographic surveying, or must have completed two college years in the above curricula and have qualifying experience. Applicants must not be more than 35, and applications must be submitted to BuPers before 1 April.

Applicants Sought

For 3-Year Law Course

Starting 1 October

Applications are desired from Navy and Marine Corps officers for a three-year postgraduate course in law to begin about 1 October in Washington. This is the regular “general law course” and will lead to JK degrees. Students entering the course who already hold a college degree will become eligible for the degree of Jurist Degree (J.D.). The academic average is “B” or better, or the LLB degree if their average is less than “B”. Students entering with no college degree will be eligible for the LLB if they earn better than a “B” average.

Eligible are regular Navy officers of classes 1940 and 1941; USNR and temporary USN officers who will request and are acceptable for transfer to the regular Navy in accordance BuPers Circ. Ltr. 288-45 (Revised) (NDB, 15 November), and who are 24 or over but have not passed their 50th birthday on 1 October 1945, and officers of the regular Marine Corps not above the rank of major.

Service requirements as of 1 October are: Academic applicants, five years sea duty; USNR and temporary USN applicants, two years sea duty; and Marine Corps applicants, three years service.

Applicants must sign statements not to resign during the course, and to serve three years after completion of the course, if selected. No previous legal training or experience is necessary to qualify. Officers will be assigned to legal duties in addition to general duties upon completion.

By BuPers Circ. Ltr. 216-45 (NDB, 31 July), “exceptionally well qualified,” and for some reason does not meet all specific requirements, he may submit a request and the CO may recommend him for consideration.

Public Information

Billets Open; Specialist Designation Planned

Demobilization is opening public information billets to USN and USNR officers, including the Women’s Reserve, according to NavAct 12 (NDB, 31 January). Reservists experienced in public relations, newspaper work, advertising, radio, writing, pictorial editing or graduates in journalism, and USN officers with inclination or aptitude for public information service, may submit requests to BuPers for billets open in Washington, all naval districts and at overseas stations.

Officers accepted for duty will normally be in Washington for indoctrination and further assignment to Public Information Office. Requests for duty in specific naval districts will be considered. BuPers stated it is felt PIOs can best perform duties in environments with which they are familiar.

A recommendation has been made to Congress which, if approved, will establish specialist designation for PIOs, comparable to other existing specialist classifications. In permanent Public Information offices, some military billets will be converted to civilian jobs. Wave officers, as well as male officers, may submit applications with the eventual civilian jobs in mind.

This NavAct is separate from the opportunity offered officer and enlisted personnel with experience in editorial art, circulation, production and photographic fields by Alnav 355-45 (NDB, 31 October 1945). That Alnav continues in force and positions are open on the staffs of ALL HANDS magazine, Ships’ Editorial Association and Navy News Bureau in Washington, and Navy News Bureau in San Francisco.

Requests based on Alnav 355-45 may be submitted to BuPers, attention Pers 815 for officers and Pers 817 for EM, stating qualification, activity and type of publication desired and indication of time applicant expects or is willing to remain on active duty.

Navy Perfects Program

To Obtain Best-Trained

Medical Corps in History

More details in a program to give the Navy its best-trained Medical Corps in history have been announced by BuMed. The plan for training of medical officers had originally been revealed in December (ALL HANDS, January 1946, p. 66).

The program provides:

1. Advanced instruction leading to certification in medical specialties to be conducted in nine large naval hospitals designated as special centers by the surgeon general.

2. Postgraduate training of about 200 medical officers yearly in civilian hospitals.

3. Refresher and continuation courses in naval hospitals and large dispensaries for officers not assigned to longer, more formalized instruction.

4. Continuation of training in military subjects as aviation medicine, submarine medicine, field medicine and naval administration.

5. Resumption, augmented and advanced, of basic courses formerly given at the U. S. Naval Medical School, Bethesda, Md., which were discontinued due to war requirements.

6. Fields for postgraduate training will include surgery, internal medicine, radiology, obstetrics, neuropsychiatry and ophthalmology among others. About 200 officers will enter this training yearly.

More than 250 medical officers are now receiving advanced instruction in naval hospitals at Bethesda, San Diego, St. Albans, Oakland, Great Lakes, and elsewhere. Specialties represented in these courses include anesthesiology, aviation medicine, cardiology, dermatology, eye, ear, nose and throat; epidemiology, clinical medicine, internal medicine, naval administration, obstetrics and gynecology, pathology, photofluorography, proctology, neuropsychiatry, general surgery, neurosurgery, orthopedic surgery, plastic surgery, urology, radiology, deep sea diving, and basic indoctrination.

Consul, Paul B. Titus, (MC) USN, has returned to the professional division, BuMed, after a period of inactive duty to assist in selection of advisers, instructors and the postgraduate students themselves. Teaching centers are being established at naval hospitals in Chelsea, Mass., St. Albans, N.Y., Philadelphia, Bethesda, Great Lakes, Seattle, San Diego, Long Beach and Oakland.

“We told him he walked in his sleep and he thought I said talked in his sleep!”
Deadline for Academy Appointments 17 March; Classes Convene 1 July

Applications for entrance to the Naval Academy under Public Laws 228 and 229 should be forwarded to BuPers by 17 Mar 1946, according to Alnav 56-46 (NDB, 15 February).

By Public Law 228 the President may appoint midshipmen from the U.S. Naval Academy to fill 100 vacancies, among sons of persons who have been, or are hereafter awarded a Medal of Honor for acts performed while in service of the U.S. Navy. Appointees must otherwise be qualified for appointment.

Public Law 229 provides that the number of midshipmen authorized at the Naval Academy is increased by 40 from the U.S.-at-large. These midshipmen will be appointed by the President from sons of members of the armed forces (including male and female members of the Army, Navy, Marine Corps and Coast Guard) of the U.S. who were killed in action or who die as result of wounds, injury or disease resulting from active service in World War I and World War II. Appointees must otherwise be qualified for admission and will be selected by competitive examination.

A total of 3,742 midshipmen now authorized each four years at the Academy. Principal sources of appointees are congressional (2,655 for four years), Naval Reserve (100 annually), and enlisted personnel (100 annually).

Congressional appointments total 480 for Senators and 2,175 for Representatives every four years. These appointments are made before 4 March annually.

A BuPers circular letter will be published in April requesting COs to nominate for the Naval Academy Prep School class convening 1 Oct 1946 men who are qualified according to BuPers Manual Art. D-6103. Preliminary examination will be given these enlisted men 1 July 1946. Men mentally and physically qualified will attend the prep school from October 1946 to April 1947, when Navy Academy entrance examinations are given.

SecNav appoints to the Naval Academy the 100 enlisted men and the 100 Naval Reserve men each year who score highest in this entrance examination.

Prep schools are located at NTC Bainbridge, Md., and NTDC Camp Peary, Williamsburgh, Va. Naval Academy classes convene 1 July annually.

Marine Baggage Center Now Handles Requests On Gear Lost During War

Marines who lost baggage and personal effects through errors in routing during the war, and next-of-kin who wish to claim effects of deceased marines, may address their requests to Marine Corps Personal Baggage Center, San Diego Area, Base Depot, Camp Elliott, Calif.

Full name, rank and serial number of the owner are required, as well as full title of the organization to which the owner was attached when the articles were lost. Full shipping instructions must be given.

Lost and unclaimed baggage and effects belonging to officers may be traced through the Depot Quarter-master, 100 Harrison St., San Francisco, Calif.

These activities are the only ones now handling requests for lost baggage. These offices do not handle claims for reimbursement for gear lost incident to action (see p. 66).

**VOTING INFORMATION**

Servicemen who are eligible may vote in the following state elections in May and June by submitting request for ballot (USWBC Form No. 1), which may be secured from the ship or station voting officer. Marked ballots in most cases must be returned on or before the date indicated below to be counted in the polls. Primary elections listed are for the nomination of Congressional officers, and in some cases for state and local officers as well:

- **Alabama**: 7 May primary, 4 June primary (if necessary)
- **California**: 4 June primary
- **Florida**: 3 June primary
- **Indiana**: 17 June primary
- **Iowa**: 16 June primary
- **Maine**: 24 June primary
- **Maryland**: 11 June primary
- **Nebraska**: 13 May primary
- **New Jersey**: 14 May primary
- **North Carolina**: 25 May primary
- **North Dakota**: 25 May primary
- **Ohio**: 7 May primary
- **Oregon**: 17 May primary
- **Pennsylvania**: 11 June primary
- **South Dakota**: 4 June primary
- **Virginia**: 11 June primary

For further information concerning May elections, see ALL HANDS, Feb., 1946, p. 71. Information on June elections will be published next month.

Detailed information concerning Indiana primary and New Jersey municipal elections follows:

**INDIANA**

Primary 7 May for nomination of Congressional officers. Servicemen's voting law does not apply but absentee voting is permitted under the regular civilian absentee voting law. Post card (USWBC Form No. 1) will be accepted as application for ballot after 7 April and ballots will be available after 22 April. Ballots must be received by election officials by 7 May to be counted.

**NEW JERSEY**

Municipal elections 14 May for commissioners and councilmen in the following municipalities: Bergen County: Teaneck (township), Teterboro (boro): Essex County: Belleville (town), Irvington (town); Orange (city), West Orange (town): Hudson County: Union City: Middlesex County: Perth Amboy (city), Ocean County: Beachwood (boro), Island Beach (boro), Passaic County: Clifton (city), Warren County: Phillipsburg (town). Servicemen, merchant mariners and civilian employees in these services may vote by absentee ballot.

USWBC Form No. 1 will be accepted as application for ballot at any time. Ballots must be in hands of election officials by election day to be counted.
Exclusively Navy Club Plans Membership Drive

The Navy Club of the United States of America, national service organization exclusively for Navy men, has announced a membership drive to broaden activities of the club throughout the country. The number of local clubs, which are termed "shipyards," has increased.

Eligible for membership are all persons with honorable service at any time in the Navy, Marine Corps, Coast Guard and the reserve organizations, including women's reserves. The club was organized in 1938 and has national headquarters in Rockford, Ill. National officers are elected by official delegates meeting at annual reunions.

Membership is through individual clubs affiliated with the national association, or as a member-at-large. Organization chairman is available by writing the national headquarters.

A Navy Club can be organized in any city when 10 eligible applicants sign an application for "ship" commission. The fee for this commission is $10, plus 50 cents per member for national dues. Dues for "Squadrons" (Navy Clubs within a state) and local clubs are determined by the state and local clubs. There are no paid officers or organizers.

Among purposes of the organization are encouragement of comradeship among persons eligible for membership, to promote public interest in the Navy and to further the ideals of American freedom and democracy.

Marine Officers Need Not Pass Physical Exam To Qualify for Promotion

Promotion without passing a physical examination, granted Navy officers under Alnav 28-46 (NDB, 31 January), has been extended to regular and reserve officers of the Marine Corps under Alnav 29-46 (NDB, 31 January).

Alnav 29 affects approximately 150 Marine Corps officers whose temporary appointments to the next higher grade had been held up because of illness or physical disability. The order cancels a stipulation of CMC Letter of Instruction 46-46 which previously required officers to pass a physical examination prior to temporary promotions.

Officers promoted under the new rule will hold the date of rank specified in the appointment authorization under which they were previously eligible. Pay and allowances in higher grades are increased.

All officers affected, except those on terminal leave, will be given physical examinations, but for record purposes only. The rank of captain may refuse appointments to remain eligible for mustering out pay.

Awards Won in Combat

Wearing of a block letter "V" on the service ribbons and suspension ribbons of the Legion of Merit and the Bronze Star Medal has been authorized to distinguish those who won the awards in actual combat (SecNav Ltr. 46-519).

The "V," to be worn in the center of the ribbon, is of bronze, one-fourth inch in height. Only one such device shall be worn on each ribbon. Gold or silver stars represent additional awards of the same medal are to be arranged symmetrically, the first star to the wearer's right of the "V" and the second to the left.

Authorities awarding the Legion of Merit or the Bronze Star Medal for combat services will note on the temporary citation that the wearing of the Combat V Device is authorized. Where the award is made posthumously, the citation will indicate that the "V" is authorized and it will be attached to the ribbon on the medal delivered to the next of kin.

Over 100 Billets Open For Officers with Law Experience or Training

Officers with legal training and experience are urgently needed for assignment to legal billets, BuPers announced in NavAct 11 (NDB, 31 January). Many such billets are already open, and the prospect is more will become available since legal requirements have not tapered off with the cessation of hostilities.

Wide latitude has been left in determining training and experience required for these legal billets. Generally, applicants must be members of state bar associations or possess law degrees and civilian or naval legal experience. Particularly desired but not required is experience in the fields of courts martial, admiralty law, or civilian trial practice.

 Officers desired for this "interim program," designed to tide the Navy's legal services over until adequate U.S. legal specialist officers are available, are those now eligible for separation or who will become eligible within the next four months and who will agree to remain on active duty at least 180 days from date of assignment to legal duties if their services are required for that length of time.

Replies to NavAct 11 should be addressed to BuPers, via air mail from continental stations and by dispatch from overseas, indicating legal training and experience and preference as to location of next duty. COs will indicate availability in their endorsement. Dispatch request should be followed by written request.

Officers not receiving orders within two months of their request may assume their services are not required or relief not available.

Scarcity Cuts Clothing Sales by Small Stores

Skivvies are scarce. So are socks, handkerchiefs, shirts, dungarees, towels and pillow covers. Alnav 34-46 (NDB, 31 Jan 1946) says sales of those articles henceforth will be limited to the actual individual needs of all personnel.

All activities are directed to review their clothing and small stores inventories and to turn in items in excess of normal requirements to distributing points, particularly undershirts and shorts, towels and overcoats. Ships being decommissioned or in out-of-service status will turn in stock, and ships in commission in reserve will maintain stocks not in excess of three months' actual issue, the Alnav states.

A previous directive (Alnav 37-45; NDB, 15 Nov 1945) limited sales to discharges to one blanket, two pairs of heavy and six of light drawers, 12 handkerchiefs, one jackknife, three shirts, one pair of low and one of high shoes or two pairs of love, 10 pairs of socks (six black and four natural wool), six light and two heavy undershirts and two pairs of dungarees.

Alnav 443-45 (NDB, Dec 1944) directed excess overcoats are not to be sold to enlisted personnel having suitable overcoats in their possession nor to officers.

Rules Set for Disposal Of AFRS Transcriptions

Transcriptions distributed by Armed Forces Radio Service are property of the War and Navy Departments and are not to be retained by any other agencies or individuals. Retention of such transcriptions by agencies or individuals for private or commercial use will be considered misappropriation of government property.

BuPers Circ. Ltr. 26-46 (NDB, 15 Feb 1945) directs activities outside the continental U. S. to destroy such AFRS transcriptions when they are no longer needed and report destruction to AFRS in Los Angeles. Excess transcriptions at continental activities should be returned to AFRS headquarters.

Doctors Get Training Under GI Bill of Rights

Doctors who served in the armed forces may take advanced training as resident physicians in hospitals and receive the educational benefits of the GI Bill of Rights, the Veterans' Administration has ruled.

Although such residences formerly were classified as on-the-job training, the VA has ruled now that such training is institutional training, and hospitals may collect tuition from the government for physician services. The doctors also are eligible for subsistence benefits.

The VA emphasized that hospitals must satisfy their requests for tuition by offering organized educational programs of high quality.
Advanced Training in Electronics at M. I. T. Includes Atomic Studies

Advanced training in electronics is offered to qualified USN and USNR officers in the second class of a 20-month course beginning about 17 June at Massachusetts Institute of Technology. The course includes a study of atomic structure and nuclear physics.

The course is intended to provide the Navy with trained personnel to keep pace with the rapid development of nuclear weapons research and training of other personnel. Sea-going billets will be available but electronics will be primarily a shore assignment.

The electronics course will train about 120 Navy, Marine Corps and Coast Guard officers this year in three classes of 40 each.

Applicants must have the equivalent of two years of college level electrical engineering and must have completed mathematics courses through differential and integral calculus and a first year course in college physics designed for engineering students.

The course will lead to a Bachelor of Science Degree in electrical engineering. For those who already hold the degree, variations in the curriculum may be made with credit toward a Masters' Degree possible.

Applications from USNR or temporary USN officers must be accompanied by statement of intent to transfer to the regular Navy if selected, or willingness to remain in service three years after completion of the course, either on active duty or affiliated with the Naval Reserve.

Applications should reach BuPers prior to 1 April and COs are expected to comment on their endorsements regarding the applicant's military qualifications and aptitude for further training.

In addition to the course described above, a two-month refresher course, convening weekly, is offered for officers graduated from the wartime course at NTS (Radar) M.I.T. and recommended to BuPers by their commanding officers.

Line Reserves Sought For Administrative Duty

Reserve lieutenants (junior grade) and ensigns of the line who have served afloat for at least six months and who are now either at sea or on foreign duty may apply for shore duty at large supply depots or supply departments, providing they agree to remain on active duty until 1 Aug 1946 (NavAct 16-46; NDB, 15 February).

If chosen these officers will fill junior administrative billets and receive on-the-job training in transportation, warehousing, cargo handling, inventory control, material inspection and other fields not involving accountability of public funds. Previous business or supply experience is desirable but not mandatory. Officers' classifications will not be changed.

Applications of volunteers who meet the above requirements should be sent by dispatch to BuPers, attention PERS-51261B.

Ribbons Must Be Worn, BuPers Ruling Stakes

A victory ribbon may be all you have to show for six months of rugged duty, but even so you must wear it whether you want to or not.

Wearing service ribbons or not wearing them is not a matter of individual choice, but is governed by regulations, BuPers has ruled. Commissioned officers, warrant officers, and GPOs must wear all ribbons to which they are entitled on blue, white, and working uniforms. Lower ratings must wear them on dress blues.

Naval uniform regulations treat service ribbons as a part of the uniform just as rating badges and rank insignia.

Many flag officers, actually entitled to a chestful of ribbons, choose to wear only a select few. By long-standing custom this practice is accepted as a privilege of rank.

Wearing of ribbons by enlisted men on uniforms other than dress blues is not authorized by regulations. They were mandatory on dress whites before such uniforms were abolished. While there is no actual authority for wearing ribbons with undress whites, some commands have permitted the practice in areas where such uniforms are worn ashore.

Foreign decorations, medals or awards may be worn if desired by personnel entitled to them provided they wear at least one U.S. medal or badge at the same time. Foreign awards are worn in their proper order after all U.S. decorations, medals and badges.

Here's New Schedule For 'Navy Reporter'

A new schedule of broadcasting times for the Navy Reporter series went into effect on 11 February as listed below. All times given are GCT.

The program discusses matters of interest to personnel planning a naval career. Subjects to be covered on the 15-minute programs will include the latest news of recruiting and important changes of Navy policy or procedures that are considered of interest to "career men."

East Coast Transmissions

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NATS Restricts Officer Travel; New Priorities Set for Moving Cargo

Restriction on air travel by officers and a new system of air priorities for Navy personnel moving via Naval Air Transport Service have been placed in effect.

Due to decreased carrying capacity of NATS and the necessity for delivery of air mail, air travel by officers will be restricted insofar as practicable, according to NavAct 5 of 11 January (NDB 15 January). When air travel is considered necessary, authorities writing orders are to “authorize” rather than “direct” such travel, except in urgent cases.

NATS officials attribute the decreased lift experienced since V-J day directly to losses of key personnel through demobilization. These losses have not been as heavy among flight personnel—pilots, navigators, radio operators—as in the ranks of maintenance and administrative workers. Also, the end of the war and the easing of censorship restrictions brought a tremendous increase in the volume of air mail, transportation of which is NATS’ responsibility.

Priorities for movement of Navy cargo via NATS will be classified as follows (Admiral 20 Jan 1946):
1. Class A—Material required to meet acute emergencies which under no avoidable circumstances should be delayed. Medical supplies, for example, would be included in this category.
2. Class B—Material which would be needed for an administrative procedure if given air transport, and fast transport of which would reduce the funds tied up in long transportation supply lines.

All other material meeting NATS eligibility requirements, but not falling within A or B above, will be transported on a “space available” basis only and will not be entitled to advance allocation or confirmation of space. Such cargo moving in or through the United States should not be tendered to NATS unless the shipper certifies from the nearest NATS station that the cargo may be moved within the next few days. Otherwise, such cargo should be moved by surface means.

A reorganization of NATS, effected by a letter from the office of CNO (21 Dec 1945), divides the service into four units—Atlantic, Pacific, Asiatic and Ferry Wings, adding the Asiatic Wing to the administrative organization as previously established.

In all respects the mission of the service remains essentially as it was— to provide naval air transportation, and the ferrying of aircraft, to provide maintenance of aircraft, and to conduct training of air transport personnel.

Shopping Service Offered For Overseas Personnel

A shopping service for personnel abroad is offered by the United Nations Service Center, 500 No. Capitol St., Washington, D.C. The Center endeavors to fill requests promptly, mail and insure gifts to recipients, return a description to the servicemen and enclose the change, if any.

The service is specializing now in gifts for Easter (21 April) and Mother’s Day (12 May), and is available for birthday and anniversary gifts the year round.

Here’s what you do: Write the Service Center at the above address telling them the name and address of the person to whom the gift is to be sent; description of several choices of gifts; money order made out to Volunteer Director; message for card; and your name and address.

Suggest Active, Inactive Duty Personnel Regard ‘Each Day as Navy Day’

A suggestion that personnel regard "each day as Navy Day" in bringing to the attention of every American the value of the Navy's peacetime activities and the need for a Navy organization sufficiently strong to guarantee the peace is included in Alnav 73-46 (NDB, 15 February).

All personnel on active duty, or discharged, are asked to emphasize to their friends the feeling of pride and loyalty in the Navy and to answer questions concerning the value of peacetime Navy operations. The Alnav sets forth in part:

"Now that the war is won we must think of the peace, and with our pride in a task well done combine thought of our continuing responsibilities to our Nation and to ourselves. Our post-war Navy will be maintained at but a fraction of its wartime peak strength, but its efficiency can be maintained and increased by the zeal, industry, and enthusiasm of its active duty personnel and the loyal and sympathetic support of its veterans. Our Navy and Marine Corps, with their naval flying forces, must be adequate for their peacetime functions of patrolling the sea lanes of the world, protecting our far-flung bases, and assuring our prestige as a member of the family of nations...."

Articles for Government of Navy Amended by Law

Article 38 of Articles for the Government of the Navy was amended and reenacted to read as follows by Public Law 207, 70th Congress, effective 12 Feb 1946 (Alnav 79-46; NDB, 15 February):

"Convening Authority — General Courts Martial may be convened:
1. By the President, the Secretary of the Navy, the commanding officer in chief of a fleet, and the commanding officer of a naval station or a larger shore activity beyond the continental limits of the United States; and
2. When empowered by the Secretary of the Navy, by the commanding officer of a division, squadron, flotilla, or other naval force afloat, and by the commandant or commanding officer of a naval station or a larger shore activity beyond the continental limits of the United States; and
3. By the commanding officer, or chief of any other force or activity of the Navy or Marine Corps, not attached to a naval station, or to a naval base or naval station."

WHAT’S THE ANSWER?

World War II

You have lived through and helped make this history rather than studying it in textbooks, but can you recall the following facts?

1. The engagement at which the blow was struck that "definitely checked Jap aggression" was:
   (a) Battle of Midway
   (b) Battle of Coral Sea
   (c) Battle of Surigao Straits
   (d) Battle of Cape Esperance

2. The German surrender document was signed in:
   (a) a train in France
   (b) the Hall of Mirrors at Versailles
   (c) the Townhall in Luxembourg
   (d) a schoolhouse in Rheims

3. What “incident” occurred in 1937 in which Japan first gave the nose of the U. S. Navy?

4. Identify the cut-off lines of the Pacific islands sketched here by identifying something the one at the right as (a), the one below left as (b) and below right as (c).

5. Match these happenings with their dates:
   (a) Atomic bomb dropped on Hiroshima (1) 8 Aug 1945
   (b) Bali of Corregidor (2) 3 Sept 1943
   (c) Russian declaration of war on Japan (3) 22 June 1940
   (d) Invasion of Italy (4) 6 May 1942
   (e) The fall of France (5) 6 Aug 1945

6. What two flag ranks did the Navy have at the conclusion of this war that it did not have at the start?

7. Nations met in —— in 1945 to form the plan of a world assembly known as the UNO.

8. Name at least three important military figures of World War II who died after the signing of the Japanese surrender.

9. Name five scientific innovations brought to light through their use in World War II.

10. The following are well-known quotations—who said them?
   (a) "Never have so many owed so much to so few"
   (b) "Take her down!"

ANSWERS TO QUIZ ON PAGE 77.
Veterans May Reinstate Service Insurance If Policies Have Lapsed

World War II veterans who have let their National Service Life Insurance lapse and desire to reinstate it may do so at little cost, the Veterans' Administration announced.

Policies which have not been converted from premium payment form (the policy as originally issued) and have been allowed to lapse may be reinstated at any time prior to the expiration of the term period. Submission of satisfactory evidence of health—the veteran's own statement of health—and payment of two monthly premiums without interest on the amount of term insurance to be reinstated, is all that is necessary. However, the application for reinstatement must be made within six months after the date of separation from active service or within three months after the due date of the first premium in default, whichever is later.

Reinstatement on the basis of the conventional health statement submitted within six months after date of separation is restricted to applications submitted not more than six months after Congress or the President declares the end of the war emergency. After expiration of the periods stated above, insurance may be reinstated upon submission of a satisfactory report of physical examination, together with payment of necessary premiums with interest.

Policies can always be reinstated by the veteran upon compliance with health requirements and payment of all premiums in arrears with interest.

If the veteran is unable to keep the full amount of insurance he carried while in service, he may continue any part of it in amounts from $1,000 to $10,000 in multiples of $500. He may reinstate all or part of a lapsed policy upon submission of evidence of good health and payment of the required premiums.

Congress has extended all five-year premium level term policies issued effective on or before 31 Dec 1945 and not converted to permanent policies before that date, for an additional three years. Such policies issued after that date have five years to run. In either case, policies after one year and before their expiration dates must be converted to one of the permanent plans offered by the VA—ordinary life, 20-payment life or 30-payment life.

One year after effective date of conversion, National Service Life Insurance begins to have a cash and loan value. The term policy does not have a cash or loan value.

Under another liberalized feature, the insured beneficiary may be paid a monthly income for life with the guaranty that if he or she dies before the face value of the policy is paid, the monthly payments will be continued to any secondary beneficiary or beneficiaries until the total amount of payments equals the face value of the policy.

Once a man is discharged from the service, he cannot apply for new or additional National Service Life Insurance.

Proper Preservation of Combatant Gear Stressed

The need for proper, speedy preservation and protection of combatant equipment, particularly electrical and fire control gear, is emphasized in NavOp 4-46 (NDB, 15 February).

Priority should be given to the preservation of valuable equipment which deteriorates rapidly, particularly in view of the shortage of manpower during demobilization.

GI Handicraft Contest Prizes Total $3,300

Cash prizes totalling $3,300 will be awarded to winners in the GI Handicraft Contest now being sponsored by Popular Science Monthly. Eligible entrants are service men and women and veterans of World War II.

Entries may include any type handicraft except paintings or drawings and photographs. No limit has been placed on the number of entries made by one person.

Prizes include a first prize of $1,000; second, $500; third, $250, and more than 50 other prizes ranging down to $5 each. Entries may be sent direct to Popular Science Monthly, 383 Fourth Ave., New York City 10, N. Y., and must be postmarked not later than 1800 1 Apr 1946.

Interested persons should see their welfare and recreation officers.

V-Disc Kits Available Through June Despite Cancellation of Funds

Ships and stations which have ordered V-Disc Kits for the third and fourth quarters of this fiscal year (January through June), and which had planned to pay for them with third and fourth quarter allotments under appropriation 175040, Welfare and Recreation, Navy 1946, will continue to receive the kits despite cancellation of their funds by Alnav 30-46 (NDB, 31 January). This assurance was given by Alnav 52-46 (NDB, 31 January).

Activities having existing orders or intending to reorder V-Discs using non-appropriated welfare funds or appropriation 174832, Ship's Stores Proffits, Navy, are not affected by Alnavs 30-46 and 52-46.

V-Discs may still be ordered by ships and stations, and BuPERS will grant additional monies as long as the supply of kits permits. Kits will be available through June of this year, after which status of the program is undetermined.

New York Guide Service Now Available to All

A New York guide service formerly for the benefit of motor torpedo squadron personnel is now extended to all naval personnel. The service is sponsored by the New York State Women's Council of the Navy League.

The league has offices at 45 Asior Place, New York City, and will act as an information center to aid ex-servicemen in readjustment to civilian life and assist in job hunting.

Way Back When—Early Frigate Built in Nine Months

The speed with which ships were built during World War II and the manner of their construction together with the effort of the nation to help in their completion stand in marked contrast with the building of ships for our early infant Navy.

Way back in 1798 when our country first became aroused over the outrages committed on our commerce by France and England, nations with whom we are now allies, the following advertisement appeared in a Salem, Mass. newspaper in November in reference to the building of the Frigate Essex:

"Ye Sons of Freedom! all true lovers of the Liberty of your Country be ye men of spirit, and give assistance in building the Frigate." The ad further requests "every man in possession of a White Oak Tree be ambitious to be foremost in hurrying down the timber to Salem." It speci

4. These four trees were needed for the keel which was to measure 140 ft. in length and hew 16 in. square. The subscriber, Enos Briggs, asked that he be called upon by whoever wanted to make contracts for large or small quantities.

In January 1799, Mr. Briggs again inserted an ad in which he thanked the good people for their enthusiastic response; for, in the short space of four weeks, the full complement of timber had been furnished.

Thus in October 1799 the Frigate Essex of 32 guns was launched and slid into the water with ease and grace. Such was the patriotic zeal with which our citizens were impressed that in all of nine months they had been able to produce a 32-gun frigate.

In December 1941 the bombing of Pearl Harbor was the only advertisement needed to induce the descendents of these people to go "all out for war" and men to produce ships like the USS Munda (CVE) which took only 74 days between laying the keel and launching!
VD Cases Increase Since V-J Day: 300,000 Sorrier Than Safe During the War

You know him—he's the guy who prope himself against the nearest butt, his little fingers extended under the bottom buttons of his well-belied blues.

He knows all about sex—he admits it. He doesn't even mind giving out with a little advice to the mates who haven't been around. With assurance and certainty he describes his own experiences—real or imaginary—and jeers at all doubts and fears.

But what does he know about it?

Statistics compiled by BuMed on the period of the war show up Joe Blow as something less than an expert. Just about 300,000 men turned up with brand-new cases of V.D. because apparently they listened to Joe instead of to the folks in the Navy who make a business of health.

BuMed says there are two reasons for the recent increase since V-J day, evident in the statistics it is now assembling:

- Opening of Asiatic ports to ships of the U. S. Navy.
- Overconfidence in the "miracle" cures of VD by recently-developed drugs and methods of treatment.

Joe Blow says about VD being a breeze since the sulfa drugs and penicillin came along, the facts tell another story. Actually the medics who know all that has been learned so far about the new treatments are far less confident than Joe. They say the new drugs are too new for full evaluation, and may even prove harmful in some cases. They do work most of the time. But there are far too many cases of relapses and failures on record to allow complacency—on the part of either the doc or the guy on the little end of the needle. In fooling around with the forms of venereal disease which lurk in foreign ports it's much smarter medically not to get VD than to take chances. The diseases generally are far more dangerous and the chance for success with standard treatment is much smaller.

Contrary to the claims of the salty Joe who insists "you're not a man until you've had it once", the sound, reasoned judgment of the doctors who observe and treat VD daily. They testify that VD and its results can do much harm both to the individual and the society he lives in. The evidence which bears them out is long and sad.

With the facts so well known and with VD so easily avoided, most men who get it can be marked down as ignorant or indifferent. That's a sad situation in either case, adding no prestige to the individual nor to the naval service.

Choosing misinformation and bum advice in favor of accumulated scientific experience and knowledge is the privilege of every man. So is learning that it's not very smart.

For proof, says BuMed, look in on sick bay most any morning after a stop in port—or take a trip to any mental hospital.

MARCH 1946

Welfare, Ship's Service Funds Not to Be Used For Charity Purposes

Distribution of ship's service funds or non-appropriated welfare funds among crew members or donating them to charity is not a proper way for ships and activities being decommissioned or going out of service to close out these accounts, Alnav 61-46 (NDB, 15 February) ruled.

The funds must be remitted to BuPers upon liquidation of ship's service activities or at transfer and welfare funds (NA) afloat and ashore, as set forth in SecNav Ltr. 45-775 (NDB, 15 July 1945), and BuPers Circ. Ltrs. 284-45 (NDB, 15 Nov 1945) and 361-45 (NDB, 31 Dec 1945) as well as character letters offering a resume, also, of what constitutes legitimate welfare expenditure.

Funds received by BuPers are expended for the recreation of personnel throughout the naval establishment.

Ship's stores, as distinguished from the funds mentioned above, must be closed out in accordance with provisions of BuSandA Manual Art. 1274-2 (B) (3).

Unobligated Recreation Funds Report Requested

Due to an additional reduction in the budget allotted to Navy welfare and recreation, ships and stations have been directed to send BuPers, atttn: Pers 5111, a report of all unobligated quarterly allotments for the second half of this fiscal year (Alnav 30-46; NDB, 31 January). These funds are appropriated yearly by Congress for welfare and recreation at naval establishments throughout the world and are allotted in a lump sum to all activities involved. The money is apportioned on quarterly allocation. Funds for the first quarter and unobligated quarterly allotments from the third quarter have been cancelled. After all returns are completed, and if money is available, information will be issued regarding possible regranting of allowances on a reduced scale.

LESS PAINT, MORE SCRUB

That's life, Mac. Just as they announce there'll be less painting (and chipping), they say there'll be more scrubbing.

Alnav 63-46 (NDB, 15 February) directs all interior painting of ships be cut to a minimum consistent with preservation, adding that all painted surfaces should be scrubbed rather than repainted wherever possible. Minimum use of white, light gray and light green fire retardant paints is stressed particularly.

Purpose: To conserve materials needed for national reconversion.

Reason: Shortage of titanium tioxide needed in quick-drying white enamels for painting refrigerators, stoves and similar articles.

Object: To save four million pounds of titanium dioxide in the Navy.

Effect on seamen: Swabs and paintwork rags instead of paint brushes and wire brushes.

Wave CPOs May Wear Gilt Buttons on Coats

Wave CPOs may wear gilt buttons on their overcoats, under authority of BuPers Circ. Ltr. 16-46 (NDB, 31 January). The new directive extends to Waves a privilege previously given to male CPOs.

French Cease Redeeming Currency Issued for AEF

Disbursing officers no longer will exchange American dollars for obsolete French currency, it is stated in Alnav 64 (NDB, 15 February). The Bank of France and French authorities have refused to redeem any longer the French currency, which ceased to be legal tender after 4 June 1945.

Obsolete is French currency in denominations of 50, 100, 500, 1,000 and 5,000-franc notes issued by the Bank of France and supplemental French currency (Tri-Color Series) of the same denominations issued for AEF use in France, which ceased to be legal tender on the above date.

PAL Stripes Abolished

The blue and white striped, three-piece uniform formerly prescribed for wear by prisoners-at-large at naval shore stations is abolished by BuPers Circ. Ltr. 16-46 (NDB, 31 January). Uniforms to be worn by PALS, and markings thereon if any, will be left to the decision of local commanding officers.

ANSWERS TO QUIZ ON PAGE 75.

1. (b)
2. (a)
3. The sinking of the gunboat Panay.
4. (a) Luzon, Philippines, (b) Iwo Jima, (c) Japan.
5. (a)-(l), (b)-(l), (c)-(l), (d)-(l), (e)-(l)
6. The rank of Commodore was revived and the new rank of Fleet Admiral established.
7. 51, San Francisco, April. The State Department arrives at the figure by counting the three Russian representatives separately.
8. Vice Admiral J. S. McCain, USN; Gen. G. S. Patton Jr., USA; Maj. Gen. J. D. Pitch, USA.
9. Radar, atom bomb, VI fuse, jet propulsion, Ioran.
10. (a) Winston Churchill, (b) Comdr. Howard W. Gilmore, USN.
ALNAVS, NAVACTS IN BRIEF

ALNAVS apply to all Navy, Marine Corps and Coast Guard ships and stations; NAVACTS apply to all Navy ships and stations. 

No. 29—Announces promotion of certain Marine Corps officers whose promotions previously were withheld for physical disqualification (see p. 73).

No. 30—Cancels unobligated welfare and recreation allotments for remainder of 1946 (see p. 77).

No. 31—Orders submission to BuPers via air mail of various ship's service, ship's stores and officers' messes financial reports.

No. 32—States commands and officers authorized to determine claims for physical disqualification (see p. 68).

No. 33—Directs attention to SecNav instruction via regular channels future reimbursement for personal property lost, damaged, destroyed or abandoned incident to service (see p. 66).

No. 34—Gives directions to prolong use of current pay records until 30 June 1946.

No. 35—Limits sale of various clothing and small stores items to individuals (see p. 73).

No. 36—Orders actions to requisition via regular channels future requirements Class 54 equipment chargeable against appropriations of cognizant bureaus.

No. 36—Gives directions for COs to follow in making continuing survey of enlisted personnel to furnish data for demobilization and postwar Navy.

No. 37—Requests applications from regular officers of Navy and Marine Corps for three-year postgraduate course in law (see p. 71).

No. 38—States USN reenlistments in regular Navy shall be made at Navy Recruiting Stations unless made within 24 hours after discharge, in which case they may be made at the discharging activity. Directs potential reenlistments for three or more dependent children under 18 to sign waiver of privilege of dependency discharge.

No. 39—Announces on 1 Feb 1946 temporary advancements in rating including changes in status to pay grade one effected subsequent to 30 June 1944 shall be permanent and all such advancements and changes made subsequent to 31 Jan 1946 shall be permanent (see p. 65, ALL HANDS, February 1946).

No. 40—Announces reduction in critical discharge scores applicable 15 March and 2 April (see p. 68).

No. 41—Directs Alnav 30-46 (NDB, 31 January) to read "Alnav 141-44 revoked" instead of "Alnav 141 revoked".

No. 42—Sixth weekly report of regular Navy enlisted strength.

No. 43—Directs COs to forward to Board of Review for Decorations and Medals, Navy Department, all recommendations for awards that have been returned to originator disapproved.

No. 44—Announces extension of management and industrial engineering course. (Alnav 13-46; NDB, 15 January) to include limited number of officers to be selected for material Inspection Service. Closing date of applications will be extended.

No. 45—Directs surplus property declarations be expedited by commands concerned.

No. 46—Authorizes subsistence on general mess aboard Navy and C.G. vessels of dependents acquired overseas during period of emergency by naval and military personnel, who are traveling to destinations of their own selection.

No. 47—Formulates advance change to Navy Rgs. Art. 1412 cancelled, terminating activity for honorably discharged personnel to elect their home on board receiving ships.

No. 48—Opens certain previously announced for use to officers who were denied opportunity to apply by circumstances of the war. Deadline for new applications was 1 March.


No. 50—Announces new personnel claims regulations published in NDB, 31 January (see p. 69).

No. 51—States rules for regular Navy enlistment in specialist ratings (see p. 13).

No. 52—Announces V-Discs ordered under appropriation 1760433, Welfare and Recreation, Navy 1946, will be delivered despite cancellation of these funds by Alnav 30-46 (NDB, 31 January) (see p. 76).

No. 53—Cancels Alnav 31-45 (NDB, 15 October) which stated terms of monetary exchange relief awarded personnel (see p. 73).

No. 54—Promotes for temporary service following USN and USNR officers of active list, including Waves: USN lieutenants with dates of rank between 2 Jan and 1 Feb 1944 inclusive; USN Lieutenants who began continuous active duty in that rank between 2 Jan and 1 Feb 1944 inclusive; USN Lieutenants (junior grade), ensigns and non-commissioned warrant officers with dates of rank between 2 July and 1 Aug 1944 inclusive; and USN lieutenants (junior grade), ensigns and non-commissioned warrant officers who began continuous active duty in those ranks between 2 July and 1 Aug 1944 inclusive.

No. 55—Directs more careful audits of postage stamp stock when Navy post offices are discontinued.

No. 56—Provides certain increases in number of midshipmen authorized at the Naval Academy (see p. 72).

No. 57—Sets procedure for handling of pay accounts of usn officers who died (see p. 69).

No. 58—States personnel who have entered term of USN enlistment since 23 Sept 1945 ineligible for discharge without BuPers approval under Alnav 298-45 (NDB, 30 Sept 1945), which released men having three or more dependents under 18 years of age (see p. 68).

No. 59—Announces Alnav 44-45 (NDB, 31 Dec 1945), which concerns requests for title A and B equipment, applies only to material in "Index of Special Ships Material."

No. 60—Enlistment figures (see p. 68).

No. 61—Directs attention to SecNav letter 45-775 (NDB, 15 July 1945), and BuPers Cir. Ltrs. 334-45 (NDB, 15 Nov 1945) and 361-45 (NDB, 31 Dec 1945) regarding proper final disposition of welfare funds (NA) and ship's service funds (see p. 77).

No. 62—Lists locations where reserve Marine Corps officers afloat interested in transfer to shore may be interviewed (see p. 70).

No. 63—Orders interior ship painting reduced to minimum (see p. 77).

No. 64—Restores exchange of non-U.S. currency, including non-U.S. currency, to the extent of a normal load of non-U.S. currency for shore based personnel (see p. 77).

No. 65—Directs compliance CominChc ltr. serial 7246 (NDB, 30 Sept 1945), which orders certain commands cease submission of war diaries.

No. 66—Reports regular Navy enlistments (see p. 68).

No. 67—Announces awards above Commendation Ribbon to personnel no longer in active service shall be mailed.
to home naval districts for formal presentation (see p. 54).
No. 68—Restricts travel of dependents overseas to that approved by area commanders, due to housing shortage (see p. 49).
No. 69—Refers to new para. 210.1 in next revision of Property Redistribution and Disposal Reg. No. 1, regarding gifts and loans of material for historical or memorial purposes.
No. 70—Ninth weekly report of USN enlisted strength (see p. 68).
No. 71—Directs conservation of flour (see p. 72).
No. 72—Announces rate of exchange for Italian lira.
No. 73—Encourages Navy men and ex-Navy men to inform their relatives and friends with regard to the Navy (see p. 75).
No. 74—Gives procedure for recommendations for awards in accordance with Alnav 23-46 (NDB, 31 January) which requested such recommendations.
No. 75—Corrects Alnav 61-46 (NDB, 15 February) which referred to SeeNav Ltr. 45-778 (NDB, 15 July 1945) incorrectly as a BuPers Ltr.
No. 76—Announces reductions in critical discharge scores on 15 April and 2 May (see p. 68).
No. 77—Directs all ships transfer narcotics, medicinal alcohol and spirits in excess 12 months' normal requirements to nearest medical supply facility.
No. 78—Directs commands check health records on hand against muster rolls and to forward records of individuals not attached whose present station not known to BuMed.
No. 79—Amends Art. 38 of Articles for the Government of the Navy (see p. 76).

**NavActs**

No. 9—Orders Staging Centers and Intake Stations to refrain from modifying orders directing officers to report for separation either to SepCen serving home of record or SepCen nearest post of debarkation or duty station if officer established hardship under Alnav 294-45 (NDB, 15 September), unless the officer concerned obviously had no chance to exercise the hardship option or his orders are obviously in error.
No. 10—Requests applications from USN or USNR officers for advanced training in electronics at M.I.T., beginning about 17 June 1946 (see p. 74).
No. 11—Requests officers with legal training, who will become eligible for separation within four months but would agree to remain on active duty 180 days if assigned legal billets, to advise BuPers attention Pers 21501 (see p. 73).
No. 12—Requests applications for duties connected with public information from USN and USNR officers with experience or inclination and aptitude in the field (see p. 71).
No. 13—Authorizes and encourages commands authorized to convene local boards to process applications of officers desiring transfer to USN, regardless of their duty stations.
No. 14—Authorizes unlimited advancement from pay grade 6 to pay grade 8 for qualified personnel who have served three months in grade 6.
No. 15—Adds phrase “automobile at port of debarkation” to list in Alnav 294-45 (NDB, 15 September) of reasons establishing hardship under which personnel may request separation at port of debarkation rather than at home of record.
No. 16—Opens certain shore duty billets in supply activities to USNR line ensigns and lieutenants (junior grade) (see p. 74).
No. 17—States USNR officers upon release from active duty entitled to travel allowances only to address which was home of record upon reporting for active duty (see p. 67).
No. 18—Allows USNR officers with pending requests for USN transfer to be released when eligible without affecting their requests, which will continue to be considered (see p. 68).
No. 19—Issues instructions regarding travel allowances to clarify Alnav's 209-45 (NDB, 31 Aug 1945) and 360-45 (NDB, 31 Oct 1945).
No. 20—Directs NavPers 625 reports for ships and division, squadron and flotilla staffs shall show postwar allowance in complement column in lieu of adjusted allowance.

**ALL THUMBS**

**SHIP'S COMPANY**

**MARCH 1946**
FANTAIL FORUM

QUESTION: Has service in the Navy changed your ambitions held in civilian life?

Harold T. Hester, Jr., Y3c, Portland, Tenn.: "I was an automobile dealer in civilian life, and I have two daughters. My main ambition is still centered on my family and my business. However, my Navy experience has taught me the value of being an active citizen and has made me appreciate how fortunate we are to be citizens of this great country."

Willis W. Balr, CPhM, Celina, Ohio: "My ambition in civilian life—to be a pharmacist and run my own drug store—has remained essentially the same during my tour of duty. Most of my Navy work has served to amplify those plans and the experience I've had will be helpful in the long run. I'm sure, I can say that I've really enjoyed most of my war experiences."

Fred S. Tyburski, SK3c, Thorntonville, Mass.: "It has always been my ambition to have a business of my own and be my own boss. Having to take orders in the Navy has made me more sure of that. I've had a restaurant or some kind of an eating place in the back of my mind and that is what I am planning on. Although I've lost some time getting started, being a storekeeper in the Navy will make me a better businessman."

Willie R. Porcher, S1c, Atlanta, Ga.: "Before the war I worked as a rigger's helper on a shipyard. Since then my wife and I have moved to Cleveland and if I can't get a shipyard job there I'll start looking around for something else. Maybe a Navy job as a truck driver or stevedore and athletic instructor will give me a lead for something new."

Joseph J. Turki, AOM2c, Wheeling, W. Va.: "I really want to do. I'm going to loaf a while first. But when I get home. Before I enter the Navy I worked at odd jobs, but if I could get into some kind of orderly work I think it would be a pretty good idea since I have learned quite a bit about it during my duty in the Navy."

Arthur T. Wickstrand, CM2c, Portland, Ore.: "No, I expect to return to civilian life with the opportunity to continue the work for a building contractor—which is just where I left off. But the time I've had in the service has given me a broader outlook on the needs of our country and the world, and I'm not sorry for the time lost in my work at home."

Roy F. Johnson, S1c, Lubbock, Tex.: "No, not in the least. I enjoyed my stay in the Navy, but my highest ambition is to become a civilian again. My work before getting into the Navy was in the theatremostly acting. That is what I really want to do so I intend to get back to it. I'll get a new start by going to a dramatic school when I get out of the Navy."

Edward H. Yackley, BdM3c, Gladstone, Calif.: "I never heard of radar before I got into the Navy, but I believe it has a great future in the aviation industry. I intend to follow it up if at all possible. I am looking forward to the time when every airfield is equipped with radar for use in tracking incoming and outgoing planes and making flying much safer than it is now."

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.

SECRECY: Since this material is not classified, it is sometimes limited in its reporting and publication of photographs. If therefore cannot always record all achievements of units or individuals, and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1943 issue of the magazine under its former name, The Bureau of Naval Personnel Information Bulletin, are used as a reference. The official Navy Department Bulletin followed by the initialize "cum. ed." refer to the cumulative edition of 31 Dec. 1943, which superseded all semi-monthly issues through that date by "Jan.-July" or "July-Dec.," to the collated volumes for those semi-monthly periods of 1944, containing all 1944 letters still in effect at the end of each of the two periods.

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